

CHATHAM COUNTY - SAVANNAH

1733 - 2033

# Tricentennial Plan

## Comprehensive Plan

### Community Agenda Report

November, 2006

Adopted by the

Chatham County Board of Commissioners  
and the  
Mayor & Aldermen of the City of Savannah



CHATHAM COUNTY - SAVANNAH

**METROPOLITAN PLANNING COMMISSION**

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*"Planning the Future - Respecting the Past"*

November, 2006



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Savannah Metropolitan  
Planning Commission<sup>1</sup>

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## Foreword

The Chatham County-Savannah Comprehensive Plan is a unified plan, meaning that it is a single plan that was adopted by the governing bodies of two different political jurisdictions: the Chatham County Board of Commissioners and the Mayor and Aldermen of the City of Savannah. In 2002, the Chatham County Commission and the Savannah City Council authorized the planning effort that later came to be known as the Tricentennial Plan. The authorization directed the Metropolitan Planning Commission to embark upon an ambitious planning effort to be undertaken in two phases: the first phase consisting of a new, unified Comprehensive Plan for the City of Savannah and Unincorporated Chatham County, and the second phase consisting of a new, unified zoning ordinance for both communities. The Metropolitan Planning Commission is pleased to announce that the first phase of that directive has been completed and adopted in the form of the Chatham County-Savannah Comprehensive Plan.

The completed Chatham County-Savannah Comprehensive Plan consists of three individual documents. The document you are reading right now is the Community Agenda Report. It is a policy document that has been designed to provide local officials with guidance for making planning-related decisions in the future. The other two documents that comprise the Comprehensive Plan are the Community Assessment Report, which is a reference document containing background information, statistics, and trends, and the Community Participation Program, which outlines the strategy that was used to involve the public throughout the Comprehensive Planning process. The Tables of Contents from the Community Participation Program and the Community Assessment Report have been included in Appendix D of this document for your reference. Hardcopies of all three Comprehensive Plan documents are available for purchase at the Metropolitan Planning Commission; 110 E. State St; Savannah, GA 31401. The documents can also be downloaded free of charge at <http://www.thempc.org>.

The Community Agenda is a policy document that has been designed to provide guidance for future development within the City of Savannah and unincorporated Chatham County. The Community Agenda accomplishes this by first presenting a detailed vision for the future, and then presenting a comprehensive set of strategies and policies for achieving that vision. Each of the chapters in the Community Agenda is designed to either help define the vision, or to help implement it, as described below.

### **Chapter 1.0: Introduction**

Chapter 1 introduces the Community Agenda, summarizes the effects of recent regulatory changes by the Georgia Department of Community Affairs, and describes the benefits of maintaining an accurate and up-to-date Comprehensive Plan.

### **Chapter 2.0: Community Vision**

Chapter 2 begins with a vision statement for Savannah and unincorporated Chatham County in 2033, the tricentennial anniversary of the founding of Savannah and the Georgia colony. The chapter then continues by presenting contextual information on the community's various historical eras of development. Figure 2-1 illustrates the different

land development patterns that are associated with each era, and Table 2-1 presents quantifiable development characteristics for each historic pattern.

The chapter continues with the presentation of the Future Development Map for Savannah and unincorporated Chatham County. Unlike the future land use maps that can be found in most comprehensive plans, the Future Development Map presented here takes a character-based approach to land use. This means that mixed use areas, such as Downtown Savannah and some of the historic neighborhoods that are adjacent to it, are identified on the map with categories that reflect not only their land uses, but their unique development patterns as well.

The chapter concludes with two tables, 2-5 and 2-6, that address sustainable development and community-building strategies (often collectively referred to as “Smart Growth” strategies). Table 2-5 addresses the State of Georgia’s Quality Community Objectives, and Table 2-6 details ways in which the Tricentennial Plan addresses smart growth principles in general.

### **Chapter 3.0: Land Use and Zoning Framework**

One of the primary implementation tools for the Comprehensive Plan, and the Future Development Map in particular, will be a new, unified, zoning ordinance for Savannah and unincorporated Chatham County. Currently under development, and scheduled for local adoption in early 2009, this new ordinance will unify the City and County zoning ordinances into a single code, and will also address persistent problems.

Chapter 3 presents a history of zoning in Chatham County and Savannah and outlines the need for an updated zoning ordinance. The chapter concludes with three tables that provide a framework for the new zoning ordinance. Table 3-1 relates the community’s various development eras to historical zoning strategies and proposes additional zoning strategies for the future. Table 3-2 presents the land use categories from the previous chapter’s Future Development Map and pairs them with proposed zoning districts from the new zoning ordinance. Finally, Table 3-3 provides guidance for uses and standards that would be appropriate in the new zoning ordinance.

### **Chapter 4.0: Issues and Opportunities**

Over the course of the comprehensive planning process, members of the community identified dozens of issues and opportunities for the Comprehensive Plan to address. Many of the ideas that were expressed by the community were inter-related, and many others matched well with larger ideas, issues and concepts. Toward the end of the public participation process, MPC staff members consolidated the public input into a smaller set of issues and asked members of the Comprehensive Plan Steering Committee and the general public to vote on their top priorities. The results of that exercise are presented in this chapter in the form of a Top Ten List. Each of the top ten issues is followed by several policies for the local governing body that will help to address the issue. The chapter concludes with Table 4-1, which contains land development policies for each of the land use categories from the Future Development Map.

### **Chapter 5.0: Strategic Plan**

The Strategic Plan can be thought of as the community's official strategy for achieving the Community Vision. It is a set of goals, objectives, and strategies that have been crafted for key areas such as land use, economic development, and transportation.

Goals are at the top of the Strategic Plan's organizational hierarchy. Goals represent an ideal that the community wants to achieve, such as preserving and protecting the marsh ecosystem. Each goal is accompanied by several objectives. Objectives should be achievable or measurable, as completing objectives will help to accomplish the associated goal. For example, in the Strategic Plan, the goal of preserving the marsh ecosystem is accompanied by an objective to adopt new zoning regulations that enhance marsh protection. Each objective is, in turn, accompanied by strategies. Strategies identify specific tasks that need to be completed in order to achieve an objective. In our marsh protection example, the objective of adopting new zoning for marsh areas is accompanied by strategies relating to the specific new zoning districts that are needed, as well as strategies for improving coordination between different agencies during the permitting process.

### **Chapter 6.0: Short Term Work Program**

The Short Term Work Program identifies goals and objectives from the Strategic Plan that can be accomplished in the next five years, or that the local government pledges to start working on within the next five years. The Short Term Work Program identifies the timeline for each project, the agencies that are responsible, the approximate costs associated with the project, and potential funding sources.

### **Glossary**

Many of the Urban Planning terms that are used in the Comprehensive Plan are defined in the Glossary.

### **Appendix**

The Appendix contains material that was deemed important to include in the Community Agenda Report, but that didn't naturally fit in any other chapters. The Community Agenda Report has four appendices:

- Appendix A provides guiding principles for future commercial and town center development in Southeast Chatham County.
- Appendix B provides guiding principles for future development west of Hunter Army Airfield.
- Appendix C presents an overview of tools that are available to local governments for affordable housing production.
- Appendix D contains the tables of contents from the other two documents that comprise the Comprehensive Plan: the Community Participation Program and the Community Assessment.

### **Acknowledgements**

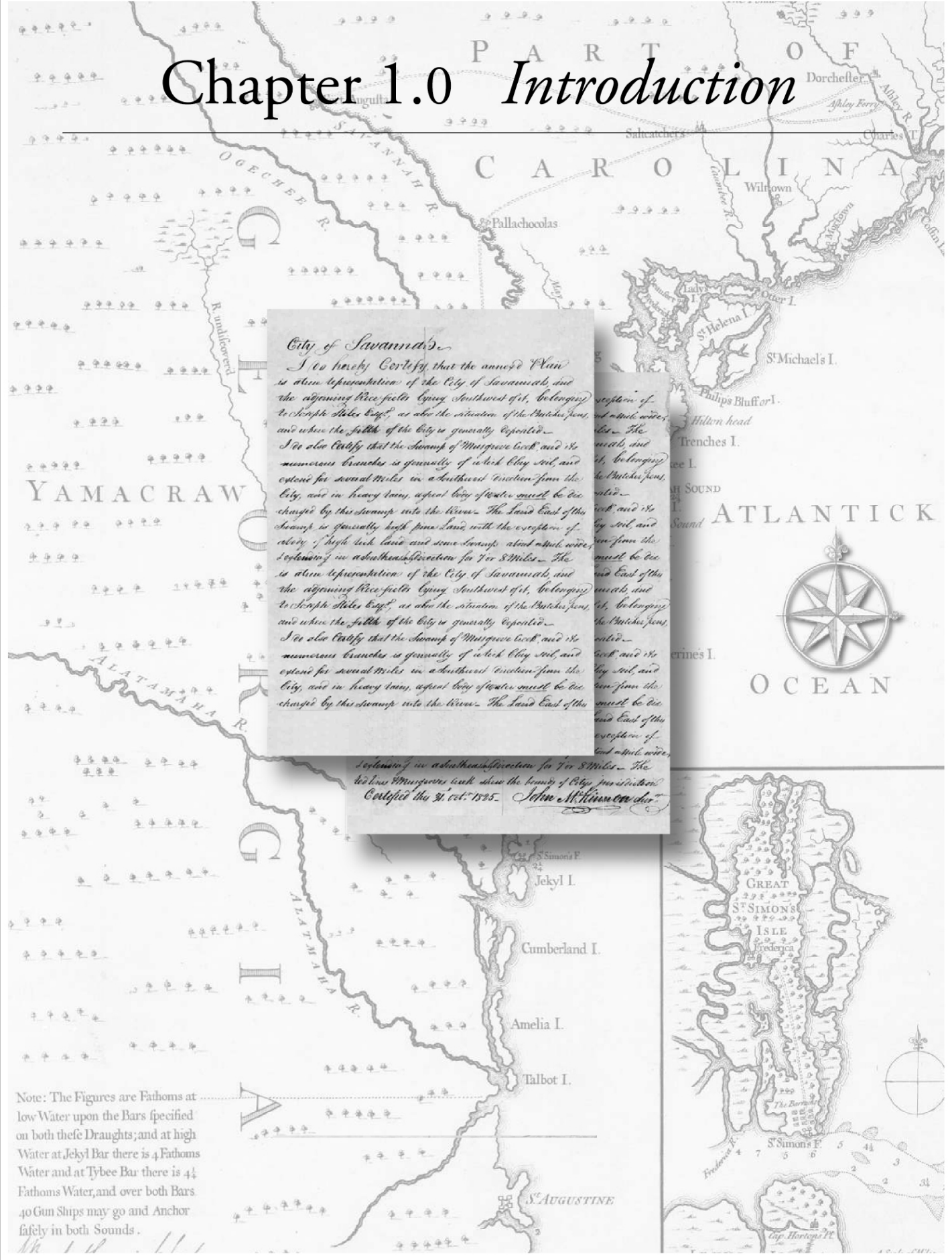
The adoption of the Comprehensive Plan in the Fall of 2006 was the culmination of several years of hard work and dedication on the part of elected officials, appointed officials, staff, and many others. The Metropolitan Planning Commission would like to recognize the significant contributions that were made by the following individuals, groups, and organizations:

- Chatham County Board of Commissioners
- Mayor and Aldermen of the City of Savannah
- Metropolitan Planning Commission Board Members and Staff
- Comprehensive Plan Steering Committee and Subcommittees
- Comprehensive Plan Technical Advisory Committee
- Comprehensive Plan Intergovernmental Agency Committee
- Public Participants from Community Workshops and Neighborhood Meetings





# Chapter 1.0 Introduction



*City of Savannah's*  
 I do hereby Certify, that the annex'd Plan is an exact representation of the City of Savannah, and the adjoining Rice-fields lying Southwest of it, belonging to His Majesty's Majesty, as also the situation of the Dutches Post, and where the falls of the City is generally Exploit'd -  
 I do also Certify that the Swamp of Mungrove Creek, and its numerous branches is generally of a black clay soil, and extent for several Miles in a Southward direction from the City, and in heavy tides, a great body of water must be discharged by this Swamp into the River. The said East of the Swamp is generally high firm Land, with the exception of a strip of high back lands, and some Swamps about a mile wide, extending in a Southward direction for 7 or 8 Miles - The Plan is an exact representation of the City of Savannah, and the adjoining Rice-fields lying Southwest of it, belonging to His Majesty's Majesty, as also the situation of the Dutches Post, and where the falls of the City is generally Exploit'd -  
 I do also Certify that the Swamp of Mungrove Creek, and its numerous branches is generally of a black clay soil, and extent for several Miles in a Southward direction from the City, and in heavy tides, a great body of water must be discharged by this Swamp into the River. The said East of the Swamp is generally high firm Land, with the exception of a strip of high back lands, and some Swamps about a mile wide, extending in a Southward direction for 7 or 8 Miles - The

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 Certified this 30. Oct. 1735. John M. Mungrove

Note: The Figures are Fathoms at low Water upon the Bars specified on both these Draughts; and at high Water at Jekyl Bar there is 4 Fathoms Water and at Tybee Bar there is 4 1/2 Fathoms Water, and over both Bars 40 Gun Ships may go and Anchor safely in both Sounds.





## 1.1 Community Agenda Overview

The Community Agenda provides vision and policy for future development and protection of vital resources. It is therefore a policy document to be used by County Commission and City Council, the Metropolitan Planning Commission and other advisory bodies, investors in the community, and the general public. The Community Agenda constitutes the actual plan that must be adopted by a local government. It contains an identification of the priority issues facing the jurisdiction, approaches to resolving those issues, and a plan for future development that is based on achieving “community character” goals rather than on prescribing conventional, generic land use categories.

The new focus on the Community Agenda in State comprehensive planning regulations adopted in May, 2005 has several advantages. First, the new format limits the amount of material that a local elected body must review and adopt (primarily that which is policy-related). Second, the new structure ensures that adopted policy is based on fair and effective public participation. Third, the Community Agenda establishes a clear nexus in public policy for the inter-relationships between land use, economic development, housing, transportation, natural resources, and public facilities and services. Another notable advantage is that it encourages efficient use of staff and consultant resources by concentrating their activities in logical and systematic phases of plan development.

The Comprehensive Plan is often the only plan produced by local government that documents various sectors of a community and examines their complex inter-relationships. Most studies, reports, and plans are “stovepiped” – that is, they are linked from local to state and often federal agencies. Stormwater management plans, for example, are subject to regulatory review from agencies within the Georgia Department of Natural Resources, which in turn is subject to the regulations of the U.S. Environmental Protection Agency. In this manner, public employees and consultants acquire the specialized language of a particular subject area. While this is the nature of a highly efficient system, it makes it all the more important to have a comprehensive plan to explain complex issues in layman’s terms.

The Comprehensive Plan – the Community Assessment and the Community Agenda together – can be used by the City and the County as a highly effective marketing tool. When investors look at a community, often the first document they obtain is its comprehensive plan. Investors know that the plan will have, a) existing population data that can be used as a basis for market research; b) growth trend analysis documenting likely development scenarios; c) employment and income data; and other valuable quantitative information on the community. The plan also provides investors with information about public policy that can be vitally important in planning the form and location of investments.

The greatest benefit of the comprehensive plan may be its function as a strategic plan. Strategic plans are used by government, business, and non-profits to establish vision or mission statements and set goals. This framework is then used to set priorities for investment and to monitor outcomes. Ideally, the local comprehensive plan should be tied to a capital improvements plan, thus establishing a clear link between public policy and public expenditures.

# Chapter 2.0 *Community Vision*

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*In 1732, the Trustees for Establishing a Colony of Georgia in America expressed their vision for the proposed colony: “The colony of Georgia lying about the same latitude with part of China, Persia, Palestine, and the Madeiras, it is highly probable that when hereafter it shall be well-peopled and rightly cultivated, England may be supplied from thence with raw Silk, Wine, Oil, Dyes, Drugs, and many other materials for manufactures...”*

*But the colonists had a vision of their own. In 1776, Button Gwinnett, Lyman Hall, and George Walton signed the Declaration of Independence on behalf of the colonists: “We hold these Truths to be self-evident, that all Men*

*are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the Pursuit of Happiness --.”*

*In modern times, the vision expressed in the 1993 Comprehensive Plan was a community that is a healthy place to live, work, and raise a family; that protects, preserves, and enhances its historic character; where*

*balanced and environmentally sound economic growth will support and provide jobs for all who wish to work; and where everyone, regardless of income or physical limitations, can find safe, decent, and affordable housing.*

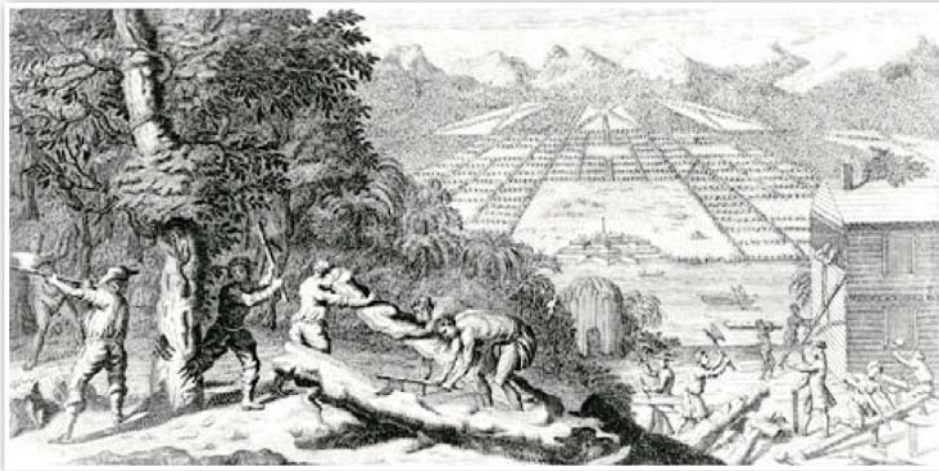




## 2.1 Introduction

# *Vision for the Tricentennial*

*The vision for this plan extends to the year 2033, the 300<sup>th</sup> anniversary, or “Tricentennial” of the founding of Savannah by James Edward Oglethorpe and his group of English backers known as the Trustees for the Establishment of the Colony of Georgia in America. It is a vision that seeks inspiration and guidance from our community’s achievements from the past, while at the same time charting a bold new course for the future:*



*The past brought forth noble ideals of people seeking to establish a colony free of slavery, indebtedness, unemployment, and idleness. It sought to build a New World founded on humane principles. The future will bring a renewed vision of advancement and opportunity for all with more emphasis on inclusiveness in a city, county, nation, and world with ever-greater interdependence and diversity.*

*The past brought forth the ideal of a vibrant and diversified economy in a place chosen for its temperate climate and strategic location. The future will bring greater diversity to the economy, and will seek to balance our major economic sectors of tourism, health care, trade, and industry.*

*The past brought forth an exceptionally well-designed town with interlocking public spaces and equally-proportioned wards, symbolizing spatial equality and offering equal access to all parts of town for all citizens. The future will carry forward these values in the form of quality urban and regional planning, preservation and enhancement of public spaces, and preservation of public access.*

*The past brought forth a new colony situated in a pristine environment designed for a system of Agrarian Equality that would benefit from abundant natural resources. The future will bring increased protection of natural resources, recognizing the added value of environmental protection to both our economy and our quality of life.*



## 2.2 Community Vision

This chapter presents a vision for the future of the community. An overview of the chapter is presented in the chart below.

Community Vision Chapter Overview
<b>HISTORIC DEVELOPMENT PATTERNS</b>
Figure 2-1 and Table 2-1 describe the community’s historic development patterns, which are closely related to the transportation innovations of different eras. These five basic patterns are the basis for the community character and land use assessments in this plan.
<b>DEVELOPMENT ERAS</b>
Tables 2-2 and 2-3 relate historic development patterns to the finer-grained character-based areas used in the Future Development Maps.
<b>FUTURE DEVELOPMENT MAPS</b>
Table 2-4 and Figures 2-2 through 2-8 present the Future Development Maps and associated categories that reflect the vision for future development throughout unincorporated Chatham County and the City of Savannah.
<b>DEFINING NARRATIVE</b>
The Defining Narrative consists of Tables 2-5 and 2-6. Table 2-5 presents the categories used in the Future Development Maps, and describes the land uses and development patterns that are associated with each category. Table 2-6 describes the various planning principles associated with the Smart Growth planning movement, and explains the local strategy for achieving smart growth.

**Figure 2-1. Illustrations of Historic Development Patterns**

PERIOD OF DEVELOPMENT	LAND USE PATTERNS	TYPICAL STRUCTURES
<p><b>PLANNED TOWN.</b> The original town and commons established by Oglethorpe encompassed one square mile. The town grew largely within this area over a century and a half, rather than growing outward because people were limited to a pedestrian mode of transportation.</p>		
<p><b>STREETCAR OR FIRST RING SUBURBS.</b> Electric streetcars of the 1880s led to rapid expansion of the town. New suburbs formed in former farm lands surrounding the town. Extensive streetcar lines brought residents of the new suburbs into town for retail, services, and employment.</p>		
<p><b>EARLY AUTOMOBILE OR SECOND RING SUBURBS.</b> The availability of automobiles led to a second period of growth immediately beyond the streetcar suburbs. These suburbs remained compact and, by modern standards, relatively close to the downtown area since walking and use of streetcars remained important modes of transportation.</p>		
<p><b>MODERN AUTOMOBILE SUBURBS.</b> Following World War II, automobile production increased dramatically as did road construction, thus stimulating rapid suburban expansion. Mortgage insurance for veterans helped to sustain this trend. Land use patterns changed dramatically and extensive, single use districts became the norm.</p>		
<p><b>AMENITY COMMUNITIES.</b> New trends are emerging at present with greater emphasis on environmental and community amenities as well as improved access to goods and services. This trend has potential to produce more efficient land use patterns with less adverse environmental impact and reduced automobile dependence. In the community in the next column, a system of trails links all parts of the development.</p>		



**Table 2-1. Historic and Present Day Development Patterns**

OGLETHORPE REGIONAL PLAN	EARLY LAND USE PATTERN	SUBSEQUENT ERA OF DEVELOPMENT	PRESENT REGIONAL STRUCTURE	PRESENT LAND USE CHARACTERISTICS	GENERALIZED DEVELOPMENT CHARACTERISTICS <sup>1</sup>			
					DENSITY	LOT AREA	LOT COVERAGE	FRONT SETBACK
Planned Town	10 acre wards and town common	Planned Town Expansion 1733 – 1869	Downtown and Urban Neighborhoods	Highly compact, pedestrian-oriented, mixed use development pattern with original ward structure and peripheral street grid; high percentage of civic and open space	24	2,000	80	0
Community Gardens	5 acres	Streetcar Era 1869 – 1920	First Ring Suburbs	Compact, pedestrian-oriented, mixed use development pattern with significantly modified ward structure and street grid	16	4,000	50	5
Farm Lots	45 acres	Early Automobile Era 1920 – 1946	Second Ring Suburbs	Compact, pedestrian-transit-auto-oriented development pattern, more separation of uses, modified ward structure and street grid	8	6,000	40	20
Villages	640 acres (one square mile)	Modern Automobile Era 1946 – Present	Third Ring Suburbs	Dispersed, single use residential and commercial districts, automobile dependent, private subdivision structure	6	10,000	30	30
Land Grants and Indian Nations <sup>2</sup>	Rural	Amenity Community Era Present – Future	Fourth Ring Suburbs	Planned communities, often with commercial and amenity centers. While primarily auto-oriented, some offer increasing options for mobility both within the development and to external locations.	8	8,000	40	20

<sup>1</sup> The figures in these columns are *typical* residential development characteristics associated with each land use pattern and are provided here for general comparative purposes. Actual development characteristics fall within a wide range. **Density** is expressed as housing units per gross acre. **Lot Area** is expressed in square feet. **Lot Coverage** is expressed as a percentage of building footprint in relation to lot area. **Front Setback** is expressed as the number of feet from the property line to the building.

<sup>2</sup> Oglethorpe and the Georgia colonists negotiated with Native Americans to determine areas they would settle. Areas under Native American control were referred to generally as the Indian Nation, or as a specific tribal nation (e.g., Creek Nation).

<b>Table 2-2. Historic Development Eras and Future Development Map Categories</b>		
<b>DEVELOPMENT ERA</b>	<b>YEAR</b>	<b>ASSOCIATED CATEGORIES FOR FUTURE DEVELOPMENT</b>
Planned Town Era (Downtown Savannah)	1733 – 1890	Downtown Downtown Expansion Traditional Neighborhood Traditional Commercial
Streetcar Era (First Ring Suburbs)	1890 – 1920	Traditional Neighborhood Traditional Commercial
Early Automobile Era (Second Ring Suburbs)	1920 – 1945	Residential - Single Family Residential - General Commercial - Neighborhood
Modern Automobile Era (Third Ring Suburbs)	1945 – Present	Residential - Suburban Single Family Residential - Single Family Residential - General Commercial - Suburban Commercial - Regional
Amenity Community Era (Fourth Ring Suburbs)	Present – Future	Commercial - Regional Planned Development Planned Campus
Rural and Agricultural	Multi-Era	Agriculture/Forestry
Environmental	Multi-Era	Parks/Recreation Conservation Tidal Marsh Open Water
Other Development Forms	Multi-Era	Industry - Light Industry - Heavy Landfill Surface Mine Civic/Institutional Commercial - Marine Transportation/Communication/Utilities

Table 2-3. Future Development Categories By Development Era Typology <sup>3</sup>							
Development Category	Planned Town	Streetcar	Early Automobile	Modern Automobile	Amenity Community	Rural	Non-Residential
Downtown	X						
Downtown Expansion	X						
Traditional Commercial	X	X	X				
Traditional Neighborhood	X	X	X				
Commercial – Neighborhood			X	X			
Commercial – Suburban			X	X			
Commercial – Regional				X			
Residential – Suburban Single Family			X	X	X		
Residential – Single Family			X	X	X		
Residential – General			X	X	X		
Planned Development					X		
Planned Campus					X		
Civic/Institutional	X	X	X	X	X	X	X
Agriculture/Forestry					X	X	X
Industry – Light				X	X	X	X
Industry – Heavy						X	X
Landfill						X	X
Surface Mine						X	X
Transportation/Communication/Utilities	X	X	X	X	X	X	X
Parks/Recreation	X	X	X	X	X	X	X
Conservation						X	X
Conservation- Residential						X	
Marsh						X	X
Open Water						X	X

<sup>3</sup> Development Era typology is based on a composite of development characteristics associated with different eras of growth (see Community Assessment, Chapter 5), non-residential development, and rural landscapes.

**Table 2-4. Definitions of Future Development Categories**

FUTURE DEVELOPMENT CATEGORY	DEFINITION
Downtown	The traditional Central Business District, including retail, office, entertainment, institutional, civic, and residential uses that are integrated into the urban fabric.
Downtown- Expansion	Areas in close proximity to the Central Business District that are identified for growth of retail, office, entertainment, institutional, civic, and residential uses. This area is intended to be compatible and interconnected with the Downtown area and surrounding neighborhoods, while also accommodating new forms of urban development.
Traditional Commercial	Business areas in close proximity to downtown or in outlying historically settled areas having development patterns characteristic of the Planned Town, Streetcar, and Early Automobile eras. This category includes residential uses that are compatible with the character of adjacent neighborhoods.
Traditional Neighborhood	Residential areas in close proximity to downtown or in outlying historically settled areas having development patterns characteristic of the Planned Town, Streetcar, and Early Automobile eras. This category includes non-residential uses that are compatible with the residential character of neighborhoods.
Commercial – Neighborhood	Nodal and strip business districts that are within predominately residential areas and are developed at a scale and intensity compatible with adjacent residential uses.
Commercial – Suburban	Intermediate scale business districts supporting shopping centers and corridor commercial uses.
Commercial – Regional	Large scale business districts supporting malls and other development at a scale and intensity capable of serving regional markets.
Commercial – Marine	Land dedicated to marina operations including those ancillary uses that are both marine-related and an integral part of the marina complex.
Residential - Suburban Single Family	Areas identified for single-family detached residential dwellings at gross area densities of five units per acre and less.
Residential - Single Family	Areas identified for single-family detached and single-family attached dwellings at gross area densities ranging from five to ten units per acre.
Residential - General	Areas with a wide range of residential uses including multi-family dwellings, attached dwellings, small lot single-family dwellings, and mixed use development with residential and commercial components at gross area densities greater than 10 units per acre.
Planned Development	Areas accommodating cluster development, neotraditional development, or mixed use development under a unified development plan. A mix of residential, commercial, light industrial, civic, and recreational uses may be appropriate. Such developments are characterized by internal or external linkages among components. This category includes Amenity Communities, Village Centers, Town Centers, and existing residential Planned Unit Developments.
Planned Campus	Areas designated for research & development, educational, and business campuses, where landscaping, greenspace, open space, and open water area exceeds impervious area of structures and parking lots (other research and educational campuses may be classified as Civic/Institutional).

FUTURE DEVELOPMENT CATEGORY	DEFINITION
Civic/Institutional	Areas of five acres or more identified for public uses that serve a large area or produce intensive activities or have multiple uses that are not readily assimilated into residential or commercial areas.
Agriculture/Forestry	Areas principally used for farming, silviculture, and dairy or livestock production.
Industry – Light	Areas supporting uses such as warehouses, wholesale facilities, lumberyards, and dead storage yards, that may require intensive truck traffic and outdoor storage but that do not produce noise, odor, dust, or waterborne contaminants above ambient levels.
Industry – Heavy	Areas supporting uses that are involved in the large-scale production of finished or semi-finished products from raw materials and that may produce nose, odor, dust, and waterborne contaminants measurably above ambient levels.
Landfill	Areas dedicated to the disposal of solid waste by burying it underground or between layers of dirt. These areas are often suitable for recreational purposes after waste management operations have ceased.
Surface Mining	Areas allowing for the extraction of resources from the earth, including mining operations and borrow pits. These areas are often suitable for recreational or residential purposes after mining operations have ceased.
Transportation/ Communication/ Utilities	Areas dedicated principally to railroad facilities, airports, telecommunication towers, sewage and water pump stations and treatment plants, and similar uses that produce intensive or obtrusive activities that are not readily assimilated into other districts.
Parks/Recreation	Land dedicated to open space that is accessible to the public or land that is dedicated to sports, exercise, or other types of leisure activities.
Conservation	Land that is publicly or privately held and designated for preservation in a natural state or for use for passive recreation (e.g., fishing, hiking, camping). This category also includes all back barrier islands consisting of less than two acres of contiguous uplands.
Conservation-Residential	This category is for back barrier islands that are in private ownership and have uplands exceeding two acres on a contiguous land mass. Such areas shall observe conservation principles, but may be developed for residential use at low densities.
Tidal Marsh	Areas of estuarine influence that are inundated by tidal waters on a daily basis and are characterized by spartina (cord grass) habitat.
Open Water	This category includes ocean waters, sounds, open estuaries, rivers, and lakes; including large ponds and lagoons associated with those areas.
OVERLAY CATEGORIES	
Arterial Corridor Transition Overlay	Areas having established residential character that due to their arterial location are confronted with potential unplanned commercial intrusion. Within this overlay rezoning petitions may proceed without land use policy review provided they are associated with a site plan for coordinated development.
Air Installation Compatibility Overlay	Areas adjacent to airport facilities that are within Clear Zones, Accident Potential Zones, Noise Zones where day-night averages are greater than 65 decibels, or similar zones of influence. This designation shall be applied to areas with the flexibility to plan future development in a manner that will place compatible uses in appropriate locations (see Appendix B of Community Agenda Report).

Figure 2-2 Chatham County Future Development Map

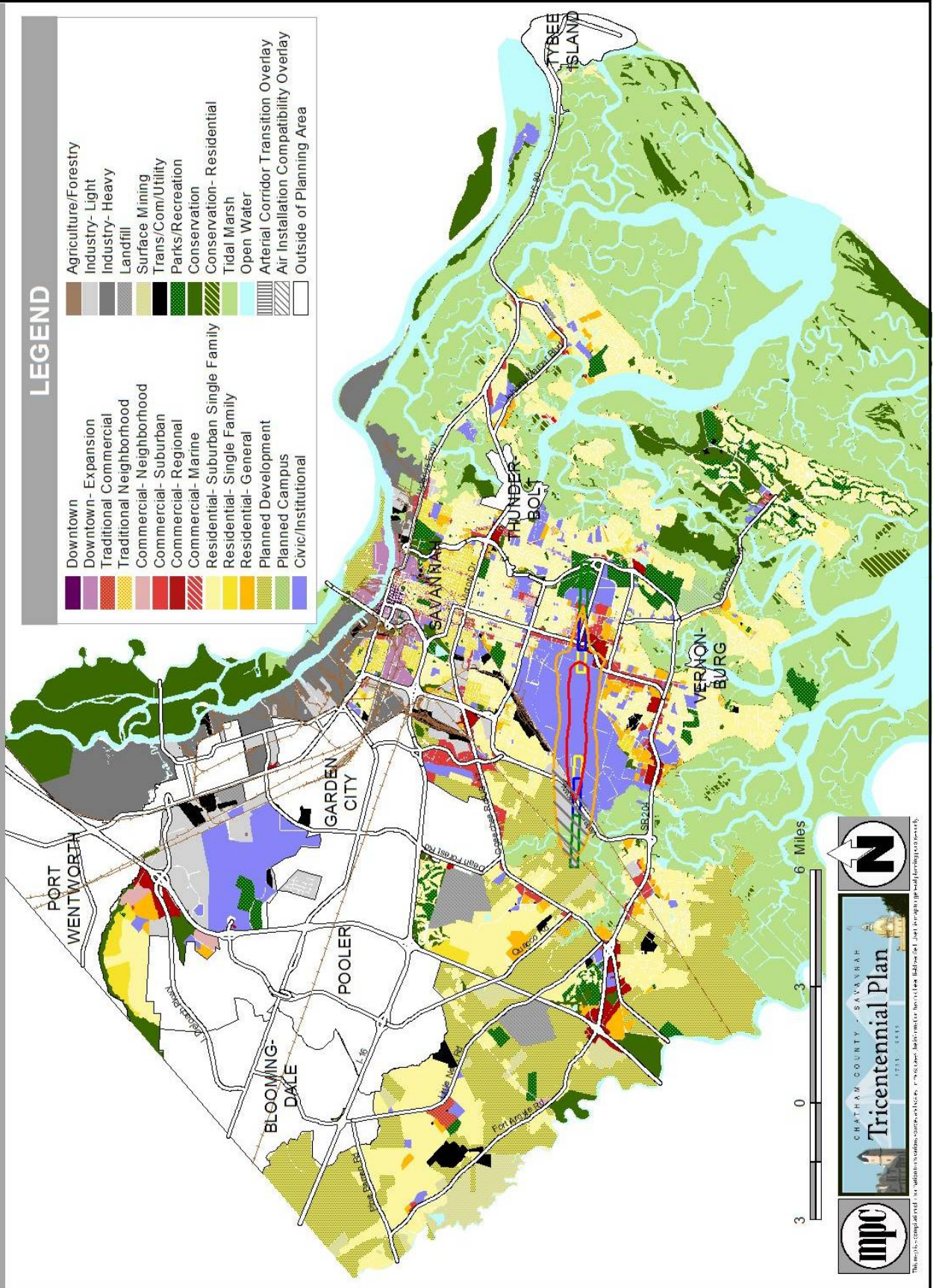


Figure 2-3 Downtown Savannah Future Development

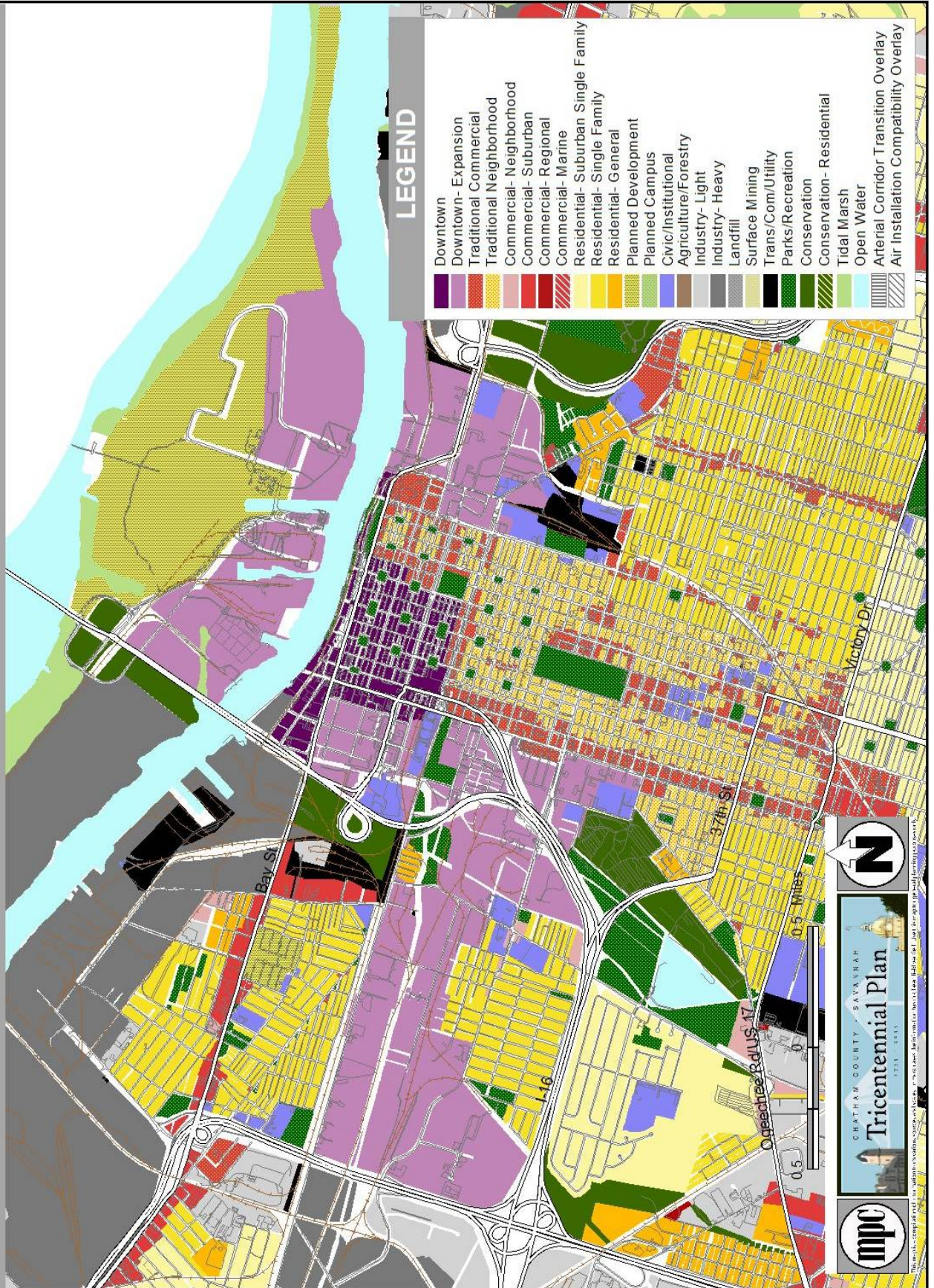
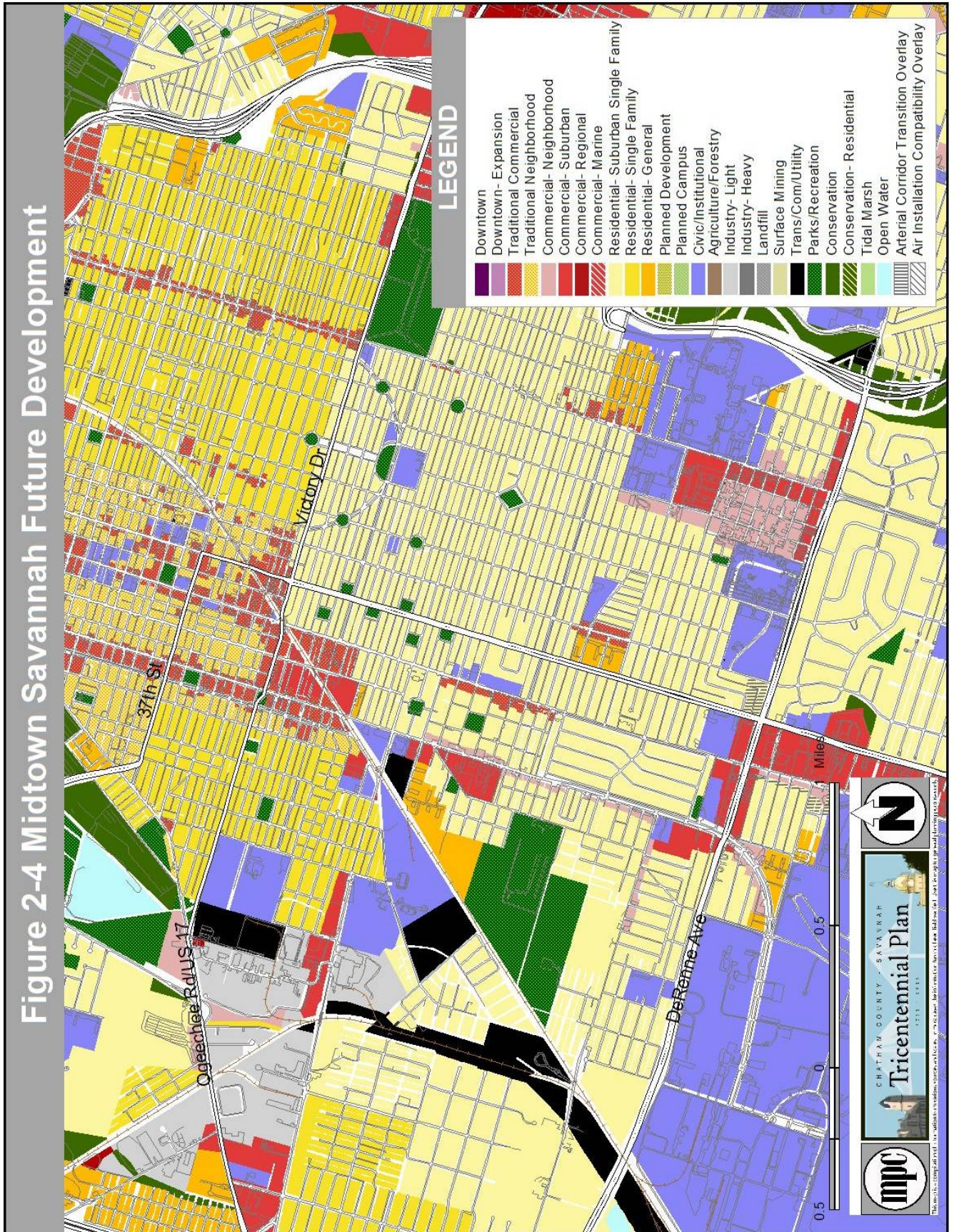


Figure 2-4 Midtown Savannah Future Development





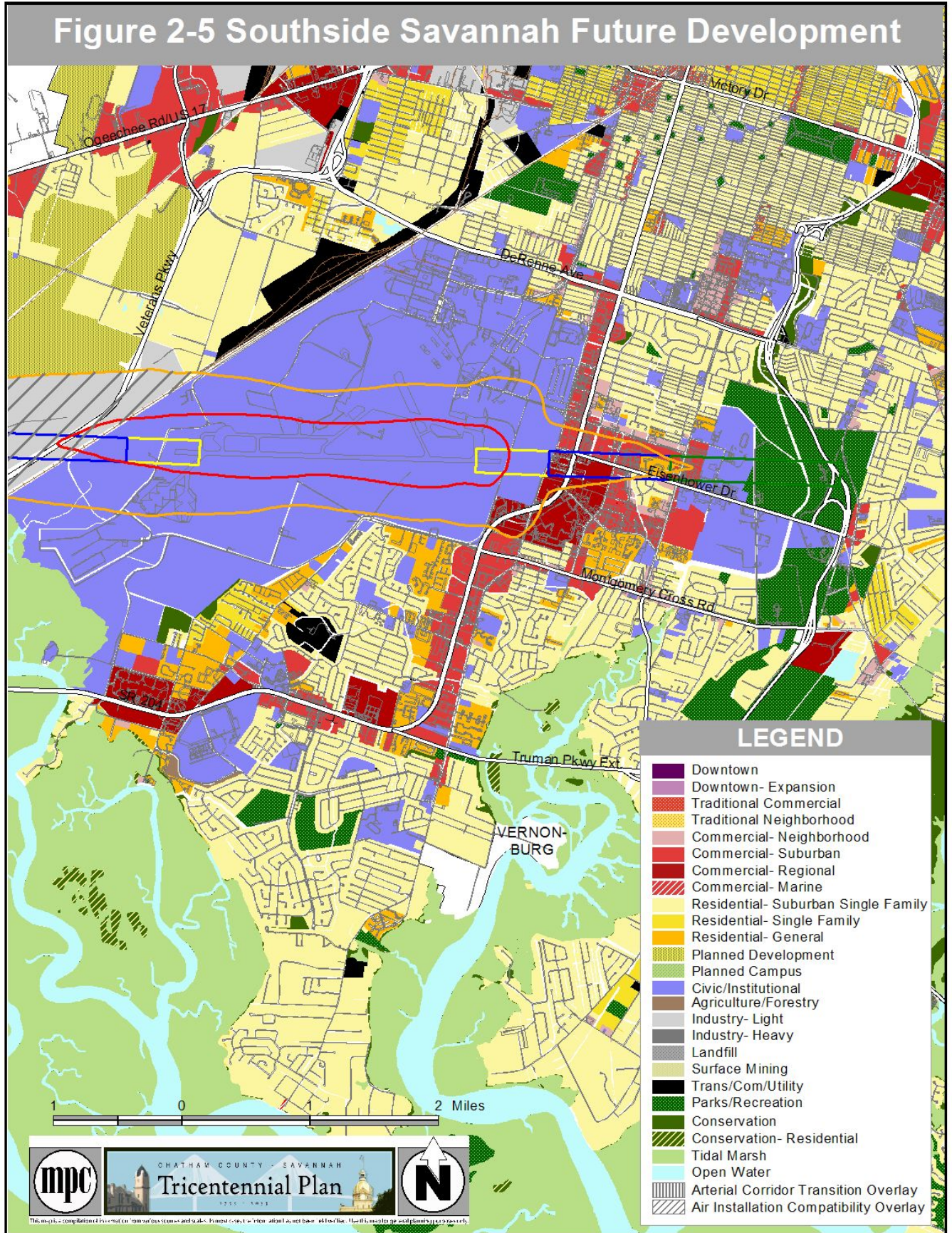


Figure 2-6 Islands Area Future Development

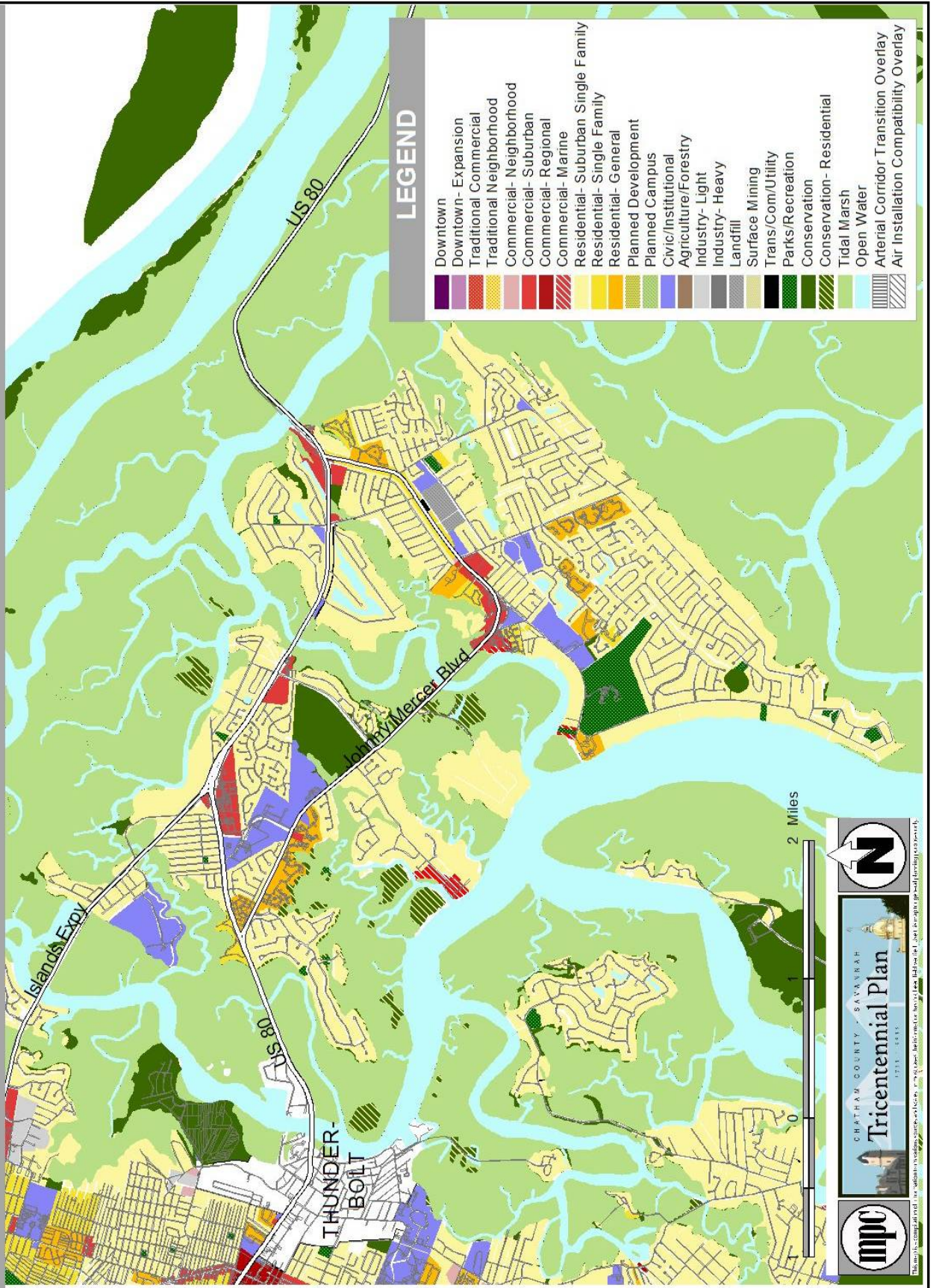


Fig 2-7 Uninc. Southeast Chatham Future Development

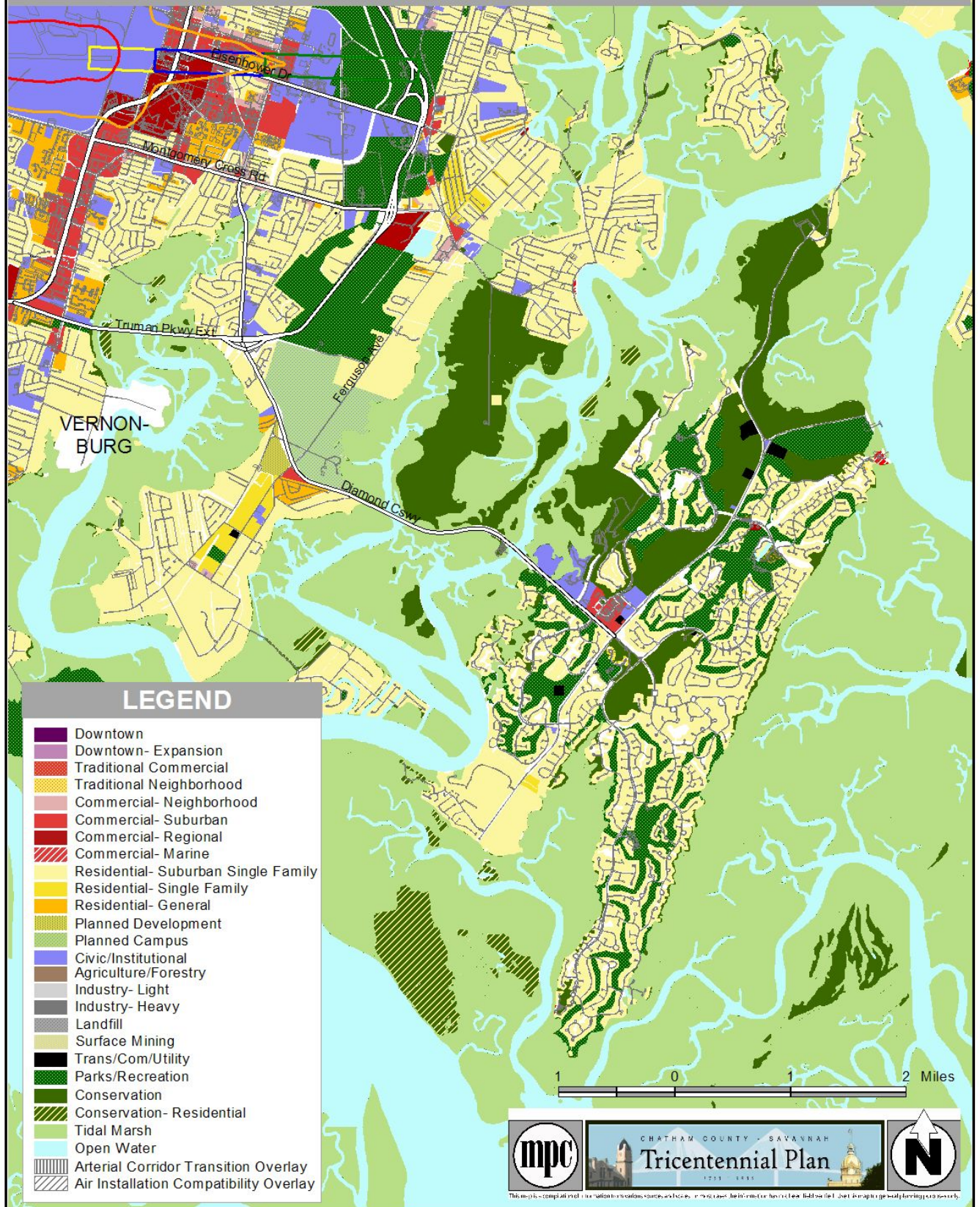
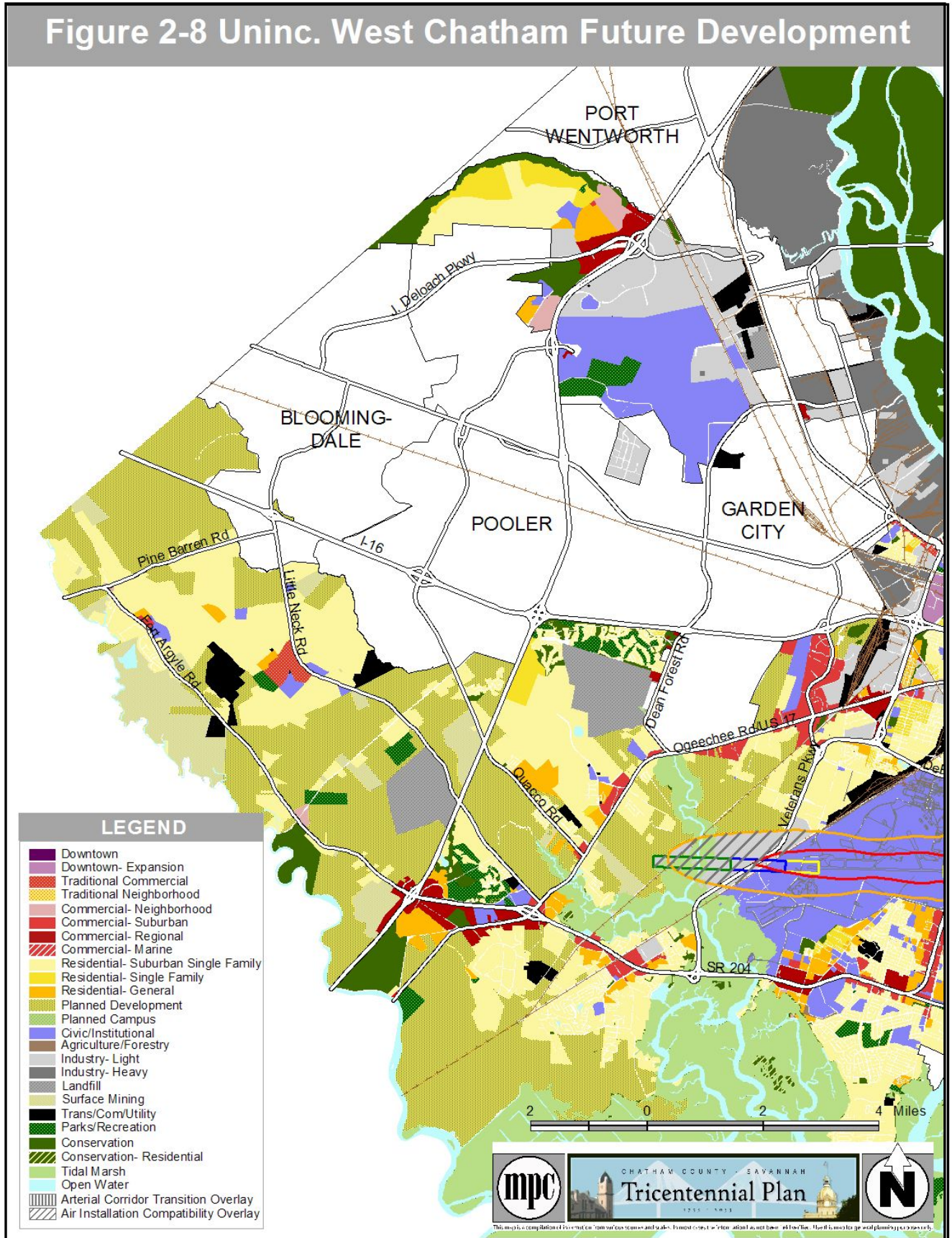


Figure 2-8 Uninc. West Chatham Future Development



<b>Table 2-5. Vision and Quality Community Objectives for Future Development Categories</b>			
<b>DEVELOPMENT CATEGORY</b>	<b>APPROPRIATE LAND USES</b>	<b>APPROPRIATE DEVELOPMENT PATTERN</b>	<b>GEORGIA QUALITY COMMUNITY OBJECTIVES PURSUED</b>
<b>Downtown</b>	Retail, office, services, entertainment, institutional, civic, and residential uses. Commercial uses dominate. Entertainment uses (including bars, clubs, theaters and restaurants) and office uses are concentrated in this area. Residential is predominantly multifamily. Mixed use buildings encouraged.	Development is pedestrian-oriented. 100% lot coverage appropriate for many commercial and large-scale multifamily uses. Building types readily lend themselves to adaptive reuse. Lane access encouraged. High development density.	Regional Identity, Appropriate Businesses, Educational Opportunities, Employment Options, Heritage Preservation, Transportation Alternatives, Housing Opportunities, Infill Development, and Sense of Place.
<b>Downtown Expansion</b>	Retail, office, services, entertainment, institutional, civic, and residential uses. Commercial uses, including retail, office, and services encouraged. Residential is predominantly multifamily and single-family attached. Mixed use buildings encouraged.	Development characteristics, including setbacks, lot coverage, building height, and density should be compatible with the downtown. Development should feature a high degree of connectivity to the central business district.	Employment Options, Transportation Alternatives, Housing Opportunities, Infill Development, and Sense of Place.
<b>Traditional Commercial</b>	Retail, office, services, institutional, civic, and residential uses. Commercial uses are more prominent than residential uses. Mixed use buildings encouraged.	“Main St.” commercial development pattern encouraged. Desirable characteristics include shallow setbacks, lane access, and pedestrian-orientation. Businesses have lower parking requirements and greater lot coverage than those found in modern commercial areas.	Regional Identity, Employment Options, Heritage Preservation, Transportation Alternatives, Housing Opportunities, Infill Development, Traditional Neighborhood, and Sense of Place.
<b>Traditional Neighborhood</b>	Multifamily, single-family attached, single-family detached, accessory dwelling units, neighborhood-scale commercial, and neighborhood-scale institutional. Residential uses are more predominant than commercial uses. A mix of single family and multifamily housing types encouraged. Commercial uses should be neighborhood-scale. Commercial uses should be limited to those uses that are readily compatible with adjacent residential uses. Mid-block commercial uses discouraged in some areas.	Stable, residential, small lot development patterns. Lots in these areas will typically average less than 6000 square feet in area. Shallow setbacks, significant lot coverage, and lane access encouraged in most areas.	Regional Identity, Heritage Preservation, Transportation Alternatives, Housing Opportunities, Infill Development, Traditional Neighborhood, and Sense of Place.

**Table 2-5. Vision and Quality Community Objectives for Future Development Categories**

DEVELOPMENT CATEGORY	APPROPRIATE LAND USES	APPROPRIATE DEVELOPMENT PATTERN	GEORGIA QUALITY COMMUNITY OBJECTIVES PURSUED
Commercial - Neighborhood	Retail, service, office, and institutional uses. Commercial uses should be limited to those uses that are readily compatible with nearby residential areas.	Nodal and strip business districts that are within or adjacent to predominately residential areas. Neighborhood commercial areas, where possible, should blend auto-oriented development characteristics with characteristics of pedestrian-friendly developments.	Appropriate Businesses, Employment Options, Transportation Alternatives should be addressed wherever possible.
Commercial-Suburban	Most retail uses permitted. Service, office, and institutional uses permitted as specified by zoning districts. These areas should accommodate both large-scale commercial uses (strip malls, "big box" retail stores, etc.) and small-scale commercial uses (restaurants, "mom and pop" retailers, etc.).	These areas are typically associated with arterial nodes and corridors, and are therefore principally automobile-oriented. Areas should increasingly be planned to accommodate multi-destination park-and-shop trips and shorter trips from adjacent neighborhoods via collector roads.	Appropriate Businesses, Employment Options.
Commercial-Regional	Most retail uses permitted. Service, office, and institutional uses permitted as specified by zoning districts. Large-scale commercial uses, including shopping malls, shopping centers, and lifestyle centers encouraged.	These areas are typically associated with major arterial nodes and interchanges, and are therefore principally automobile-oriented.	Appropriate Businesses, Employment Options.
Commercial-Marine	Marina operations including ancillary uses such as marine retail, boat sales, restaurants, and drydocks.	This category accommodates and preserves unique mixed use land use patterns associated with marinas and similar complexes.	Appropriate Businesses, Employment Options.
Residential - Suburban Single Family	Single-family detached residential permitted. Limited civic uses, including schools and churches, may also be permitted.	These are uniform single family detached residential areas at suburban densities. Single use land use patterns established following WWII are identified and preserved with emphasis on greenspace, buffering, and environmental protection.	Housing Opportunities, Sense of Place.
Residential-Single Family	Single-family detached and single-family attached residential uses permitted. Limited civic uses, including schools and churches, may also be permitted.	Single use land use patterns established following WWII are identified and preserved while permitting flexibility of use and site design to accommodate attached dwellings. Moderately higher densities permitted where justified by quality of design.	Housing Opportunities, Sense of Place.

**Table 2-5. Vision and Quality Community Objectives for Future Development Categories**

DEVELOPMENT CATEGORY	APPROPRIATE LAND USES	APPROPRIATE DEVELOPMENT PATTERN	GEORGIA QUALITY COMMUNITY OBJECTIVES PURSUED
Residential-General	Single-family detached, single-family attached, and multifamily residential uses permitted. Limited commercial uses permitted in association with residential as specified in zoning code. Limited civic uses, including schools and churches, may also be permitted.	Greater flexibility in both use and site planning is associated with this category, which accommodates changing market demand associated with high housing costs, reduced commute times, and multi-generational residential options. Higher density development, neo-traditional (New Urbanist) development, small lot subdivisions, and other efficient use patterns are encouraged.	Housing Opportunities, Sense of Place.
Planned Development	Large scale development with a mix of uses and efficient internal or external linkages to commercial, institutional, light industrial or recreational uses.	This category provides for emerging development patterns that reflect greater demand for community and environmental amenities. While often associated with PUDs, other forms of planned development will be identified through zoning. Neo-traditional (New Urbanist) development, conservation subdivisions, small lot subdivisions, and other efficient use patterns are encouraged.	Regional Identity, Transportation Alternatives, Housing Opportunities, and Sense of Place.
Planned Campus	Business parks, research & development campuses, and educational campuses permitted. Agricultural reserve (future campus expansion) areas permitted.	Developments in this category have high percentages of greenspace, greater buffers, and lower development intensities than conventional institutional and business parks.	Regional Identity, Appropriate Businesses, Educational Opportunities, Employment Options, and Sense of Place.
Civic/Institutional	Schools, hospitals, medical facilities, rehabilitation centers, churches, nursing homes, and similar public uses that serve a large area or produce intensive activities uses.	Uses in this category are highly dispersed throughout the community. Use-specific development standards in the zoning code must ensure compatibility.	Employment Options, Heritage Preservation, Infill Development, and Sense of Place.
Agriculture /Forestry	Farming, silviculture, dairy or livestock production, and similar uses permitted.	Generally a large tract development pattern in exurban areas with residential and commercial uses exist in a dispersed pattern; pockets may remain in urbanized area.	Appropriate Businesses, Employment Options.
Industry – Light	Minor product assembly and smaller warehouses, wholesale facilities, lumberyards, dead storage yards, and similar uses permitted.	Moderate to highly concentrated development pattern generally separated from residential areas by other uses, infrastructure, and natural features. Truck traffic and outdoor storage at lesser levels than associated with Heavy Industry category	Appropriate Businesses, Employment Options.

**Table 2-5. Vision and Quality Community Objectives for Future Development Categories**

DEVELOPMENT CATEGORY	APPROPRIATE LAND USES	APPROPRIATE DEVELOPMENT PATTERN	GEORGIA QUALITY COMMUNITY OBJECTIVES PURSUED
Industry – Heavy	Major product assembly, port facilities, manufacturing plants, power plants, refineries, and any similar use involving the large-scale production of finished or semi-finished products from raw materials.	Highly consolidated areas with transitional areas of Light Industry, institutional uses and commercial uses, infrastructure, and natural features buffering residential areas. Where encroaching on residential areas has occurred, special buffer standards will apply.	Appropriate Businesses, Employment Options.
Landfill	Solid waste landfills, other waste disposal facilities.	Scattered sites, preferably isolated from other developments. Must feature an adequate amount of screening and buffering from adjacent uses.	Open Space, Environmental Protection, Growth Preparedness.
Surface Mining	Mining operations, borrow pits.	Scattered sites, preferably isolated from other developments. Must feature an adequate amount of screening and buffering from adjacent uses.	Open Space, Environmental Protection
Transportation/Communication/Utility	Railroad facilities, airports, telecommunication towers, sewage and water pump stations and treatment plants, and similar uses that are not readily assimilated into other districts.	This category provides for a variety of infrastructure-related uses that are highly inter-twined throughout all communities.	Employment Options, Transportation Alternatives,.
Parks/Recreation	Land dedicated to open space that is accessible to the public as well as land that is dedicated to sports, exercise, and other types of leisure activities.	Hierarchical areas serving neighborhood, community, and regional needs; areas therefore vary significantly in size and function. Public access is a high priority.	Open Space, Environmental Protection, Heritage Preservation, Transportation Alternatives, Infill Development, and Sense of Place.
Conservation	Land that is publicly or privately held and designated for preservation in a natural state or for passive recreation (e.g., fishing, hiking, camping).	Areas serve specific environmental purposes. Public access may not always be possible, depending on whether ownership is public or private.	Open Space, Environmental Protection, Heritage Preservation, Sense of Place.
Conservation-Residential	Land consisting of back barrier islands that are in private ownership and have uplands exceeding two acres on a contiguous land mass. These areas shall observe conservation principles, but may be developed for residential uses at low densities.	Low density residential and conservation uses only. Minimum 100 foot riparian buffer around the perimeter of each island. Large minimum lot sizes.	Open Space, Environmental Protection, Sense of Place, Regional Identity.
Tidal Marsh	Areas of estuarine influence that are inundated by tidal waters on a daily basis and are characterized by spartina (cord grass) habitat.	Natural areas of spartina grasses, generally owned by the State of Georgia.	Open Space, Environmental Protection, Sense of Place.
Open Water	Areas of ocean waters, sounds, open estuaries, rivers, and lakes; including large ponds and lagoons associated with those areas.	Ocean, estuary, and larger (generally navigable) freshwater rivers, lakes, and lagoons.	Open Space, Environmental Protection, Sense of Place.

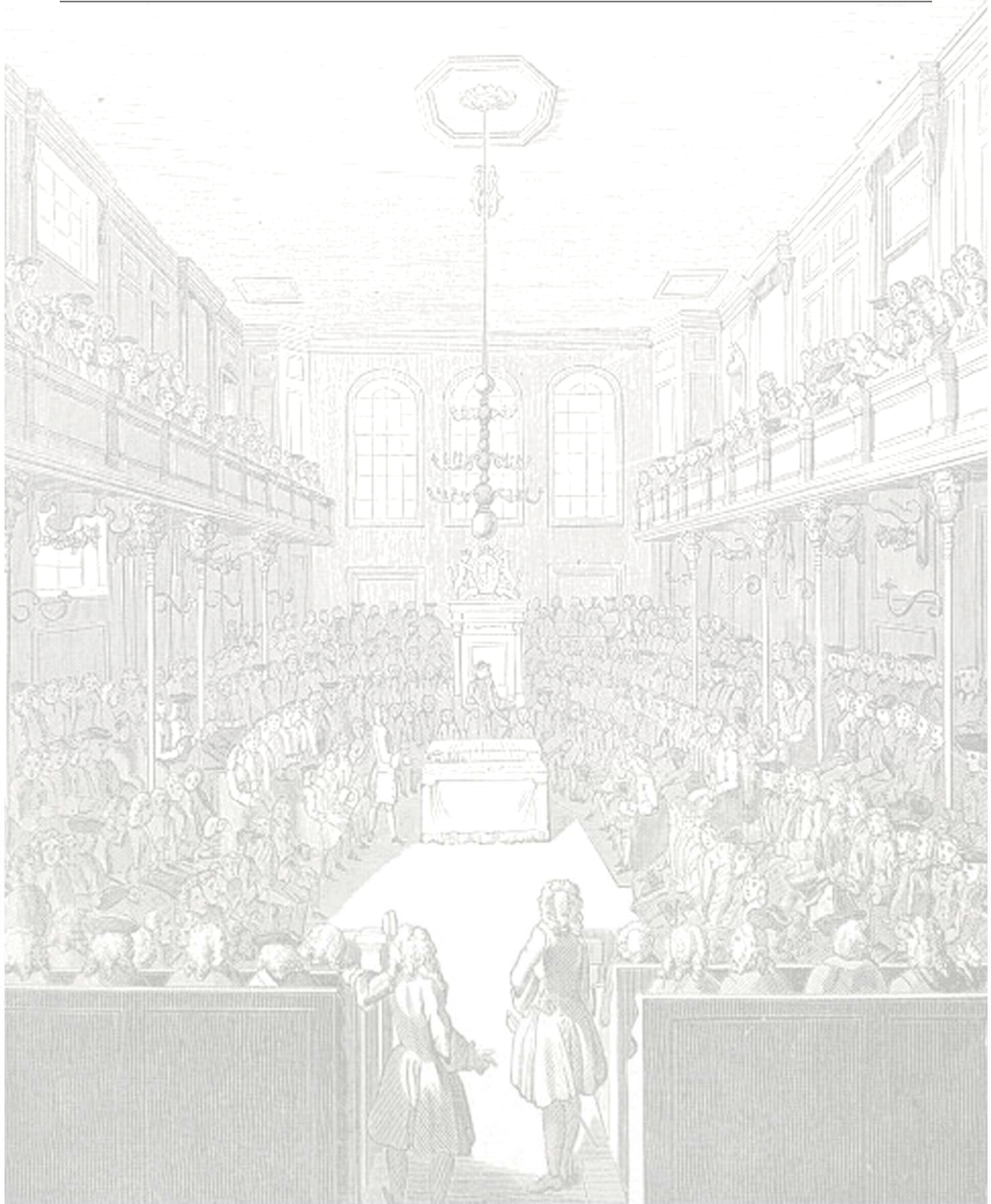


<b>Table 2-5. Vision and Quality Community Objectives for Future Development Categories</b>			
<b>DEVELOPMENT CATEGORY</b>	<b>APPROPRIATE LAND USES</b>	<b>APPROPRIATE DEVELOPMENT PATTERN</b>	<b>GEORGIA QUALITY COMMUNITY OBJECTIVES PURSUED</b>
<b>Arterial Corridor Transition Overlay</b>	This overlay category recognizes areas in transition from residential to commercial uses, and it provides for planned introduction of commercial uses.	Arterial corridors where residential uses are experiencing, or are likely to experience, commercial encroachment or intrusion.	Appropriate Businesses, Employment Options.
<b>Air Installation Compatibility Overlay</b>	This overlay category identifies areas where lower residential densities and reduced intensities of other uses will reduce the risks associated with air installations.	This overlay is associated with air installation clear zones, accident potential zones, and noise zones.	Growth Preparedness.

<b>Table 2-6. Smart Growth Principles and their Application</b>	
<b>PRINCIPLE</b>	<b>APPLICATION</b>
<b>Increase opportunities for mixed use development</b>	<ol style="list-style-type: none"> <li>1. Reinforce traditional mixed use development patterns in pre-suburban areas by replacing suburban districts and standards with new zoning</li> <li>2. Create new opportunities for mixed use development in suburban areas, including mixed use PUDs, town centers, and neotraditional communities</li> </ol>
<b>Create more compact development patterns and direct development toward established areas</b>	<ol style="list-style-type: none"> <li>1. Restore traditional development densities in pre-suburban areas where consistent with neighborhood plans</li> <li>2. Provide for higher density development in suburban areas with town centers and New Urban communities</li> <li>3. Remove obstacles to infill development in current zoning, primarily suburban standards that apply in pre-suburban neighborhoods</li> </ol>
<b>Provide for a wide range of housing types</b>	<ol style="list-style-type: none"> <li>1. Restore traditional housing types to zoning in pre-suburban areas where consistent with neighborhood plans</li> <li>2. Provide for housing alternatives in suburban areas with town centers, clustering, and New Urban communities</li> <li>3. Increase options for accessory dwelling units</li> <li>4. Provide incentives for affordable housing</li> </ol>
<b>Create walkable communities</b>	<ol style="list-style-type: none"> <li>1. Establish a "pedestrian-transit priority area" in urban neighborhoods.</li> <li>2. Provide for walkable communities in suburban areas with town centers and New Urban communities</li> <li>3. Require pedestrian facilities such as sidewalks and safe cross-walks</li> </ol>
<b>Foster distinctive communities, sense of place</b>	<ol style="list-style-type: none"> <li>1. Through neighborhood and community plans, identify physical assets that contribute to a sense of place, and reinforce those assets through basic compatibility standards</li> </ol>
<b>Preserve open space and natural beauty</b>	<ol style="list-style-type: none"> <li>1. Provide effective greenspace and/or landscaping standards for residential and commercial development</li> <li>2. Expand tree canopy and buffer standards for Scenic and Historic Roads in Environmental Overlay District to include all such roads</li> <li>3. Provide zoning incentives for greenspace, including conservation subdivisions</li> <li>4. Establish a zoning district for marsh hammocks with very low development density</li> </ol>
<b>Provide for a variety of transportation choices</b>	<ol style="list-style-type: none"> <li>1. Establish a "pedestrian-transit priority area" in urban neighborhoods.</li> <li>2. Coordinate transportation and land use planning in major corridors to ensure transit-supportive densities</li> <li>3. Identify "urban expansion areas" adjacent to downtown and coordinate transportation and land use planning to create transit-supportive development densities</li> </ol>
<b>Make development decisions predictable, fair, timely</b>	<ol style="list-style-type: none"> <li>1. Review current development review procedures as part of the zoning modernization process, and streamline procedures where possible</li> </ol>
<b>Encourage community and stakeholder participation</b>	<ol style="list-style-type: none"> <li>1. Review current community and stakeholder notification procedures as part of the zoning modernization process, and improve procedures where possible</li> </ol>

# Chapter 3.0 *Land Use & Zoning Framework*

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## 3.1 Introduction

Zoning was first adopted by the City of Savannah in 1928. The City adopted new zoning tied to Urban Renewal programs in 1960. The County adopted zoning for the first time in 1962. The 1960 and 1962 zoning ordinances were based on land use plans prepared by the MPC in 1958. The County ordinance was modeled after the City ordinance, and both governments have attempted to maintain consistency.

New zoning is being designed with emphasis on:

- Consistency with the Future Development Plan
- Reinforcing established development patterns (i.e., character areas)
- Preserving and enhancing existing neighborhoods
- Encouraging mixed-use development with “good neighbor standards”
- Improving the quality development with respect to visual, environmental, traffic, and other community impacts
- Providing incentives for affordable housing and small businesses
- Providing more housing options (e.g., smaller, efficient lot patterns; neotraditional development; and conservation subdivisions)

New zoning will be organized for greater ease of use and electronic access.

## 3.2 Review of Zoning and Development Policy

The 1960 and 1962 ordinances were greatly influenced by the rapid expansion of suburbs after World War II. Older urban neighborhoods were perceived as over-crowded, a condition that was believed to have led to blight and crime. This belief had its genesis in an earlier era before indoor plumbing, electric lighting, and effective ventilation systems became standard features of urban living. Even after public health issues were largely resolved through improved building codes, city planners continued to seek ways of moderating urban densities with pastoral elements. State enabling legislation frequently referred to prevention of “overcrowding” as a basis for local planning and zoning. Social reformers supported this palliative in a belief that a pastoral lifestyle should supplant that of “the dangerous and unhealthy city.”<sup>1</sup>

The City Beautiful and Garden City movements sought to restructure cities and their pastoral elements. The redesign and reconstruction of Paris (1853-1870) with its resulting tree-lined boulevards, parks, and monuments inspired City Beautiful advocates to press for similar urban improvements in the United States. The momentum was particularly strong for a quarter century following the 1893 World’s Columbian Exposition in Chicago, where its features attracted widespread attention.

The related Garden City movement sought to create satellite cities of not more than 30,000 inhabitants as satellites of metropolises, separated by a natural greenbelt. Garden cities would have lower densities and healthful natural elements, and they would be economically self-sufficient. Other city planners, such as those associated with the later Modernist

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<sup>1</sup> Aoko, Keith, Race, Space, and Place: The Relation Between Architectural Modernism, Post-Modernism, Urban Planning, and Gentrification. 20 Fordham Urb. L.J. 699 (1993).

Movement, sought to reduce the density of cities by surrounding tall buildings with extensive landscaping (“tower in a park”). Modern office parks had their origin during this period.

The Housing Act of 1949 authorized federal funding for demolition of blighted neighborhoods, among other initiatives, which enabled local governments to implement City Beautiful, Garden City and “tower in a park” modernist principles. Between 1949 and 1961, Urban Renewal programs in 200 cities displaced 85,000 families.<sup>2</sup> Zoning was often adopted to support Urban Renewal programs with Garden City ambitions. Downtowns and first ring (streetcar) suburbs with high densities, zero setbacks, and small lots were given new standards to increase minimum lot sizes, reduce the built area and increase landscaped area.

While Savannah largely escaped the Urban Renewal bulldozer, it did not escape rezoning designed to facilitate the process. In the late 1950s, city planners devised recommendations that would force consolidation of historically small lots into much larger lots and then set structures back into the interior of lots, surrounded by large amounts of open space. Over time, this strategy would force downtown Savannah and first ring suburbs to become more like modern suburbs. The strategy was to rezone, reassemble, demolish, and rebuild. The outcome was to be larger lots, larger buildings, and wider streets, features that were viewed at the time as essential to a modern city.

It is important to understand the context of suburban development at that time. Suburbs were a new, much admired, and growing phenomenon. Following World War II, suburban growth was heavily subsidized by the federal government through the Federal Housing Administration (FHA) and the Federal Highway Administration (FHWA). FHA guaranteed mortgage loans for new suburban construction, but not for inner city redevelopment. FHWA poured funds into expanding urban road systems to serve the new suburbs.

A Savannah Morning News editorial on February 6, 1956 called for “bold new concepts” and “daring and sweeping action.” The editorial called for an extensive system of freeways to replace grade intersections and left turns to permit a commuter to travel “the entire seven or eight miles from ... White Bluff to Bull and Broughton” without “being penalized too much.” The editorial also envisioned a cloverleaf interchange at Skidaway Road and Victory Drive. Savannahians, like most Americans, were enamored of a new era of residential subdivisions, glistening shopping centers (and ultimately malls), and greater mobility than ever before experienced. Planners sought to erase blight and poverty by bringing this new prosperity into the city.

Not everyone, however, lacked faith in the future of Savannah’s colonial downtown, its dense urban neighborhoods, and the streetcar suburbs. Leading citizens and City officials debated the merits of suburbanization of the city’s core. Ultimately, a new, compromise zoning ordinance was adopted in 1960 that moderated the planners’ proposed changes, but did not alter the underlying direction.

Rather than stimulating a rebirth of downtown Savannah, the new ordinance hindered it. Existing buildings were out of compliance, and extensive redevelopment was both expensive and ill suited to its context. During the 1960s, downtown Savannah was recognized more

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<sup>2</sup> Ibid, p. 30.

as a remarkable resource than as an aging downtown in need of modernization. With designation of the National Landmark District in 1966 it became critically important to have zoning that was consistent with historic land use patterns. That understanding led to Residential-Institutional-Professional (RIP) districts in 1971. The stage was thereby set for the later, remarkable revitalization of downtown Savannah.

### **3.3 Recommendations to Modernize Zoning**

The purpose of land use planning and zoning is to reinforce the positive dynamics of an area and discourage forms of development that would harm those dynamics. Thus, a residential area should have basic protections from intensive uses such as high traffic generators; a neighborhood retail district would have protection from larger scale retail development that should draw customers away from small businesses; and an industrial district would have protection from residential encroachment that should eventually lead to complaints about their operations.

Land use planning and zoning should be reviewed periodically to ensure that they are consistent with one another and with the broader body of public policy. This section outlines the relationship between land use and zoning and provides a general framework for modernizing the Chatham County and City of Savannah zoning ordinances.

Table 3-1 compares the policy foundation of current zoning with that proposed for new zoning. Table 3-2 shows preliminary zoning districts that are associated with each of the development categories from the Future Development Map. This table is based on draft zoning materials prepared by the MPC in 2004 and 2005. Table 3-3 describes the uses and standards associated with the proposed zoning districts. It is anticipated that this framework will be significantly refined as a result of further work and public comment following adoption of the Comprehensive Plan.

The guiding principles provided in Appendix A will help ensure that nearby residential uses in Southeast Chatham are not adversely impacted by development on the 43 acres site at the corner of Ferguson and Diamond Causeway. These guiding principles are put in place to protect the quality of life in the community, enhance the quality of commercial development, and prevent urban sprawl and unnecessary traffic congestion.

The guiding principles provided in Appendix B will help ensure that the property west of Hunter Army Airfield within the Air Installation Compatibility Overlay will be developed in a manner that is consistent with the goals and recommendations contained in the Fort Stewart-Hunter Army Airfield Joint Land Use Study (JLUS). These guiding principles are put in place to protect the safety of the residents of Chatham County, to enhance the overall quality of life in the community, and to help ensure the continued operation of Hunter Army Airfield.

**Table 3-1. Development Eras and Associated Zoning Strategies**

Development Era	1960 ZONING STRATEGY	1960 ZONING DISTRICTS	TRICENTENNIAL ZONING STRATEGY	TRICENTENNIAL ZONING DISTRICTS
Planned Town Era (Downtown Savannah)	Eliminate small parcels and old buildings to make way for large envelope buildings	Zoning was immediately found unworkable and RIP and other districts were added	Minor changes to refine existing zoning and provide for compatible "downtown expansion areas"	Current zoning restructured into D, DX, TN, and TC districts to streamline and consolidate districts
Streetcar Era (First Ring Suburbs)	Eliminate small parcels and old buildings to make way for large envelope buildings	RIP, R-4, R-6 and various other districts were implemented to make older neighborhoods more like the suburbs	Reverse 1960 Urban Renewal zoning strategy and apply new zoning to reinforce and support traditional land use patterns; optional design standards would also help reinforce community identity	A range of new TN and TC districts would replace most existing districts
Early Automobile Era (Second Ring Suburbs)	Apply same zoning to older suburbs as in newer, small lot suburbs	Primarily R-6 with neighborhood serving business districts on corridors and at nodes	Minor changes to refine existing zoning and provide for compatible neighborhood commercial uses	R-6 and other R districts would largely remain in place with allowable uses re-examined to determine compatibility; optional design standards would also help to reinforce community identity and distinguish these areas from newer suburbs
Modern Automobile Era (Third Ring Suburbs)	Provide larger lots, greater setbacks, and distinct separation of uses	Primarily B-C to accommodate large scale shopping centers, malls, and strip commercial	Minor changes to refine existing zoning and expand the range of development opportunities (mixed use, small lot subdivisions, neotraditional design)	Principal change would be in the form of PUD flexibility and overlay districts for greater diversity of development



Table 3-2. Development Categories and Associated Zoning Districts<sup>3</sup>

DEVELOPMENT CATEGORY	PROPOSED ZONING DISTRICT	CODE
Downtown	Downtown Central Business District	D
Downtown Expansion	Downtown Expansion	DX
Traditional Commercial	Traditional Commercial 1 Traditional Commercial 2 Traditional Commercial 3	TC-1 TC-2 TC-3
Traditional Neighborhood	Traditional Neighborhood 1 Traditional Neighborhood 2 Traditional Neighborhood 3 Traditional Neighborhood 4	TN-1 TN-2 TN-3 TN-4
Commercial – Neighborhood	Commercial – Neighborhood	C-N
Commercial – Suburban	Commercial – Suburban	C-S
Commercial – Regional	Commercial – Regional	C-R
Commercial – Marine	Commercial – Marine	C-MA
Residential – General	Residential – Mixed Use Residential – Multi-Family	R-X R-M
Residential – Single Family	Residential - 1	R-1
Residential – Suburban Single Family	Residential - 2 Residential - 3 Residential - 4	R-2 R-3 R-4
Planned Development	Planned Unit Development Residential – Conservation Town Center Village Center	PUD R-C TC VC
Planned Campus	Business Park Research & Education Campus	BP RE
Civic/Institutional	Civic/Institutional	CIV
Agriculture/Forestry	Agriculture/Forestry	AF
Industry – Light	Industry – Light	I-L
Industry– Heavy	Industry – Heavy	I-H
Landfill	Landfill	LF
Surface Mine	Surface Mine	SM
Transport/Communication/Utilities	Transport/Communication/Utilities	TCU
Parks/Recreation	Parks/Recreation	PR
Conservation	Conservation – Greenspace	C-G
Conservation- Residential	Conservation- Marsh	C-M
Tidal Marsh	Conservation- Marsh	C-M
Open Water	Not Zoned	--

<sup>3</sup> The zoning districts shown in this table are provided as a general guide for developing new districts for the Chatham County – Savannah Unified Zoning Code. It is anticipated that modifications will occur during the development and adoption process.

Table 3-3. Proposed Zoning District Character Parameters

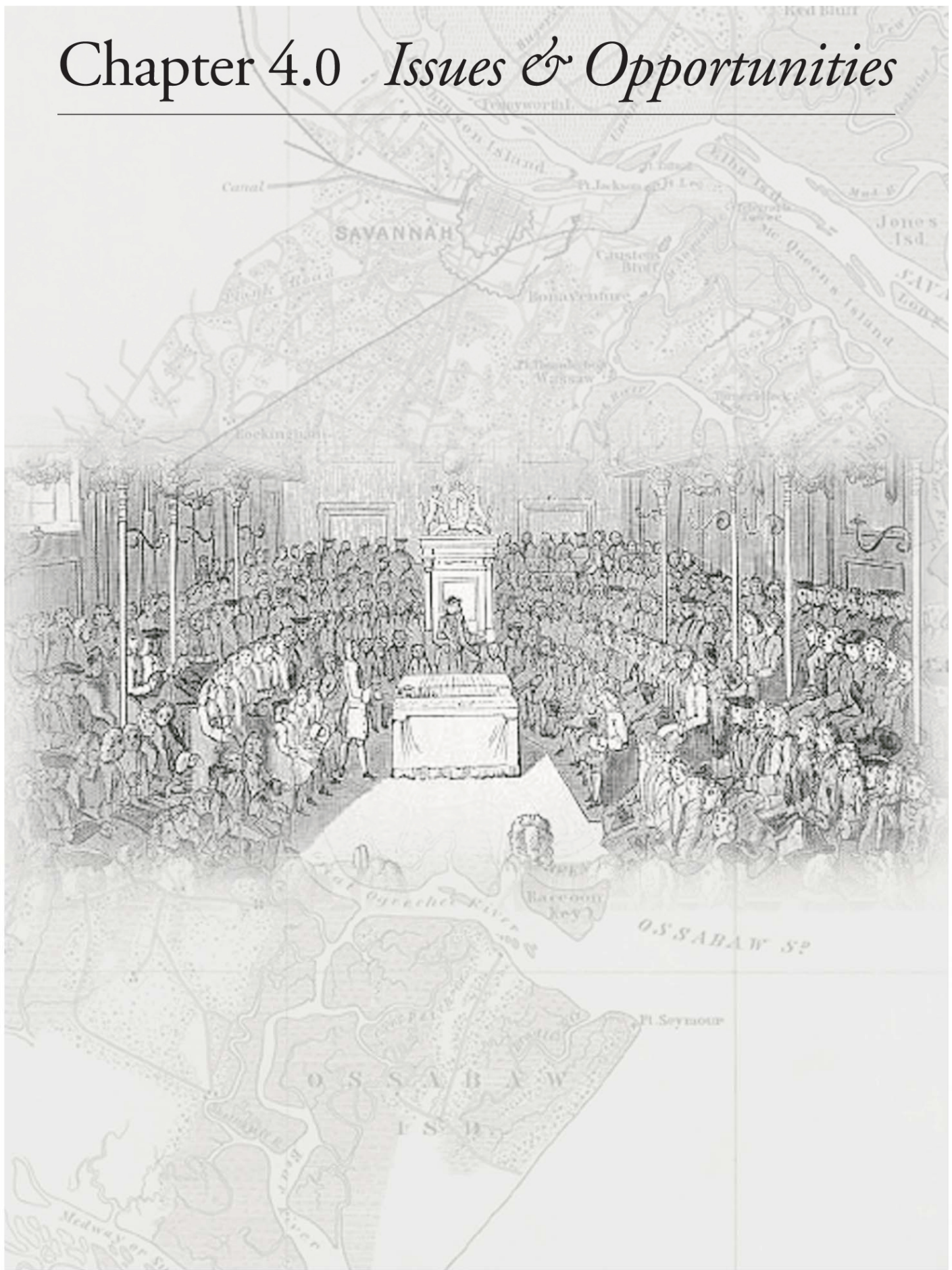
PROPOSED ZONING DISTRICT	CODE	USES	STANDARDS
Downtown Central Business District	D	Mixed Use: Commercial, Civic, Institutional, Multi-Family	Intensive lot utilization; urban building height; design review
Downtown Expansion	DX	Mixed Use: Commercial, Civic, Institutional, Multi-Family	Intensive lot utilization; urban building height; design review
Traditional Commercial 1	TC-1	Mixed Use: urban commercial, upper story residential, multi-family	Intensive lot utilization; urban building height; design review
Traditional Commercial 2	TC-2	Mixed Use: neighborhood commercial, upper story residential, multi-family	Intensive lot utilization; design review
Traditional Commercial 3	TC-3	Mixed Use: corridor commercial, upper story residential, multi-family	Intensive lot utilization; design review
Traditional Neighborhood 1	TN-1	Mixed Use: single family, multi-family, ground floor and corner commercial	Intensive lot utilization; neighborhood option design review
Traditional Neighborhood 2	TN-2	Mixed Use: single family, multi-family, ground floor and corner commercial	Intensive lot utilization; neighborhood option design review
Traditional Neighborhood 3	TN-3	Mixed Use: single family, multi-family, corner commercial with special use	Intensive lot utilization; neighborhood option design review
Traditional Neighborhood 4	TN-4	Mixed Use: single family detached and attached with accessory residential	Moderate lot utilization; shallow setbacks; two story plus attic height
Commercial – Neighborhood	C-N	Limited Mixed Use: residential uses may be approved by MPC	Size and traffic impact limits; similar to current development standards
Commercial – Suburban	C-S	Limited Mixed Use: residential uses may be approved by MPC	Similar to current development standards
Commercial – Regional	C-R	Limited Mixed Use: residential uses may be approved by MPC	Similar to current development standards
Commercial – Marine	C-MA	Mixed use: marine, commercial, light industrial	Special buffer and other "good neighbor" standards; setback relief from water edge
Residential Mixed Use	R-X	Limited Mixed Use: multi-family; small lot single family; planned commercial	Detailed standards combined with intensive review for "by right" development
Residential Multi-Family	R-M	Limited Mixed Use: multi-family; planned commercial	Similar to current development standards; special review for commercial component
Residential 1	R-1	Limited Mixed Use: single family attached and detached	Six units per gross acre maximum; special compatibility standards
Residential 2	R-2	Single Use: single family	Four to six units per gross acre; suburban development standards
Residential 3	R-3	Single Use: single family	Two to four units per gross acre; suburban development standards
Residential 4	R-4	Single Use: single family	Less than two units per acre gross density; suburban development standards
Planned Unit Development	PUD	Mixed Use: planned mixed use	Flexible standards
Residential Conservation	R-C	Limited Mixed Use: small lot single family; planned commercial	Detailed standards combined with intensive review for "by right" development; 40% minimum greenspace
Town Center	TC	Mixed Use: commercial; upper story residential; <20% freestanding multi-family	Flexible site development standards; special connectivity standards; design review
Village Center	VC	Limited Mixed Use: neighborhood commercial; upper story residential	Flexible site development standards; special connectivity standards; design review

Table 3-3. Proposed Zoning District Character Parameters

PROPOSED ZONING DISTRICT	CODE	USES	STANDARDS
Business Park	BP	Limited Mixed Use: Office uses, non-polluting light industrial uses, and ancillary retail	20 acre minimum site area; 50 acre maximum site area; 50 foot perimeter buffer; 50% open space; special landscaping standards
Research & Education Campus	RE	Limited Mixed Use: R&D; education; ancillary uses; agriculture reserve uses	50 acre minimum site area; 50 foot perimeter buffer; 70% open space
Civic/Institutional	CIV	Governmental and institutional uses on large sites or mixed use	Similar to current development standards
Agriculture/Forestry	AF	Limited Mixed Use: agriculture; ancillary uses; low density residential	Similar to current development standards
Industry – Light	I-L	Single Use: warehousing; light manufacturing and processing	Similar to current development standards
Industry – Heavy	I-H	Single Use: heavy manufacturing and processing	Similar to current development standards
Landfill	LF	Solid Waste Disposal, Recreation (only after operations have ceased)	Similar to current development standards
Surface Mine	SM	Borrow Pits, Residential (only after operations have ceased)	Similar to current development standards
Transportation/Communication/Utilities	TCU	Major infrastructure where zoning is required to regulate development	Similar to current development standards
Parks/Recreation	PR	Active recreation; intensive use level	Similar to current development standards
Conservation - Greenspace	C-G	Permanently protected open space	Similar to current development standards
Conservation - Marsh	C-M	Limited Use: single family residential	Development on upland over 2 acres at one unit per seven acres

# Chapter 4.0 *Issues & Opportunities*

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## 4.1 Issues, Opportunities, and Policy Priorities

This chapter identifies the highest priority issues and opportunities for the City and County. Issues and opportunities were identified during development of the Community Assessment Report, with input from advisory committees, stakeholders, and the general public.

Policies are identified for “issue/opportunity” clusters that span the full range of subject matter covered in the Comprehensive Plan. Once adopted, a policy becomes a basis for decision-making. The policies in this chapter apply to: a) general decision by the elected bodies and advisory commission; and, b) preparation of a new Chatham County-Savannah Zoning Ordinance.

### 4.1.1 Issue/Opportunity #1: Downtown Vitality and Sustainability.

In order to grow and flourish as the regional center for business, government, and the arts, downtown Savannah must attract and accommodate new forms of development that enhance and build upon existing assets. With downtown Savannah nearly built-out, adjacent areas are increasingly viable for downtown expansion. If these areas are developed in a manner that reinforces the intrinsic qualities of the historic downtown while adding needed land uses (such as class A office space), the effect will be to create a larger and better downtown Savannah. On the other hand, if downtown Savannah is ringed with suburban forms of development and gated enclaves, the overall quality of downtown Savannah could be diminished. The following policies seek to grow downtown Savannah in a manner that is consistent with the original vision of a town of interconnected public spaces.

Policy 1.1 – *Reciprocity*. New development in the Downtown Expansion Areas benefits from its proximity to downtown. Therefore, it should give back in like kind to the city, thereby making the whole greater than the sum of the parts. Specifically, new development in these areas shall add to the: a) street grid; b) public realm; and, c) quality of design established in the National Landmark District. Gated enclaves are discouraged in Downtown Expansion Areas.

Policy 1.2 – *Connectivity*. Downtown Savannah offers an exceptional balance of pedestrian, bicycle, transit, and automobile connectivity. The street grid that supports this vibrant urban environment shall be continued into downtown expansion areas. Where physical constraints exist, new development should identify alternatives that achieve similar levels of pedestrian, bicycle, transit, and automobile connectivity. Public transit should link downtown, the east and west expansion areas, and Hutchinson Island (with water taxi). Transit, bicycle, and pedestrian mobility should be encouraged and automobile dependency should be discouraged.

Policy 1.3 – *Public Space*. New development shall sustain the openness and interconnectedness of downtown Savannah, and it shall not turn inward or turn its back to the public realm. Public squares shall be placed at similar intervals and dimensions to those found in downtown Savannah. Where they are modified to accommodate topography and physical constraints, they shall be designed to achieve the effect of an interlocking network of public spaces.

Policy 1.4 – *Affordable Housing*. Savannah shall remain a city for all people. As such, the City encourages development that produces a wide range of housing types affordable to a wide range of households and income levels. Incentive-based affordable housing strategies shall be given the highest priority. However, if incentive-based strategies fail to produce adequate housing, housing linkage and inclusionary zoning programs shall be implemented. (See Appendix C)

Policy 1.5 – *Forms of Development*. It is recognized that downtown expansion areas present an opportunity to produce larger building envelopes that are capable of accommodating uses that are both desirable and unlikely to be developed in the National Landmark District. Such uses have potential to offer new types of employment opportunities and a new array of services and retail goods, thus strengthening the downtown. Where large scale development occurs, it shall be broken into elements that present a massing and a scale that is complementary to downtown Savannah.

#### **4.1.2 Issue/Opportunity #2: Historic Neighborhood Vitality and Sustainability.**

New development in historic neighborhoods must strike a balance between modern needs, such as off-street parking, and historic development patterns, such as high density and shallow building setbacks. As a community with significant historical resources, we need to preserve the integrity of pre-automobile land use patterns while providing modern infrastructure.

Policy 2.1 – *Strengthen Established Character*. It shall be the policy of the City to strengthen the integrity of pre-automobile land use patterns through appropriate: a) building setbacks; b) lot coverages; and, c) parking configurations that are representative of the surrounding area. The street grid present in older neighborhoods shall be preserved, and permanent street closures shall not be permitted.

Policy 2.2 – *Protect Established Character*. The character-defining features of historic resources and communities shall be protected through legislation and compatible new construction encouraged through specific standards, including the extension of historic zoning, conservation zoning and design standards to eligible neighborhoods in the city and unincorporated county.

### 4.1.3 Issue/Opportunity #3: Mixed Use Development.

Mixed use development (where single family residential, multi-family residential, commercial, institutional or other uses may be mixed in one project) is desirable from a public policy perspective because it has the potential to reduce automobile dependence, reduce air and non-point source pollution, and expand the geography of job opportunity. Although Savannah is held up as a model city for successful mixed use development, mixed use proposals are frequently met with resistance from established neighborhoods within Savannah, who fear increased traffic, noise, and pedestrian activity. In order to promote mixed use development, the planning process must be more predictable and development and performance standards, including “good neighbor standards” must be more effective.

Policy 3.1 – *Promote Mixed Use Development.* The following strategies should be adopted in order to expand opportunities for mixed use development: a) identify boundaries of town centers throughout the county that have the potential to sustain a mix of uses, and provide incentives to mix uses; b) permit multi-family residential uses within major commercial zoning districts; c) require commercial components or commercial access in large PUDs.

Policy 3.2 – *Good Neighbor Standards.* Performance standards that ensure compatibility of different types of development (such as residential and commercial land uses) are sometimes referred to as “compatibility standards” or “good neighbor standards.” It shall be the policy of the City and County to formulate and consistently apply a set of “good neighbor standards” when reviewing rezoning petitions that introduce new uses into established areas.

Policy 3.3 – *Affordable Housing.* Seek public/private ventures for mixed use development with affordable housing components in areas where there is a high demand for work force housing that is not being met by the private market. (See Appendix C)

### 4.1.4 Issue/Opportunity #4: Commercial Expansion.

A maxim among those involved in development is that “commercial follows residential.” Often this takes the form of strip shopping centers that line arterial and collector roads, sometimes producing unwanted congestion, visual blight, displacement of existing residential uses, and erosion of the quality of life in adjacent neighborhoods. However, locating commercial uses near residential areas has the benefit of reducing automobile trips and therefore reducing traffic congestion, pollution, and fuel consumption. Town centers and transitional corridor planning provide a means of making goods and services available with a minimum of disruption.

Policy 4.1 – *Town Centers.* Boundaries for commercial expansion shall be established to promote Town Centers and minimize strip development. Town Centers shall be designed to serve communities by: a) clustering businesses; b)



improving access management; and, c) creating places with identity to reinforce established community character.

Policy 4.2 –*Transitional Corridor Planning*. Residential uses along major collector and arterial roads are subject to transitional pressures from commercial interests. Corridors that are in transition from primarily residential uses to commercial uses shall be designated on the Future Development Map for the purpose of promoting orderly transition and minimizing disruptive speculative land acquisition.

#### **4.1.5 Issue/Opportunity #5: Westward Expansion Areas.**

Large tracts of unincorporated land in West Chatham County are being planned for development and annexed into municipalities. The area will be the most rapidly growing part of the county over the planning period to the Tricentennial covered by this plan. Policies are needed to provide efficient services; distribute land uses in an efficient manner; avoid land use conflicts; and reduce automobile dependence.

Policy 5.1 – *Alternative Development Patterns and Diversity of Housing Types*. Intergenerational, or “life-cycle,” housing refers to the availability of housing to accommodate a population in all phases of life. People require various forms of housing throughout their lives, from the time they leave school and family, to the time they marry and raise a family, when become “empty-nesters,” and often when they become widowed and live alone or with family in the last part of their lifetime. A range of housing types suitable for people in all stages of the life-cycle shall be produced in West Chatham County. This shall be accomplished primarily through mixed use planned developments, utilizing incentives to encourage a mix of housing types. Town Centers (see below) shall also be identified for a mix of housing types, with incentives taking the form of density and intensity bonuses.

Policy 5.2 – *Town Centers*. Town Centers shall be identified to provide most goods and services to residents of West Chatham County, thus avoiding strip development and providing rational containment of commercial activities. (See earlier discussion of Town Centers).

Policy 5.3 – *Affordable Housing*. Affordable “work force” housing shall be provided in West Chatham County. The principal means of encouraging the development of affordable housing shall be through incentives in the form of density and intensity bonuses applied to PUDs and Town Centers. (See Appendix C)

Policy 5.4 – *Area Resource Management*. It shall be the policy of Chatham County and Savannah to identify environmentally sensitive areas on development plans for West Chatham County. All such development plans shall specify how resources will be protected or how loss of resources will be mitigated.

### 4.1.6 Issue/Opportunity #6: Environmental Protection.

Coastal Georgia derives much of its vitality from the area's natural resources including healthy marshes and estuaries, native forests, and a diversity of fish and wildlife that generate millions of dollars in business annually. Driven by the rising affluence of the residential market and the growing use of cars, the land area needed to support a given number of households has substantially increased in recent decades. To ensure further diversification and development of the region's economy, the area must depend on responsible use and conservation of its natural resources. Taking appropriate pre-emptive measures to protect and conserve the coastal environment is therefore in the interest of human health, quality of life, and nature-based business.

Policy 6.1. – *Back Barrier Islands*. Back barrier islands differ from uplands in that they are part of a fragile estuarine ecosystem. Non-point source pollution, septic system contamination, and habitat destruction on back barrier islands shall be kept to a minimum. Visual impacts affecting the character of the region shall also be minimized. Toward that end, the following development parameters shall be enforced through land use planning and zoning: a) perimeter buffers shall be at least 100 feet in width from the shoreline of each island and shall remain naturally vegetated; b) lot sizes shall not be less than one acre; c) building heights shall not exceed 30 feet above base flood elevation. The foregoing development parameters shall be modified for implementation through zoning to allow for accommodation of irregular shoreline, optimal lotting patterns, view corridors, and similar practical considerations. On back barrier islands with public water and sewer, higher densities may be achieved through an appropriate rezoning; however, buffers and building height limits shall remain in place.

Policy 6.2. – *Low Impact Development Standards*. Implementation of science-based Low Impact Development (LID) Standards shall be encouraged throughout the City and County and shall be incorporated into the Environmental Overlay. Such standards shall be used to modify fixed development standards, including those that apply to back barrier islands, where it can be demonstrated that such standards will be more effective in reducing non-point source pollution.

Policy 6.3. – *Water and Wastewater Permitting*. It shall be the policy of Chatham County and Savannah to follow the guidelines put forth in the Coastal Georgia Water & Wastewater Permitting Plan for Managing Salt Water Intrusion.

Policy 6.4 – *Mitigation and Restoration*. Existing trees in marsh or riparian buffers shall be preserved, except as may be specified in zoning and development standards for access and viewsheds. Restoration of natural vegetation where previously destroyed shall also be required.

Policy 6.5 – *Energy Efficiency in Design and Development*. Chatham County and the City of Savannah shall implement guidelines regarding energy efficiency in residential and commercial design and development. In relation to this, model conservation best management practices (BMPs) shall be developed and

implemented to ensure a sustainable environment and community for future generations.

#### **4.1.7 Issue/Opportunity #7: Quality Of Life.**

Many of the issues identified in this chapter are interrelated with land use planning, environmental protection, transportation, and other topics, but rise to the level of “quality of life” considerations. The following policies fall into this category.

Policy 7.1 – *Scenic Views and Sites*. Overall, some of the area’s scenic views are being lost with the rise in commercial and residential development. Without adequate land use and buffer controls, the likelihood of these scenic areas to be impacted will increase and long term loss will occur. It shall be City and County policy to vigorously enforce signage standards and prevent proliferation of billboards and other unnecessarily large signs.

Policy 7.2 – *Scenic and Historic Places*. It shall be the policy of Chatham County and Savannah to protect and enhance scenic views, sites, tree canopy, and other natural elements that have established Chatham County and Savannah as an attractive place to live, utilizing zoning regulations and buffer requirements to limit or prohibit future uses surrounding or within these areas.

Policy 7.3 – *Scenic and Historic Roads*. The County and City shall create and maintain a countywide system of Historic and Scenic Roads in conjunction with the Transportation Amenities Program.

Policy 7.4 – *Greenspace*. Consistent with State Greenspace grant conditions, the County shall work toward a goal of having 20 percent of its total upland area set aside as permanently protected greenspace by 2050.

Policy 7.5 – *Public Realm*. A viable public realm shall be maintained throughout Chatham County and Savannah through development incentives and public investment in order to provide non-commercial places for general public use, community interaction, and fostering community pride and a sense of place.

#### **4.1.8 Issue/Opportunity #8: Multi-Modal Efficiency.**

Over-reliance on private automobiles to meet transportation needs can result in excessive road congestion and environmental degradation. By diversifying our transportation infrastructure to include more alternative modes of transportation, the community can reduce automobile dependency, reduce congestion and pollution, and increase transportation options for all citizens.

Policy 8.1 – *Pedestrian/Transit Priority Area (PTPA)*: Pedestrian and transit facilities shall be the priority modes of transportation in the PTPA, which shall extend from the Savannah River to Victory Drive and from Martin Luther King, Jr. Boulevard to East Broad Street, where walking is a critical and viable mode of

transportation. Zoning for PTPA shall include development standards that support and reinforce the area's pedestrian orientation.

Policy 8.2 – *Downtown Mobility*: As the downtown grows outward into designated expansion areas, transit will be necessary to move people through the greater downtown area. It shall be the policy of the City to establish an east-west streetcar line linking expansion areas with the central business district.

Policy 8.3 – *Corridor Protection and Reservation*: Advance identification of needed transportation corridors and linkages between development areas can be critical for residents' quality of life as the City and County grow. It should be one policy of the City and County to identify and protect major corridors and inter-community/neighborhood connectivity (linkages).

#### **4.1.9 Issue/Opportunity #9: Economic Advancement for All Citizens.**

Land use planning and development review are frequently disconnected from public policy.

Policy 9.1 – *Priority to Higher Wage Jobs*. Large tracts of land designated for commercial use are currently undeveloped. Once served with infrastructure, these holdings could accommodate heavy or light manufacturing facilities. Planning for these sites shall aggressively seek higher wage employers, both domestic and foreign.

Policy 9.2 – *Environmental Justice*: Minority and low income populations should not be forced to disproportionately bear the adverse impacts of new infrastructure projects. Rather, local governments should apply environmental justice principles to new or expanded infrastructure projects to avoid splitting or otherwise damaging neighborhoods. Therefore, planning of new infrastructure projects shall treat all neighborhoods equally. In cases where negative impacts are unavoidable, new facilities shall be constructed in the areas where they are most needed, regardless of the demographic characteristics of the local population.

#### **4.1.10 Issue/Opportunity #10: Effective Planning.**

There is all too often a disconnect between planning on the one hand and implementation on the other hand. The primary implementation mechanisms for land use plans are zoning and code enforcement. The following policies address this issue.

Policy 10.1 – *Comprehensive Plan-Zoning Administration Consistency*: A comprehensive plan has little value unless it is effectively linked to zoning and other implementation mechanisms. Table 4-1 provides a policy framework for future development, thereby providing a rational basis for review of rezoning petitions and other land use decisions.

Policy 10.2 – *Enforcement*: It shall be the policy of the City and County to train and prepare inspections staff in planning and zoning for effective, coordinated plan implementation, and to implement sufficient quality control management review and oversight processes to ensure compliance.

**Table 4-1. Policies for Future Development**

DEVELOPMENT CATEGORY	APPROPRIATE LAND USES	CHARACTERISTICS TO ENCOURAGE	CHARACTERISTICS TO DISCOURAGE	METHODS TO ENHANCE COMMUNITY CHARACTER
Downtown	Provide for a vibrant and intense mix of retail, office, entertainment, institutional, civic, and residential uses.	Encourage development that promotes a twenty-four hour pedestrian downtown atmosphere and contributes to social and economic diversity.	Discourage development that does not fit into a vibrant, pedestrian-oriented central business-civic-entertainment district.	Enhance the area by requiring new development and redevelopment to meet dimensional, architectural, and site development standards and guidelines.
Downtown Expansion	Provide for a vibrant mix of retail, office, entertainment, institutional, civic, and residential uses with a high degree of connectivity to the central business district.	Encourage development that is compatible with traditional forms of development in the Central Business District.	Discourage development with negative impacts on the downtown area and traditional residential development in adjacent and nearby neighborhoods.	Enhance the greater downtown area by accommodating new forms of urban development with larger building envelopes and greater automobile traffic generation, while ensuring compatibility within the context of traditional development.
Traditional Commercial	Provide for businesses with traditional development patterns that place less emphasis on the accommodation of automobiles. Such businesses have lower parking requirements and greater lot coverage than those found in modern commercial areas.	Encourage a mix of uses including single family and multi-family residential uses. Traditional commercial areas may also encourage a vertical mixing of uses within individual buildings, including residential uses above commercial uses.	Discourage development that reduces or diminishes pedestrian and business synergies, such as drive-thrus and other uses that are primarily or exclusively auto-oriented. Discourage off-street parking in front of structures.	Enhance the area with design standards or guidelines that reinforce a traditional sense of place. Enhance compatibility in mixed use areas by including "good neighbor" performance standards in the zoning ordinance.
Traditional Neighborhood	Provide for stable, residential, small lot development patterns. Lots in these areas will typically average less than 6000 square feet in area. Provide for limited amounts of commercial uses within traditional neighborhoods.	Encourage neighborhood-serving businesses to locate on corner lots or along commercial corridors that are within walking distance of residential areas. Such businesses should have lower parking requirements and greater lot coverage than suburban-oriented businesses.	Discourage commercial intrusion into residential block interiors. Discourage large-scale commercial uses that are incompatible with adjacent residential uses.	Enhance opportunities for small business and affordable housing with vertical mixed use zoning, including residential uses above commercial uses in corner or corridor locations. Enhance compatibility in mixed use areas by including "good neighbor" performance standards in the zoning ordinance.

**Table 4-1. Policies for Future Development**

DEVELOPMENT CATEGORY	APPROPRIATE LAND USES	CHARACTERISTICS TO ENCOURAGE	CHARACTERISTICS TO DISCOURAGE	METHODS TO ENHANCE COMMUNITY CHARACTER
Commercial – Neighborhood	Provide for nodal and strip business districts that are within or adjacent to predominately residential areas. Commercial neighborhood areas should blend auto-oriented development characteristics with characteristics of pedestrian-friendly developments.	Require development to be at a scale and intensity that is compatible with adjacent residential neighborhoods.	Discourage commercial development from adversely impacting nearby neighborhoods by generating excessive traffic, noise, or lighting.	Enhance compatibility with adjacent residential areas by including buffers and “good neighbor” performance standards in the zoning ordinance.
Commercial-Suburban	Provide for business areas that meet commercial needs in a suburban setting.	Encourage a variety of commercial uses, including retail, services, restaurants, and offices to locate in this area.	Discourage the provision of excessive amounts of parking, so as to conserve land and reduce environmental impacts.	Enhance stormwater management and visual appeal by requiring sufficient landscaping, especially in parking lots. Ensure interconnectivity of areas.
Commercial – Regional	Provide for regional business hubs supporting development at a scale and intensity capable of serving regional markets.	Encourage large-scale commercial enterprises, such a malls and major shopping centers to locate in these areas. Encourage innovative forms of regional commercial uses, such as lifestyle centers and new urbanist-inspired designs that integrate commercial, residential, and institutional uses in a mixed-use complex that minimizes traffic impacts and encourages pedestrian activity.	Discourage the provision of excessive amounts of parking, so as to conserve land and reduce environmental impacts. Discourage land use conflicts by limiting regional commercial uses to only those areas that are served by major transportation corridors.	Enhance stormwater management and visual appeal by requiring sufficient landscaping, especially in parking lots.
Commercial – Marine	Provide for land that is dedicated to mixed-use marina operations including ancillary uses that are both marine-related and an integral part of the marina complex.	Encourage increased public access to the waterfront by allowing mixed-use, marine-related development in appropriate areas.	Discourage conversion of these areas to other forms of commercial development.	Enhance quality of life for adjacent residential areas by requiring adequate buffers between residences and commercial marine uses.

**Table 4-1. Policies for Future Development**

DEVELOPMENT CATEGORY	APPROPRIATE LAND USES	CHARACTERISTICS TO ENCOURAGE	CHARACTERISTICS TO DISCOURAGE	METHODS TO ENHANCE COMMUNITY CHARACTER
General Residential	Provide for areas with a variety of residential uses including multi-family and higher density single-family dwellings.	Encourage a mix of housing types. Encourage mixed use development consistent with Smart Growth principles. Encourage commercial development meeting the needs of residents and protecting established neighborhood character.	Discourage intensive forms of commercial development that are not compatible with adjacent residential uses.	Enhance the mixed use residential character of these areas by permitting a gross area density (i.e., density including right-of-way) greater than 10 units per acre.
General Single Family Residential	Provide for areas that are reserved for uniform single-family detached and single-family attached dwellings.	Encourage integration of development into surroundings through a grid road system or other multiple access design to promote connectivity and reduce traffic congestion.	Discourage non-residential uses in these areas, with the exception of certain compatible institutional uses, such as schools and churches.	Enhance the residential character of these areas by limiting gross area density (i.e., density including right-of-way) to a range of five to ten units per acre.
Suburban Single Family Residential	Provide for areas that are reserved for uniform single-family detached residential dwellings.	Encourage integration of development into surroundings through a grid road system or other multiple access design to promote connectivity and reduce traffic congestion.	Discourage non-residential uses in these areas, with the exception of certain compatible institutional uses, such as schools and churches.	Enhance the residential character of these areas by limiting gross area density (i.e., density including right-of-way) to five units per acre and less.
Planned Development	Provide for large scale development with a mix of uses and efficient internal or external linkages to commercial, institutional, or recreational uses.	Encourage the preservation of marsh and wetlands by clustering development on uplands that are not environmentally sensitive.	Discourage design characteristics that isolate these developments from surrounding areas, such as gating, controlled access points, and cul-de-sac street patterns.	Enhance the quality of planning and design on larger tracts of land by adding a master planning requirement for large parcels, and allowing cluster development without a master plan for smaller parcels. Create large master planned communities chiefly through the use of Planned Unit Developments (PUDs).
Planned Campus	Provide for areas designated for planned business parks, research & development campuses, and educational campuses.	Encourage site plans that create a campus setting, preserve environmentally sensitive areas, or conserve land.	Discourage excessive amounts of parking visible from public roads.	Enhance the park/campus character of large commercial parks by requiring a high percentage of green space and/or landscaped area.



**Table 4-1. Policies for Future Development**

DEVELOPMENT CATEGORY	APPROPRIATE LAND USES	CHARACTERISTICS TO ENCOURAGE	CHARACTERISTICS TO DISCOURAGE	METHODS TO ENHANCE COMMUNITY CHARACTER
Agriculture /Forestry	Provide for areas principally used for farming, silviculture, and dairy or livestock production.	Encourage the preservation of agricultural land by permitting low impact conservation subdivisions that preserve at least 50% of land area.	Discourage “leapfrog” development of agricultural lands by requiring infrastructure and services to be in place before amending the land use plan to accommodate growth.	Enhance the rural character of agricultural areas by requiring a rezoning to develop more intensive land uses, such as retail uses and residential subdivisions.
Industry – Light	Provide for areas supporting uses such as product assembly, warehouses, wholesale facilities, lumberyards, and dead storage yards. Provide that such areas may require intensive truck traffic and outdoor storage.	Encourage compatibility with nearby non-industrial uses by requiring effective buffers between industrial and non-industrial uses.	Discourage residential, institutional, and other incompatible uses from locating adjacent to areas that have been identified for use by light industry, except where effective buffers are provided. To preserve the job base generated by light industrial uses, and to prevent the displacement of light industrial uses, discourage other commercial uses in light industrial areas.	Enhance the quality of life in adjacent areas by limiting the production of noise, odor, dust, and waterborne contaminants to ambient levels.
Industry – Heavy	Provide for areas supporting uses that are involved in the large-scale production of finished or semi-finished products from raw materials.	Encourage compatibility with nearby non-industrial uses by requiring effective buffers between industrial and non-industrial uses.	Discourage residential, institutional, and other incompatible uses from locating in close proximity to areas that have been identified for use by heavy industry except where effective buffers are provided.	Enhance the usefulness of industrial lands by permitting such areas to produce noise, odor, dust, and waterborne contaminants measurably above ambient levels.
Civic/Institutional	Provide for areas identified for public uses that serve a large area or produce intensive activities.	Encourage the CIV zoning district to only be used for large-scale institutional uses, such as hospitals and college campuses. Most small-scale institutional uses, such as churches and elementary schools, can be readily absorbed into existing neighborhoods and commercial areas.	Discourage intensive institutional uses from locating in less-intensive residential and commercial areas, unless warranted by a review of the land use plan for the area.	Enhance the functionality of intensive institutional uses by providing them with their own zoning district, thereby acknowledging the fact that many large-scale institutional uses are not readily assimilated into the character of residential and commercial districts.

**Table 4-1. Policies for Future Development**

DEVELOPMENT CATEGORY	APPROPRIATE LAND USES	CHARACTERISTICS TO ENCOURAGE	CHARACTERISTICS TO DISCOURAGE	METHODS TO ENHANCE COMMUNITY CHARACTER
Landfill	Provide for areas for disposal of solid waste	Encourage location of landfills in areas that have adequate buffers and adequate road access	Discourage location of landfills in areas in close proximity to residential uses and other uses that would be adversely affected by truck traffic	Enhance the quality of life in adjacent areas by requiring a development plan for recreational or other community use after landfill is abandoned
Surface Mining	Provide for the mining of fill material in areas with suitable soil types	Encourage the location of surface mining operation in areas that have adequate buffers and adequate road access	Discourage the location of surface mining operation in areas that are environmentally sensitive or in areas that would be adversely affected by truck traffic	Enhance the quality of life in adjacent areas by requiring a development plan that is compatible with surrounding land uses after the surface mining operation is closed
Transportation/ Communication/ Utilities	Provide for areas dedicated principally to railroad facilities, airports, telecommunication towers, sewage and water pump stations and treatment plants, and similar uses that are not readily assimilated into other districts.	Encourage the timed, coordinated provision of transportation and utility infrastructure to guide new development into areas where it is most desirable. In developed areas, and wherever else possible, encourage "stealth towers" in place of conventional communication towers.	Discourage the form of sprawl known as "leapfrog development" that can occur when infrastructure is extended without the guidance of a long-range land use plan. Discourage transportation, communication, and utility uses that produce intensive or obstructive activities from locating in developed areas where they would produce land use conflicts.	Enhance quality of life in adjacent areas by requiring appropriate buffers between these uses and other uses with which they are not readily compatible.
Parks/Recreation	Provide for land dedicated to open space that is accessible to the public as well as land that is dedicated to sports, exercise, and other types of leisure activities. Also provide for adequate public access to these areas.	Encourage the provision of multi-use parks that can accommodate both passive and active forms of recreational use.	Discourage the provision of "leftover parks", where a community's only greenspace is made up of odd-shaped parcels of land that were unsuitable for other forms of development.	Enhance the quality of life in new developments by requiring a specific amount of land to be devoted to the provision of parks or other open space amenities.

**Table 4-1. Policies for Future Development**

DEVELOPMENT CATEGORY	APPROPRIATE LAND USES	CHARACTERISTICS TO ENCOURAGE	CHARACTERISTICS TO DISCOURAGE	METHODS TO ENHANCE COMMUNITY CHARACTER
Conservation	Provide for land that is publicly or privately held and designated for preservation in a natural state or for passive recreation (e.g., fishing, hiking, camping).	Encourage land conservation through a balanced and multi-tiered approach, including: public acquisition, purchase of development rights, cluster development, small lot subdivisions, conservation subdivisions, and other smart growth strategies.	Discourage the conversion of designated conservation lands to other land uses.	Enhance the effectiveness of conservation efforts by targeting the most threatened or environmentally-sensitive lands for public acquisition.
Conservation - Residential	Provide for privately held land in environmentally sensitive areas so that a balance is obtained between development rights and resource protection.	Encourage land conservation through a balanced and multi-tiered approach, including: public acquisition, purchase of development rights, cluster development, small lot subdivisions, conservation subdivisions, and other smart growth strategies.	Discourage development that may degrade natural resources or dramatically alter the established character of an area.	Lands remaining in private hands that are targeted for development should be developed in the most sensitive manner feasible.
Tidal Marsh	Provide for areas of estuarine influence that are inundated by tidal waters on a daily basis and are characterized by spartina (cord grass) habitat.	Encourage these areas to remain in a natural state by preventing their direct development (i.e. prevent the draining and/or filling of marsh land). Encourage greater use of riparian buffers between developed areas and the marsh.	Discourage intensive and/or highly dense land uses from locating adjacent to marsh areas to help limit the negative impacts that development and stormwater runoff can have on marsh habitats.	Enhance marsh lands and the areas around them by using environmental overlays and other zoning tools to restrict the intensity of development in areas where such development would have a negative impact on the health and/or vitality of the marsh habitat.
Open Water	Provide for areas of ocean waters, sounds, open estuaries, rivers, and lakes; including large ponds and lagoons associated with those areas.	Encourage use of these areas by the general public for recreational purposes.	Discourage the damaging effects of stormwater runoff by requiring setbacks and riparian buffers for waterfront properties. Educate property owners in coastal areas about stormwater runoff best management practices.	Enhance the ability of the general public to access these areas for recreational purposes by providing public parks, docks, trails, and other amenities as appropriate.

*A View of Savannah as it stood the 29<sup>th</sup> of March 1734*

# Chapter 5.0 *Strategic Plan*

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## 5.1 Introduction

The Comprehensive Plan consists of several components in three parts. A major component of any comprehensive plan is the *strategic plan*, or policy plan. Strategic plans typically consist of vision statements<sup>1</sup>, goals, objectives, and strategies.

This section contains the strategic plan that address issues identified in each chapter of the Community Assessment. This section also outlines the steps need to obtain the community vision. The goals, objectives, and strategies set forth in the following sections were developed by four subcommittees of the Comprehensive Plan steering committee. The subcommittees met monthly for nine months. Their work was guided by the full steering committee that met five times during the nine month period. The strategic plan was approved at the final meeting of the Comprehensive Plan steering committee. A complete list of steering committee members and a schedule of meeting dates is included in the *Community Participation Program*.

Chapters in the Community Assessment that are descriptive in nature do not have goals, objectives, and strategies associated with them. These include Community Indicators, Intergovernmental Coordination and Demographics. One chapter, Community Facilities and Services, will be updated in the next phase of the planning process (2006-2008); goals, objectives and strategies adopted in 1993 remain in effect.

In accordance with Department of Community Affairs regulations, a Short Term Work Program (STWP) must be developed to describe the time frame and responsible parties for each program or project identified in this document. The STWP is located in the following chapter.

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<sup>1</sup> In organizational strategic plans, a “mission statement” provides the guiding vision.

## 5.2 Land Use

The land use vision for the Tricentennial Plan is to provide a rational foundation for land use planning and zoning in unincorporated Chatham County and the City of Savannah.

### **GOAL A: ESTABLISH A FOUNDATION FOR COMPREHENSIVE PLANNING AND ZONING**

**Objective 1.** Ensure that the Comprehensive Plan provides clarity about public policy on growth and development in Chatham County and Savannah.

**Strategy a.** Obtain broad public support for the Land Use Plan through public education and consensus-building meetings.

**Strategy b.** Obtain support from elected officials and other leaders through education and consensus-building meetings.

**Strategy c.** Require consistency between the Future Land Use Map and the Zoning Map.

**Objective 2.** Ensure that the Comprehensive Plan becomes a useful document to administrators, boards, and elected officials in interpreting growth and development policy.

**Strategy a.** Adopt as part of the Comprehensive Plan a detailed set of policies that are relevant to development review.

**Objective 3.** Adopt new zoning with standards and permitted uses that are consistent with established land use patterns (if they differ the reason should be articulated in public policy).

**Strategy a.** Use the maps, statistical tables, and recommendations in this element as the basis for new zoning standards and uses.

**Objective 4.** Adopt a unified City-County Land Development Ordinance including zoning and other land development regulations.

**Strategy a.** Adopt a unified City-County Zoning Ordinance in 2006.

**Strategy b.** Adopt a unified City-County Land Development Ordinance combining zoning, subdivision, and environmental ordinances by 2008.

### **GOAL B: ESTABLISH A FOUNDATION FOR DOWNTOWN AREA GROWTH AND ENHANCE ITS ROLE AS THE ECONOMIC, CULTURAL, AND GOVERNMENTAL HUB FOR THE REGION**

**Objective 1.** Adopt a Downtown Strategic Master Plan with “Guiding Principles” for future development.

**Strategy a.** Conduct visioning and strategic planning workshops with intensive community, government, and private sector involvement.

**Strategy b.** Identify future pedestrian, transit, and parking facilities that will support vibrant downtown growth.

**Strategy c.** Adopt the Downtown Strategic Master Plan and “Guiding Principles” as part of the Tricentennial Plan.

**Strategy d.** Establish a policy of balanced development that accommodates tourism without harming neighborhoods.

**Objective 2.** Adopt new zoning consistent with recommendations in this element for Downtown Expansion Areas.

**Strategy a.** Ensure that the new zoning provides for uses, building envelopes, and design standards that accommodate modern development while achieving compatibility with the National Landmark District.

**Strategy b.** Identify brownfields for redevelopment, consistent with the Downtown Strategic Master Plan, utilizing State and Federal resources.

#### **GOAL C: ESTABLISH A FOUNDATION FOR NEIGHBORHOOD AND COMMUNITY PLANNING**

**Objective 1.** Ensure that land use characteristics of all neighborhoods and communities are documented.

**Strategy a.** Inventory land use characteristics of all neighborhoods and communities. The inventory should at a minimum address uses, lot size, setbacks, building coverage, building height, and density.

**Strategy b.** Develop a “Neighborhood Profiles” report, expanding on a previous report compiled by the City Department of Neighborhood Planning and Community Development.

**Objective 2.** Ensure that policies are in place to protect (or constructively change) neighborhood land use characteristics.

**Strategy a.** Where neighborhood and community plans have been adopted, zoning recommendations should also be adopted.

**Strategy b.** Where neighborhood and community plans have not been adopted, zoning recommendations should be developed that are consistent with adopted land use policies.

#### **GOAL D: ESTABLISH A FOUNDATION FOR ENVIRONMENTAL RESOURCE PROTECTION**

**Objective 1.** Adopt “low impact development” (LID) approaches to stormwater best management practices.



**Strategy a.** Identify acceptable LID practices in the Zoning Ordinance.

**Strategy b.** Ensure that LID practices in the Zoning Ordinance are consistent with requirements of other City and County ordinances.

**Objective 2.** Increase marsh protection with more effective buffer standards.

**Strategy a.** Amend current marsh buffer standard in the Environmental Overlay District to provide for a variable width buffer averaging *at least* 35 feet.

**Strategy b.** Provide for LID alternatives to the buffer standard where scientifically demonstrated to be more effective.

**Objective 3.** Adopt marsh hammock zoning and development standards to minimize development impacts.

**Strategy a.** Amend the C-M district or create a new district with specific density, setback, buffer, height, and stormwater management standards for marsh hammocks.

**Objective 4.** Expand incentives for greenspace in new developments.

**Strategy a.** Provide for cluster and conservation subdivisions in all appropriate zoning districts.

**Objective 5.** Require protection of isolated wetlands.

**Strategy a.** Use the Environmental Protection Agency Hydromorphic Functionality Approach to determine priority for wetland protection.

**Strategy b.** Provide incentives to preserve lower priority wetlands.

**Objective 6.** Increase tree canopy protection throughout the City and County.

**Strategy a.** Expand the Historic and Scenic Roads designation in the East Chatham Environmental Overlay District to include eligible roads throughout the county in conjunction with the Chatham Urban Transportation Study/Metropolitan Planning Organization (CUTS/MPO) Amenities Package (see Transportation Chapter).

**Strategy b.** Develop context sensitive standards for the protection of Historic and Scenic Roads.

## **GOAL E: ESTABLISH A FOUNDATION FOR HISTORIC AND CULTURAL RESOURCE PROTECTION**

**Objective 1.** Develop neighborhood design standards for all historic districts to ensure preservation of historic attributes, where supported by residents in those areas.

**Strategy a.** Provide for basic design standards in the zoning ordinance to be staff-administered without creating new review boards.

**Strategy b.** Ensure that new standards do not create a hardship for lower income households.

## **GOAL F: ESTABLISH A FOUNDATION FOR PRESERVING AND ENHANCING THE PUBLIC REALM**

**Objective 1.** Reclaim lost portions of the public realm that were part of the Oglethorpe town plan.

**Strategy a.** Take advantage of redevelopment opportunities to reconstruct streets and squares consistent with the town plan.

**Strategy b.** Maintain a strong public presence downtown by retaining government functions at traditional focal points.

**Strategy c.** Adopt a “Pedestrian/Transit Priority Area” policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the public realm.

**Objective 2.** Establish new public realm, consistent with that of the town plan, in areas adjacent to downtown Savannah.

**Strategy a.** Require new development in areas adjacent to downtown to be integrated into the grid of the town plan and to provide a ward structure or similar plan that adds to rather than subtracts from the public realm.

**Objective 3.** Create incentives to add to the public realm in established suburban areas.

**Strategy a.** Identify zoning incentives to make greenspace and public focal points attractive in redeveloping brownfields and “grayfields,” such as older shopping centers.

**Objective 4.** Establish new public realm in growth areas.

**Strategy a.** Require large PUDs at certain thresholds to provide additional greenspace or public focal points, to be offset with density bonuses or increased building envelope.

**Strategy b.** Identify zoning incentives to make greenspace and public focal points attractive to smaller developments.

## **GOAL G. REDUCE AUTOMOBILE DEPENDENCE AND ASSOCIATED CONGESTION AND POLLUTION BY PROVIDING A BROAD RANGE OF LAND DEVELOPMENT OPTIONS**

**Objective 1.** Provide for pedestrian-oriented, mixed use development options in the Zoning Ordinance.

**Strategy a.** Identify high-density, mixed use town centers on the Future Land Use Map and the Zoning Map with concurrence of property owners.

**Strategy b.** Establish a town center district for application in other appropriate locations.

**Strategy c.** Provide for mixed use New Urban development as a permitted use in appropriate zoning districts.

**Objective 2.** Enhance connectivity within and between residential and commercial areas.

**Strategy a.** Require or incentivize pedestrian and bicycle linkages within and between developments.

**Strategy b.** Require or incentivize efficient vehicular access and road linkages for and between new developments.

## 5.3 Economic Development

The economic development vision for the Tricentennial Plan is a community with planned and balanced economic growth that is environmentally sensitive, that will support and provide jobs, and that will provide a tax base to support community life.

**GOAL A: FOSTER A POSITIVE ENVIRONMENT THAT PROVIDES OPPORTUNITIES FOR ALL BUSINESSES, INCLUDING SMALL, MINORITY AND WOMEN-OWNED BUSINESSES.**

**Objective 1:** Facilitate the establishment of minority and women-owned businesses.

**Strategy a:** Distribute the M/WBE newsletter throughout the community to provide information on local procurement trends and opportunities.

**Strategy b:** Develop and implement programs, which encourage interaction between private businesses and the public sector to increase and promote business opportunities for Minority and Women-owned businesses.

**Strategy c:** Publish and distribute to the community an annual Minority and Woman-owned Business Directory.

**Strategy d:** Secure resources to strengthen and expand services to M/WBEs.

**Strategy e:** Facilitate a mentor program for small M/WBEs contractors to link with larger companies.

**Strategy f:** Establish a center to provide comprehensive services to M/WBEs.

**Objective 2:** Encourage the development and success of existing and proposed businesses.

**Strategy a:** Support the Coastal Venture Investment Forum and encourage an entrepreneurial culture.

**Strategy b:** Maintain an inventory of economic development resources for the target audience, and create/maintain a website of current economic development information.

**Strategy c:** Facilitate the growth of knowledge-based business within targeted neighborhoods.

**Strategy d:** Encourage cooperative or collective micro-enterprise operations that enhance self-employment opportunities and reduce initial business start-up and operating costs.

**Strategy e:** Establish a local “tax incentive tool box” to provide a variety of incentives to attract and retain businesses.

**GOAL B: RECRUIT DIVERSE AND ENVIRONMENTALLY SENSITIVE, CLEAN INDUSTRIES THAT PAY-WAGES THAT FOSTER SELF-SUFFICIENCY.**

**Objective 1:** Create an environment that is attractive to industries and their employees.

**Strategy a:** Conduct periodic studies of market demand for products and services, determine business opportunities and disseminate study results throughout the county.

**Strategy b:** Provide additional training opportunities to offer specialized workforce skills to meet specific needs identified by businesses seeking to locate in the community.

**Strategy c:** Make more sites available for industry and identify opportunities for the reuse of contaminated commercial and publicly owned sites.

**Strategy d:** Increase broadband/wireless capacity in the area by encouraging the installation and use of fiber optic cable to access high-quality broadband service.

**Strategy e:** Recruit industries that commit to providing state of the art water, storm water, solid waste, and air pollution control facilities.

**GOAL C: ENHANCE AND MAINTAIN THE ECONOMIC VITALITY OF EXISTING BUSINESSES AND CREATE ECONOMIC DEVELOPMENT THROUGH EXPANSION AND RETENTION OF EXISTING BUSINESSES.**

**Objective 1:** Facilitate the expansion and/or retention of at least one industry per year.

**Strategy a:** Support and provide additional training opportunities to offer specialized workforce skills to meet specific needs identified by industries seeking to expand or remain in the community.

**Strategy b:** Support the efforts of the Chatham Business Retention Team.

**Strategy c:** Seek Federal or State designation as an Empowerment Zone, Renewal Community or comparable designation.

**Strategy d:** Convene a research panel to implement effective financial tax incentives for small businesses on a local level.

**GOAL D: EXPAND THE INTERNATIONAL MARKET THROUGH THE INVOLVEMENT OF EXISTING BUSINESSES.**

**Objective 1:** Encourage foreign businesses to locate in Chatham County.

**Strategy a:** Conduct a survey of existing businesses in Chatham County that have international contacts to determine the specialized skills or other factors that would encourage off-shore businesses to locate in Chatham County.

**Strategy b:** Support the establishment of an international court in Chatham County.

**GOAL E: WORK TOWARD A COMMUNITY WITH A SKILLED WORKFORCE, EARNING A SELF -SUFFICIENCY WAGE THAT IS CAPABLE OF SUPPORTING A DIVERSE GROUP OF BUSINESSES.**

**Objective 1:** Prepare the local labor force to meet current and new business needs.

**Strategy a:** Strengthen the K-12 school curriculum to ensure that basic academic and work skills and work ethics are established with students.

**Strategy b:** Support programs developed by Project Workforce (CoC), Just In Time Talent, Workforce Investment Board, Coastal Workforce Center (CWC), and Savannah Technical College.

**Strategy c:** Establish collaborative efforts between government agencies, businesses and the education community through an annual Economic Development Forum and ongoing programs to better communicate present and future workforce needs and training possibilities.

**Strategy d:** Provide and promote remedial education through satellite programs and distance learning in the community.

**Strategy e:** Support increased efforts to ensure that vocational training programs are based on an accurate assessment of both the projected needs of area employers for employees with particular skills and the needs of area workers for training.

**GOAL F: ENHANCE AND MAINTAIN THE ECONOMIC VITALITY OF THE TOURISM INDUSTRY THROUGH PLANNED MANAGEMENT THAT PROMOTES ECONOMIC GROWTH WHILE PRESERVING NATURAL AND HISTORIC RESOURCES.**

**Objective 1:** Reduce the negative impact of road building on the natural environment and historic resources that are the basis of the tourist industry.

**Strategy a:** Prevail on the GDOT to adopt Context Sensitive Design Principles sponsored by the U.S. Department of Transportation and the Federal Highway Administration.

**Objective 2:** Provide a hospitable environment for tourists while preserving the quality of life for residents.

**Strategy a:** Integrate facilities designed for tourists with facilities needed by residents (e.g. extend the proposed streetcar line from the Visitors Center/River Street to the Thomas Square Streetcar District).

**Strategy b:** Bring together residents and the existing tourist-oriented businesses to recognize their mutual goals and to maintain harmony.

**Strategy c:** Provide incentives (e.g. reduced fees and shuttle service) that encourage downtown employees to park in parking garages to free up on-street parking spaces for visitors.

**Strategy d:** Support the Coastal Georgia Greenway Project in its effort to promote eco-tourism in Chatham County.

**GOAL G: WORK TOWARD BECOMING A COMMUNITY WITH ECONOMICALLY VIBRANT, SAFE NEIGHBORHOODS AND COMMERCIAL CENTERS.**

**Objective 1:** Promote compatible uses to encourage sustainable economic development throughout the community.

**Strategy a:** Capitalize on the City of Savannah's reputation as a planned community, Savannah State University's Urban Studies Program, the Georgia Tech Regional Engineering Program (GTREP), and the location of The Savannah College of Art and Design (SCAD) in the downtown area to establish an American Planning Association (APA) certified Bachelor's and Master's degree in Planning through a cooperative effort by the local universities.

**Strategy b:** Identify buildings that were designed for commercial use and ensure that the zoning does not prohibit commercial activity that is compatible with the surrounding uses.

**Strategy c:** Inform owners of commercial buildings of the programs available to perform market studies and obtain financing for viable enterprises.

**Objective 2:** Promote a safe and secure environment.

**Strategy a:** Promote the concept of active, vibrant downtown areas by encouraging mixed-use areas through modifications to the Zoning Ordinance to allow mixed-use buildings and by encouraging businesses to remain open at night by providing police presence.

**Strategy b:** Promote "safescape" design in conjunction with the Savannah-Chatham County Metropolitan Police.

**Strategy c:** Implement a commercial revitalization study of all the major commercial corridors.

**Strategy d:** Coordinate blight reduction, crime prevention, and Capital Improvement Project (CIP) activities along Priority Corridors.

**GOAL H: COORDINATE EFFORTS OF WESTSIDE COMMUNITIES TO PROVIDE INFRASTRUCTURE AND A LONG-RANGE CAPITAL IMPROVEMENTS PLAN FOR ANTICIPATED GROWTH.**

**Objective 1:** Encourage sustainable planned growth on the Westside of Chatham County.

**Strategy a:** Encourage the formation of an intergovernmental board to coordinate land uses on the Westside of Chatham County.

**Strategy b:** Encourage the formation of minimum countywide development standards.

**GOAL I: STREAMLINE THE SITE PLAN AND BUILDING PERMIT APPROVAL PROCESSES TO PROVIDE A ONE-STOP PROCESS FOR THE CITY AND COUNTY.**

**Objective 1:** Consolidate the City and County Zoning and Subdivision Ordinances.

**Strategy a:** Produce a unified ordinance that applies to both the City and County.

**Strategy b:** Where a variance to the regulations is proposed, it shall be reviewed by the Board of Appeals. No use variances shall be considered.

**GOAL J: WORK TOWARD A COMMUNITY THAT PROVIDES THE TRANSPORTATION INFRASTRUCTURE AND INCREASES THE MOBILITY OPTIONS THAT ARE NECESSARY TO SUPPORT PLANNED GROWTH COUNTYWIDE.**

**Objective 1:** Link the Westside business base and the airport with the labor pool and the financial and technological services in the downtown area.

**Strategy a:** Investigate the potential for a public transit route to link the areas with frequent, fast, and dependable transit options.

**Strategy b:** Increase transportation services to the airport and extend services to the Crossroads Business Center and outlying major employment areas.

**Objective 2:** Designate economic development zones where people can live, work, and recreate in the same place.

**Strategy a:** Identify developable areas where there is land available to accommodate the required infrastructure to support a mixed-use community with enough critical mass to become self-sufficient and self-perpetuating.

**Strategy b:** Encourage employers to create more day care facilities, including employer-sponsored day care and non-traditional child care.

## 5.4 Housing

The housing vision for the Tricentennial Plan is to achieve affordable, diverse, and safe housing for the residents of Savannah and Chatham County through efficient and effective policies and programs.

### **Goal A: IMPROVE THE QUALITY OF LIFE AND SAFE LIVING ENVIRONMENT IN ALL NEIGHBORHOODS.**

**Objective 1.** Reduce negative neighborhood images such as vacant derelict housing, unmaintained vacant lots, and blight.

**Strategy a.** Develop affordable housing repair and infill programs and financing for home buyers, homeowners and landlords that are attractive to these parties and that focus resources on basic shelter, building envelope and major system improvements (electrical, plumbing, and mechanical).

**Strategy b.** Develop and provide incentives to renovate old buildings (such as old institutional buildings) for supportive neighborhood uses and development of affordable housing (i.e. redevelopment/renovation tax freeze for five or more years, density bonuses).

**Strategy c.** Target vacant lots and vacant houses for rehabilitation or development of high quality, low maintenance, affordable housing.

**Strategy d.** Re-examine and strengthen enforcement of minimum housing code and property maintenance regulations and fine owners of derelict property.

**Strategy e.** Develop a certification program for code enforcement by neighborhood associations where those who are certified may issue notifications of violation in a limited range of situations. The program should be based on successful models implemented in other cities or counties (e.g. Fairfax County, VA; Columbia, MD).

**Objective 2.** Reduce uses that negatively impact the quality of life in residential neighborhoods.

**Strategy a.** Review current zoning and amend districts allowing uses that negatively impact residential areas. Review and update zoning and other development regulations to correct inconsistencies and conflicts affecting sound land use planning decisions.

**Strategy b.** Undertake a comprehensive redevelopment plan for distressed neighborhoods that addresses land use compatibility.

**Strategy c.** Reduce incompatible land uses negatively impacting quality of life through code enforcement and the application of appropriate regulations.

**Objective 3.** Facilitate the exchange of information regarding improving neighborhoods and housing.



**Strategy a.** Assist neighborhoods in establishing a network of existing neighborhood organizations to enhance the quality of life (e.g., Historic Neighborhood Council).

**Objective 4.** Improve neighborhood safety and security.

**Strategy a.** Develop neighborhood crime prevention plans in cooperation with police, citizens, businesses, and government.

**Strategy b.** Implement new programs and expand neighborhood crime fighting programs to all neighborhoods countywide. Programs might include home security initiatives, phones in parks, email information sharing, greater police presence, community policing, formal neighborhood watch programs, and neighborhood walks.

**Strategy c.** Promote the concept of active, vibrant downtown areas by encouraging mixed-use areas through modifications to the Zoning Ordinance to allow mixed-use buildings and by encouraging businesses to remain open at night by providing police presence.

**GOAL B: ACHIEVE NEIGHBORHOOD STABILITY WHEREBY ALL HOMEOWNERS, REGARDLESS OF INCOME, CAN IMPROVE AND CONTINUE TO LIVE IN THEIR HOMES WITHOUT UNDUE FINANCIAL HARDSHIP.**

**Objective 1.** Preserve the existing housing stock and provide for the rehabilitation of existing housing units.

**Strategy a.** Develop affordable housing repair programs that focus limited City resources on basic shelter, building envelope and major system improvements (electrical, plumbing, and mechanical).

**Strategy b.** Develop and expand year-round volunteer and quasi-volunteer home improvement initiatives for low-income elderly and disabled homeowners that involve both local and out-of-town organizations.

**Strategy c.** Identify and approve alternative exterior building materials and interior building design changes that make rehabilitation of historic structures more affordable, without compromising the long-term goal of historic preservation.

**Strategy d.** Provide technical and financial assistance to housing developers and rehabilitation contractors encouraging the development and retention of affordable housing.

**Strategy e.** Review existing development regulations to identify policies and regulations that preclude affordable housing rehabilitation.

**Objective 2.** Encourage and improve housing counseling programs.

**Strategy a.** Develop partnerships with nonprofit organizations and other entities to provide pre- and post- purchase home buyer education, credit counseling, fair housing

counseling, legal counseling, foreclosure counseling, that educates future homebuyers and homeowners and helps them from losing their homes due to foreclosure.

**Strategy b.** Develop classes or counseling services for landlords and mortgagors on maintenance, landlord/tenant responsibilities, and ways to minimize evictions and foreclosures.

**GOAL C: PROVIDE AFFORDABLE HOUSING FOR ALL LEVELS OF INCOME WITHIN THE COMMUNITY.**

**Objective 1.** Provide a range of affordable housing types within the community in order to assure a choice for community residents.

**Strategy a.** Review and revise existing development regulations to identify and eliminate barriers to the provision of safe, decent and affordable housing.

**Strategy b.** Provide down payment, closing cost and gap financing assistance to qualified home buyers through the City's DreamMaker home purchase and other similar programs.

**Strategy c.** Develop affordable housing repair programs that enable the City to use limited resources to help landlords and investors undertake 1) new infill and major renovations; 2) basic shelter, building envelope and major system (electrical, plumbing and mechanical) improvements that fall short of full modernization, and/or 3) exterior and site improvements that typically cannot be afforded by landlords and tenants.

**Strategy d.** Seek to develop partnerships with lending institutions that can provide affordable home purchase financing to homebuyers and construction financing landlords and developers.

**Strategy e.** Seek to develop partnerships with local employers interested in participating in an employer-assisted home buyer program.

**Strategy f.** Develop partnerships with investors interested in obtaining low-income housing tax credits, historic tax credits, bond financing and other sources of financing to help provide new or retain existing affordable rental housing in the City and County. (Housing, CHSA, HSF)

**Strategy g.** Seek local legislative approval for requiring housing developers to reserve a certain percentage of new housing units for low-income households or, instead pay an in-lieu fee to a local housing trust fund that would be used to provide housing to low-income persons.

**Objective 2.** Encourage mixed income, mixed-use development as a means of increasing diversity in neighborhoods.

**Strategy a.** Ensure that the zoning ordinance allows mixed-use development and multiple housing types in new or deteriorating districts, subject to neighborhood approval.

**Objective 3.** Use Tax Increment Financing (TIF) or Tax Allocation Districts (TAD) where feasible to promote development of affordable housing.

**Strategy a.** Identify several potential TIF redevelopment districts, develop a staff recommendation, and present a staff report to the City Council or the County Commission, as appropriate.

**GOAL D: PROVIDE HOUSING FOR CITIZENS WITH SPECIAL NEEDS, SUCH AS DISABLED, ELDERLY AND HOMELESS PEOPLE.**

**Objective 1.** Provide housing that would assist in providing independent life styles for persons with disabilities/handicaps.

**Strategy a.** Implement the recommendations of the community's Disability Advisory Committee that identify actions in support of housing for disabled persons. Also consider exempting elevators and ramps from permit fees.

**Strategy b.** Encourage the inclusion of handicapped units in new and rehabilitated multi-family and special needs residential facilities where warranted.

**Objective 2.** Provide accessible and affordable housing for the elderly.

**Strategy a.** Pursue funding for supportive housing that includes in-home services such as meals, errands, housekeeping, etc.

**Strategy b.** Support the development of programs that provide subsidized housing for the elderly.

**Objective 3.** Provide options geared toward preventing homelessness and providing the homeless with safe, decent, and affordable housing.

**Strategy a.** Develop countywide homeless prevention programs for persons at-risk of becoming homeless, including identification of at-risk households, rent and utility assistance and landlord-tenant mediation.

**Strategy b.** Increase the number of transitional shelters with comprehensive social services, with emphasis on families with children.

**Strategy c.** Expand the number of permanent housing units and also develop units for homeless families.

**Strategy d.** Provide follow-up social services and support groups for the formerly homeless.

**Strategy e.** Develop a community-wide program to identify and promote state funded programs that allow the homeless to become homeowners through rent-to-own programs.

**Strategy f.** Develop a coordinated behavioral health system that addresses the unique needs of the chronically homeless.

**Strategy g.** Expand “shelter plus care,” housing that includes behavioral health services, for the homeless throughout the community.

### **GOAL E:CREATE OPPORTUNITIES FOR ECONOMICALLY DIVERSE NEIGHBORHOODS.**

**Objective 1.** Create incentives, strategies, and funding mechanisms for renovation and rehabilitation of existing housing stock and compatible infill development.

**Strategy a.** Develop and provide incentives to renovate old buildings (such as old institutional buildings) supportive neighborhood uses and development of affordable housing (i.e. redevelopment/renovation tax freeze for five or more years, density bonuses).

**Strategy b.** Establish a local Housing Trust Fund capitalized and funded annually with general funds and other revenue provided by the City of Savannah. Continue to explore funding sources, including tax increment financing districts, increased permit fees, development impact fees or linkage fees, in lieu fees, dedicated real estate transfer fees.

**Strategy c.** Establish local legislation requiring rental property developers to reserve a certain percentage of new housing units for low-income households or, instead, contribute a certain amount of the project cost to Local Housing Trust fund that would be used to provide affordable housing to low-income persons.

**Strategy d.** Develop public/private partnerships involving government, business, industry, institutions, employers and other entities who have an interest in helping fund and/or support affordable housing initiatives that are appropriate to Savannah and Chatham County.

**Strategy e.** Strengthen the Land Bank Authority to obtain property for affordable housing and commercial development.

**Strategy f.** Seek amendment of Tax Increment Financing regulations to allow greater use by the City and County.

**Strategy g.** Where there are mixed use buildings, tax residential areas at residential rates and commercial areas at commercial rates rather than taxing the entire property at the highest rate.

**Strategy h.** Utilize private lending institution monies and programs to help fund housing initiatives that are appropriate to Savannah and Chatham County.

**Strategy i.** Utilize foundation and charitable organization monies and programs to help fund housing initiatives that are appropriate to Savannah and Chatham County.

**Strategy j.** Utilize volunteer organizations to help facilitate housing initiatives that are appropriate to Savannah and Chatham County.

**Objective 2.** Identify and pursue additional Federal and State funding, as well as funding from private lending institutions and foundations.

**Strategy a.** Utilize HUD and other federal government funds and programs to help fund and/or carry out neighborhood revitalization and affordable housing initiatives that are appropriate to Savannah and Chatham County.

**Strategy b.** Utilize federal and state tax credits, including historic tax credits.

**Strategy c.** Seek changes in the DCA low-income housing tax credit program that would result in higher scores and awards for developments that propose creating single-family (1 to 4 units) affordable housing on multiple non-contiguous lots within an adopted Urban Redevelopment Area in partnership with a municipality.

#### **GOAL F: IMPROVE COORDINATION AND DELIVERY OF HOUSING SERVICES.**

**Objective 1.** Establish an integrated approach to on-going planning.

**Strategy a.** Develop a website with a countywide housing inventory and information system to identify available units and methods of housing revitalization that will produce affordable and well-maintained housing.

**Objective 2.** Support and strengthen nonprofit housing development organizations to enable them to expand existing programs.

**Strategy a.** Provide technical assistance for neighborhoods and organizations in setting up Community Development Corporations and creating networks with other organizations involved in housing development programs.

**Strategy b.** Encourage profit/non-profit collaboration on mixed income, mixed use affordable housing developments, including efforts to obtain federal tax credits.

#### **GOAL G: INTEGRATE HOUSING, TRANSPORTATION, AND LAND USE PLANNING TO CREATE BETTER COMMUNITIES AND NEIGHBORHOODS.**

**Objective 1.** Increase mobility from neighborhoods to work places and other primary destinations.

**Strategy a.** Increase/expand mobility with more bicycle and pedestrian options, e.g., through mixed use development where shopping, recreation, and employment centers are near housing.

**Strategy b.** Develop new transit options, such as streetcar lines or other forms of mass transit in urban neighborhoods.

**Strategy c.** Explore ways of improving existing modes of transit.

**Strategy d.** Establish a Pedestrian Transit Priority Area throughout the City's historic neighborhoods to prioritize pedestrian, bicycle, and transit accessibility.

**Strategy e.** Support existing programs to construct sidewalks in existing subdivisions.

**Objective 2.** Increase neighborhood-based facilities such as parks, playgrounds, and community centers.

**Strategy a.** Adopt incentives to locate recreational and community facilities in new housing developments.

**Strategy b.** Adopt policies that will prioritize development of recreational and community facilities in existing neighborhoods where deficiencies are documented.

**Objective 3.** Protect residential neighborhoods, public landscaping, and canopy trees from adverse impacts of road improvement projects.

**Strategy a.** Designate historic and scenic corridors, and provide for a thorough impact assessment process in these designated areas.

**Strategy b.** Coordinate with Chatham Urban Transportation Study/ Metropolitan Planning Organization (CUTS/MPO), the Georgia Department of Transportation (DOT) and regional, multi-jurisdictional transportation bodies to ensure that scenic tree canopy is protected.

## 5.5 Historic & Cultural Resources

The historic preservation vision for the Tricentennial Plan is to protect, preserve, and enhance historical architectural, and archaeologically significant resources; to promote the community's historic character as an important element of its residential quality of life; to promote economic growth and tourist development; and to maintain a historic preservation process that is comprehensive, continuous, planned, and funded.

**GOAL A: PRESERVE CULTURALLY AND HISTORICALLY SIGNIFICANT BUILDINGS, LANDSCAPES AND SITES (HEREINAFTER RESOURCES) THROUGHOUT CHATHAM COUNTY.**

**Objective 1:** Promote intergovernmental coordination with a shared vision.

**Strategy a.** Hold historic workshops following adoption of plan.

**Strategy b.** Map resources on Geographic Information System (GIS)

**Objective 2:** Create guidelines for historic neighborhoods that conserve and enhance the distinguishing characteristics of the neighborhood.

**Strategy a.** Identify the distinguishing characteristics of historic neighborhoods.

**Strategy b.** Develop and adopt guidelines for development within these historic neighborhoods.

**Strategy c.** Review and amend local land use plans and zoning ordinances to minimize adverse affects on historic neighborhoods.

**GOAL B: ESTABLISH BROAD PUBLIC AWARENESS OF AND SUPPORT FOR THE PRESERVATION OF RESOURCES.**

**Objective 1:** Increase knowledge of and support for preservation of resources among the general public.

**Strategy a:** Create and widely distribute a quarterly news release.

**GOAL C: PROMOTE TOURISM AND CONTRIBUTE TO THE ECONOMIC WELL-BEING OF THE COMMUNITY THROUGH RECOGNITION OF HISTORIC RESOURCES.**

**Objective 1:** Increase national and international recognition of the unique resources of Chatham County.

**Strategy a:** Nominate the Oglethorpe Savannah City Plan to the World Heritage list.

**Strategy b:** Publish accurate multilanguage visitors' guides.

**GOAL D: ESTABLISH ORDINANCES AND PUBLIC POLICIES THAT ENABLE THE PROTECTION OF RESOURCES AND SUPPORT AN EFFECTIVE ON-GOING PROGRAM.**

**Objective 1:** Ensure that all jurisdictions have adequate policies to protect development within historic areas.

**Strategy a** Encourage Chatham County to become a certified local government with a Historic Preservation Ordinance.

**Strategy b.** Strengthen minimum maintenance and demolition regulations to protect resources and tax derelict properties.

**Strategy c.** Establish a process to train and certify restoration contractors.

**Strategy d.** Review current and planned road projects for impact on resources.

**Objective 2:** Ensure that all jurisdictions have adequate funding to encourage the conservation of resources.

**Strategy a.** Establish a low/moderate housing trust fund.

## 5.6 Natural Resources

The natural resources vision for the Tricentennial Plan is a community that is a healthy place to live, work, and raise a family, where the protection of natural resources is considered an integral part of its social and economic values.

### **GOAL A: PRESERVE AND PROTECT NATURAL RESOURCES THROUGH APPROPRIATE DEVELOPMENT STANDARDS AND REVIEW PROCEDURES.**

**Objective 1:** Adopt a unified natural resource protection ordinance that is simple, clear, objective and enforceable.

**Strategy a:** Incorporate existing natural resource protection ordinances, including:

- Groundwater Recharge Area Protection
- Land Clearing and Tree Protection
- Land Disturbing Activities
- Soil Erosion and Sediment Control
- Stormwater Management
- Flood Damage Prevention
- Wellhead Protection
- River Corridor Protection
- Wetlands Protection
- Water Supply Watershed Protection

**Strategy b:** Maintain the integrity of each individual ordinance so that no requirements, provisions, or standards currently adopted are altered except where specifically referenced in the Natural Resources Element.

**Strategy c:** Incorporate additional natural resource protection measures, including:

- Post-Construction Runoff Management
- Isolated Wetlands Protection
- Watershed Protection Buffers
- Greenspace Standards
- Back Barrier Island Standards
- Litter Regulations
- Light Regulations

**Strategy d:** Reference the Natural Resources ordinances in all related ordinances and other policy documents where appropriate.

**Strategy e:** Incorporate policies developed by the Islands Community Plan, the Southeast Chatham Community Plan, and Chatham Urban Transportation Study (CHATHAM URBAN TRANSPORTATION STUDY/ METROPOLITAN PLANNING ORGANIZATION (CUTS/MPO)) Natural Resources Policies in a Natural Resources Ordinance (NRO).

**Objective 2:** Adopt site plan review procedure that ensures implementation of natural resource protection requirements.



**Strategy a:** Provide a mechanism for considering cumulative impacts of development during site plan review and approval.

**Objective 3:** Allow for Low Impact Development (LID) site design standards as described in the Best Practices Manual.

**Strategy a:** Amend Chatham County Engineering procedures to allow for LID stormwater best management practices as described in the Best Practices Manual or in the Georgia Stormwater Manual.

**Strategy b:** Offer incentives for using LID standards including green developer award and increased impervious surface limit.

**Objective 4:** Encourage energy efficiency and natural resource protection in new construction.

**Strategy a:** Offer incentives, such as tax breaks, fee reductions, impervious surface credits, recognition, etc., for new construction that is Leadership in Energy and Environmental Design (LEED) certified.

**Objective 5:** Streamline development review procedures while implementing a procedure to ensure that all required approvals are received prior to activities commencing.

**Strategy a:** Adopt development review procedures that ensure coordination between city, county, state and federal agencies, including:

- Metropolitan Planning Commission
- Army Corps of Engineers
- Georgia Department of Natural Resources (DNR): Environmental Protection, Coastal Resources, and Wildlife Resources Division Divisions
- Coastal Marshlands Protection/Shore Protection Committee
- Savannah and Chatham County Planning, Engineering, Environmental Health, and Public Works Departments
- Georgia Department of Transportation
- Chatham Urban Transportation Study (CHATHAM URBAN TRANSPORTATION STUDY/ METROPOLITAN PLANNING ORGANIZATION (CUTS/MPO))

**Strategy b:** Reduce the time required for plan review and approval.

**Strategy c:** Require interdepartmental coordination meetings during the review process.

**Strategy d:** Develop a checklist that includes all relevant ordinances and agencies to ensure that approval for all aspects of a development plan is agreed upon by all agencies involved in the approval process.

**Objective 6:** Provide continuing education units and technical assistance regarding environmental protection standards to all parties involved in the development process.

**Strategy a:** Metropolitan Planning Commission will seek designation as a provider for continuing education units for maintenance of professional licenses for engineers, landscape architects, architects, and other design professionals.

**GOAL B: PRESERVE AND PROTECT COASTAL RESOURCES, INCLUDING MARSHLANDS, BACK BARRIER ISLANDS, TIDAL CREEKS, AND ESTUARIES.**

**Objective 1:** Adopt zoning regulations that require special review and application of appropriate standards to back barrier islands. Include appropriate protection strategies recommended by the DNR Coastal Marsh Hammocks Stakeholder Group.

**Strategy a:** Create a Back Barrier Island Zoning Classification with development standards that protect back barrier islands and surrounding marsh ecosystems to the greatest extent possible. Include measures recommended by the DNR Coastal Marsh Hammocks Stakeholder Group where appropriate.

**Strategy b:** Create a mechanism for local governments to comment on bridge permit applications.

**Strategy c:** Coordinate review of proposed development on back barrier islands with the DNR bridge permit review process.

**Objective 2:** Encourage the preservation of back barrier islands in their natural, undisturbed state.

**Strategy a:** Permanently protect all back barrier islands under Chatham County or City of Savannah ownership through conservation easements or restrictive covenants acceptable to the Governor's Greenspace Program. Allow for passive recreation on preserved back barrier islands during daylight hours only.

**Strategy b:** Prioritize privately owned back barrier islands for purchase with greenspace funding using criteria recommended by the DNR Coastal Marsh Hammocks Stakeholders Group.

**Strategy c:** Offer incentives to private back barrier island owners to preserve and permanently protect their property including a City or County property tax reduction for conservation easements.

**GOAL C: MAINTAIN ADEQUATE AND OPEN FLOODPLAINS TO PREVENT PROPERTY DAMAGE FROM FLOODWATERS.**

**Objective 1:** Acquire and permanently protect land that floods repeatedly.

**Strategy a:** Obtain and permanently protect repetitively flooded land through easement and land acquisition made possible by FEMA, grant funding, and SPLOST. Where appropriate make acquired and protected land available for passive recreation.

**Objective 2:** Maintain the capacity of the floodplain to contain floodwaters.

**Strategy a:** Continue to require all development impacts within the floodplain to be mitigated and provide for “no net loss” of floodplain capacity.

**Strategy b:** Enforce City and County flood ordinances.

**GOAL D: PRESERVE, PROTECT AND RESTORE OPEN SPACE, CONSERVATION AREAS, AND THREATENED AND ENDANGERED PLANT AND ANIMAL HABITAT.**

**Objective 1:** Provide mechanisms for open space, greenspace and habitat preservation, identified in the Natural Resources Inventory, through land acquisition, conservation easements, and incentives.

**Strategy a:** Participate in the Georgia Land Conservation Partnership Program.

**Strategy b:** Implement ,as appropriate, the goals and strategies included in the Georgia Land Conservation Partnership Program Report.

**Strategy c:** Provide MPC staff assistance to local land trusts in obtaining conservation easements.

**Strategy d:** Contract with a local land trust to hold a conservation easement on County-owned greenspace.

**Strategy e:** Dedicate local funds (e.g. a portion of County SPLOST funds) towards greenspace acquisition, and employ a staff greenspace coordinator.

**Strategy f:** Offer incentives to developers to preserve a percentage of greenspace in new developments. Incentives should include decreased lot area minimums, allowances for zero lot lines, and decreased front setback minimums.

**Strategy g:** Offer incentives to commercial and industrial developers to preserve a percentage of greenspace in new developments and redevelopments.

**Strategy h:** Provide incentives for private property owners to protect open space, conservation areas and habitats by offering property tax reductions for conservation easements.

**Strategy i:** Amend existing regulations that would inhibit conservation development.

**Objective 2:** Identify and preserve protected species’ habitat.

**Strategy a:** Survey Chatham County for protected species’ habitat as identified by the Non-Game and Natural Heritage Section of DNR’s Wildlife Resources Division.

**Strategy b:** Acquire and permanently protect land identified as containing protected species’ habitat through grants, the Governor’s Greenspace program, and SPLOST.

**Strategy c:** Adopt regulations requiring special review and mitigation for any development that may impact protected species' habitat.

### **GOAL E: PRESERVE EXISTING TREES AND ENCOURAGE THE PLANTING OF NEW TREES.**

**Objective 1:** Protect naturally forested uplands as identified in the Natural Resources Inventory.

**Strategy a:** Create policies and incentives that encourage new development to protect naturally forested uplands as community greenspace.

**Strategy b:** Prioritize naturally forested uplands for acquisition with greenspace funding.

**Objective 2:** Strengthen the City and County regulations to improve tree preservation and replanting during development.

**Strategy a:** Adopt incentives for leaving established trees undisturbed, protecting established trees during construction, and ensuring that new trees will remain healthy or be replanted.

**Strategy b:** Provide education to homeowners on native and drought tolerant plants and appropriate maintenance.

**Objective 3:** Protect and preserve the existing tree canopy along scenic roads as identified in the Natural Resources Inventory.

**Strategy a:** Develop a scenic roads program incorporating CHATHAM URBAN TRANSPORTATION STUDY/ METROPOLITAN PLANNING ORGANIZATION (CUTS/MPO) Natural Resources Policies.

**Strategy b:** Identify potential conflicts between scenic tree canopy and the requirement for utility easements and public road right-of-way and explore alternatives to preserve the canopy.

### **GOAL F: PROTECT SURFACE FRESHWATER RESOURCES.**

**Objective 1:** Amend development regulations to include Georgia DNR Criteria for River Corridor Protection.

**Strategy a:** Enforce the River Corridor Protection Environmental Planning Criteria north and west of Highway 17 as required by State law.

**Objective 2:** Amend existing wetlands protection regulations to include protection for functional isolated wetlands.

**Strategy a:** Develop criteria for determining isolated wetland functionality based on USEPA's Hydrogeomorphic Functionality Approach (HFA).

**Strategy b:** Create a countywide map of isolated wetlands and their functionality.

**Strategy c:** Provide incentives for protection including smaller lot sizes, increased density, reduced setbacks, and tax relief.

**Strategy d:** Determine and regulate allowable uses within functional isolated wetlands based on HFA functionality.

**Strategy e:** Determine level of functionality at which mitigation is required for filling or disturbance of the wetlands.

**Objective 3:** Implement all requirements and plans for waterbodies and areas effected by the Total Maximum Daily Loads (TMDLs) implemented by the State of Georgia.

### **GOAL G: REDUCE THE QUANTITY AND IMPROVE THE QUALITY OF STORMWATER RUNOFF.**

**Objective 1:** Implement and expand stormwater management plans as required by local Municipal Separate Stormwater System National Pollution Discharge Elimination (NPDES) permits.

**Strategy a:** Improve coordination between the County, City of Savannah, and other local municipal stormwater management programs.

**Strategy b:** Amend the Countywide Stormwater Ordinance to include post-construction run-off regulations requiring stormwater Best Management Practices (BMPs) to treat water quality as well as water quantity. Reference the Georgia Stormwater Manual.

**Strategy c:** Improve stormwater system maintenance.

**Strategy d:** Increase public awareness of the consequences of litter and other non-point source pollution including fertilizer, pesticide, petroleum products, sediment, and pet waste.

**Strategy e:** Amend County and City Engineering policies to encourage on-site solutions to stormwater issues through incentives and credits.

**Strategy f:** Research various funding methods to finance an expanded stormwater management program.

**Objective 2:** Prevent seepage from septic systems.

**Strategy a:** Conduct an inventory of all septic systems to include the following information: location, age of the system, size and overall condition.

**Strategy b:** Enforce current on-site septic system regulations.

**Strategy c:** Adopt regulations that require the regular maintenance of septic systems. This should include:

- Periodic inspection of septic systems.
- Certification of septic system inspector.
- Requiring a current septic tank inspection letter for sale of property.

**Strategy d:** Educate homeowners about proper septic system maintenance.

**Strategy e:** Regulate the installation of septic systems in estuarine environments by establishing a setback from the marsh that is enforced by Chatham County Health Department.

**Objective 3:** Develop riparian buffer regulations that are effective for stormwater control and pollutant removal and that are based on best management practices.

**Strategy a:** Create variable buffer widths that allow for shallow lots and view corridors and that can be increased or decreased based upon the needs and level of development.

**Strategy b:** Encourage the use of buffers with vegetation native to coastal Georgia as a best management practice for stormwater quality control. Establish minimum vegetative standards for the riparian buffers and allow selective clearing in the view corridor provided that all healthy trees over 4 inches DBH (diameter at breast height) are preserved.

**Strategy c:** Discourage variances for intrusion into the established buffer.

**Objective 4:** Adopt stormwater system improvement and maintenance policies that protect water quality.

**Strategy a:** Amend County stormwater engineering policies to incorporate drainage designs that more closely mimic natural environments.

**Strategy b:** Reduce chemical controls of emergent vegetation in County stormwater canals.

**Objective 5:** Minimize future impervious surface.

**Strategy a:** Offer incentives for conservation developments and redevelopments that reduce impervious surface.

**Strategy b:** Set an impervious coverage limit on new development and redevelopment and allow additional coverage if BMPs (e.g. pervious materials, green roofs, rain gardens, rain barrels) are employed to reduce run-off quantity and/or improve quality.

**Strategy c:** Reduce or eliminate parking space requirements, and require pervious surface for overflow parking areas.

## **GOAL H: PROTECT GROUNDWATER RESOURCES.**

**Objective 1:** Slow the rate of saltwater intrusion in the Floridan Aquifer.

**Strategy a:** Distribute groundwater withdrawal westward across a wider area, (i.e. spread out the wells) to decrease negative head near the current cone of depression.

**Strategy b:** Implement the Chatham County Comprehensive Water Supply Management Plan including the Water Conservation Program.

**Strategy c:** Reduce outdoor water use through summer water rate increases, regulations and incentives that encourage xeriscaping, and alternate sources for irrigation including shallow wells and reuse water.

**Strategy d:** Maintain the integrity of the aquiclude (confining layer) above the Floridan Aquifer system.

**Objective 2:** Prevent contamination of groundwater resources.

**Strategy a:** Strengthen and enforce the Wellhead Protection Ordinance.

**Strategy b:** License all irrigation system installers operating in Chatham County through the Irrigation Association's licensing program.

**Objective 3:** Protect groundwater recharge areas.

**Strategy a:** Improve identification and GIS inventory of recharge areas.

**Strategy b:** Enforce Groundwater Recharge Environmental Planning Criteria in all recharge areas, including those identified in an inventory update.

**Strategy c:** Establish an impervious surface limit for recharge areas.

## **GOAL I: PREVENT DANGEROUS AND EXCESSIVE LIGHTING IN NEW DEVELOPMENTS AND ENCOURAGE THE RETROFITTING OF SUBSTANDARD LIGHTING IN OLD DEVELOPMENTS.**

**Objective 1:** Encourage the use of lower, pedestrian friendly lighting and discourage the use of cobra lighting.

**Strategy a:** Coordinate with the City of Savannah Traffic Engineer, Chatham County Engineering, and Savannah Electric and Power Company to allow for alternative forms of lighting.

**Strategy b:** Provide incentives to developers to offset the cost of installing cutoff and/or pole top lighting in residential developments.

**Strategy c:** Work with Savannah Electric and Power Company to provide technical assistance to community organizations wishing to retrofit existing lighting in their neighborhoods.

**Objective 2:** Prevent up-lighting, glare, and excessive lighting levels emanating from commercial development.

**Strategy a:** Strengthen existing regulations.

**Strategy b:** Re-establish acceptable light levels for specific uses.

**Objective 3:** Prevent excess and disturbing lighting in environmentally sensitive areas.

**Strategy a:** Require that all lighting within ¼ mile of the marsh be full cut-off or pole-top.

**Strategy b:** Discourage the use of sodium vapor lighting through an agreement with the Savannah Electric and Power Company.

## **GOAL J: IMPROVE SOLID WASTE MANAGEMENT COUNTYWIDE**

**Objective 1:** Manage solid waste regionally.

**Strategy a:** Create a Regional (i.e. Chatham, Bryan, Liberty and Effingham) Solid Waste Management Authority.

**Strategy b:** Coordinate the regional authority with the State legislative delegation.

**Strategy c:** Develop and promote a K-12 educational curriculum about solid waste issues.

**Objective 2:** Eliminate litter countywide.

**Strategy a:** Increase enforcement of existing litter laws locally.

**Strategy b:** Increase public education about litter and its consequences.

**Strategy c:** Utilize sources of free or inexpensive labor to perform litter pickups.

**Strategy d:** Continue to develop and expand Chatham County's Adopt-A-Road Program.

**Strategy e:** Require all residents to have trash pickup service.

**Strategy f:** Require that all dumpsters be equipped with a cover, a lock and a plug.



**Strategy g:** Continue to fully fund and staff the Keep Savannah Beautiful Program, and expand the program to include Chatham County and all the municipalities within.

**Objective 3:** Reduce the volume of waste entering Chatham County landfills.

**Strategy a:** Seek funds to conduct a countywide solid waste stream analysis to determine the composition of waste entering landfills in Chatham County.

**Strategy b:** Provide for plastic, glass, paper, aluminum and metal recycling at all existing County recycling locations.

**Strategy c:** Encourage plastic, glass, paper, aluminum and metal recycling opportunities for all residents in surrounding counties.

**Strategy d:** Encourage pilot recycling projects through grant acquisition and technical assistance to local governments and private companies.

**Strategy e:** Encourage all private waste management companies to provide a curbside recycling option to customers.

**Strategy f:** Provide education to all area residents about the need to recycle and recycling options.

**Objective 4:** Eliminate the threat of hazardous waste contamination from Chatham County landfills.

**Strategy a:** Provide and encourage oil and other petroleum product recycling regionally.

**Strategy b:** Seek funding to provide open collection days for hazardous household materials including, but not limited to paint, tires, petroleum products, fertilizers, batteries and pesticides.

## 5.7 Transportation

The transportation vision for the Tricentennial Plan is a region with a safe and efficient multi-modal transportation system that is compatible with existing and future land use; that maintains and preserves the unique characteristics of neighborhoods and of the coastal area; that provides all residents, regardless of their age, income, or special needs access to employment centers, institutions, commercial areas, recreational facilities, and other destinations; and that anticipates and facilitates economic activity.

### GOAL A. WORK TOWARD A COMMUNITY THAT HAS A SAFE AND EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM.

**Objective 1.** Develop a regional transportation system that includes a choice of reliable transportation options including automobile, public (e.g. bus, trolley, ferry), private (e.g. taxi, van, pedicab), bicycle, and pedestrian.

**Strategy a.** Request that the Georgia Department of Transportation (GDOT) and the County and City design all road projects to include accessible pedestrian sidewalks and bicycle lanes.

**Strategy b.** Request transportation funds to upgrade existing roads to include accessible pedestrian sidewalks and bicycle lanes as a means of reducing automobile congestion.

**Strategy c.** Support the Chatham Area Transit Authority and other entities in their efforts to expand their service areas and the frequency and types of service.

**Strategy d.** Establish airports as transportation hubs where air service is available for long distance service, passenger rail and automobile for intermediate distance service, and bus and taxi service for local service.

**Strategy e.** Consider all forms of transportation within the plans and programs using each to optimize its role in providing transportation services.

**Objective 2.** Encourage efficient transportation layouts in new developments.

**Strategy a.** Require bus stops, shelters, and accessible sidewalks in commercial and industrial developments that are on existing or proposed public transportation routes where the parking requirement exceeds 40 spaces.

**Strategy b.** Establish incentives for developers to emphasize connectivity with adjacent subdivisions and/or commercial developments in the layout of new developments.

**Strategy c.** Recommend that the Board of Education select school sites within walking or cycling distance of the student population.

**Strategy d.** Recommend that the Board of Education plan and manage schools as multi-purpose community centers.

**Objective 3.** Provide a safe and efficient East-West traffic corridor across or around the urban area that is safe for pedestrians and that protects neighborhoods.

**Strategy a.** Involve all affected neighborhoods in the decisions regarding the east-west transportation corridor.

**Objective 4.** Expand the opportunity for multi-modal transportation opportunities linking employees to employers.

**Strategy a.** Encourage the expansion of Chatham Area Transit Authority route timetables during non-traditional second and third shifts in order to serve industries such as manufacturing and healthcare.

**Strategy b.** Establish a partnership between law enforcement and the Chatham Area Transit Authority that supports expansions in route timetables for second and third shift employees while assuring safety.

**Strategy c.** Encourage the use of remote parking with responsive shuttle service to employment centers.

**Strategy d.** Identify public facilities where bicycle racks and pedestrian crosswalks would be useful, and allocate funds to install and maintain the facilities.

**Strategy e.** Site parking facilities on undeveloped land near major highways and provide shuttle service to downtown areas to reduce the number of automobiles in the downtown area.

**GOAL B: DEVELOP A TRANSPORTATION SYSTEM THAT IS COMPATIBLE WITH EXISTING AND FUTURE LAND USE.**

**Objective 1.** Integrate Land Use Planning and Transportation Planning.

**Strategy a.** Involve the local government and citizens in the planning and prioritization of GDOT road projects.

**Strategy b.** Incorporate other modes of transportation (walking, bicycling, bus, ferry, streetcar, light rail) as viable alternatives in the long-range transportation plan.

**Strategy c.** Require that arterials and collectors be spaced according to the existing and proposed residential density.

**Strategy d.** Encourage the development of self sufficient commercial/residential centers that are connected by public transportation.

**Strategy e.** Analyze the Chatham Urban Transportation Study/MPO Transportation Improvement Program in light of the proposed Land Use Plan and determine whether alternate modes of transportation could result in greater efficiency.

**GOAL C. DEVELOP A ROAD SYSTEM THAT MAINTAINS AND PRESERVES UNIQUE CHARACTERISTICS OF NEIGHBORHOODS AND OF THE COASTAL AREA.**

**Objective 1.** Encourage the Georgia Department of Transportation (GDOT) to adopt the principles of Context Sensitive Design in cooperation with the Federal Highway Administration (FHA) and the American Association of State Highway and Transportation Officials (AASHTO).

**Strategy a.** Develop a map of scenic roads, historic roads, gateways, and view corridors that identify areas that should be preserved.

**Strategy b.** Develop a map of roads and intersections that identifies areas that have been compromised by road construction and request transportation funds to restore the character of the areas.

**Strategy c.** In cooperation with the MPC, the Chatham County and City of Savannah traffic engineers and the Georgia Department of Transportation (GDOT), develop typical sections for new or improved roadways that include bus stops and bus shelter areas, accessible sidewalks, tree lawns, bicycle lanes, and other features that are desirable to retain the unique character of specific areas where roads will be improved.

**Strategy d.** Encourage the Georgia Department of Transportation (GDOT) and the City and County Engineering Departments to review their requirements for paving and drainage and to adopt the best management practices for handling storm water run-off in the coastal area.

**Strategy e.** Require that all private and public road designs include a tree protection and restoration plan, a landscape plan, an accessible pedestrian plan, a bicycle plan, and an accessible public transportation plan.

**Strategy g.** Consider infiltration basins, bioretention swales, and other design alternatives to end-of-pipe discharge in roadway design.

**Strategy h.** Encourage GDOT to follow best management practices for erosion and sedimentation, as defined in the Georgia Erosion and Sedimentation Act, during the construction of new roadways in Chatham County.

**Objective 2.** Observe the guidelines set forth in the CHATHAM URBAN TRANSPORTATION STUDY/ METROPOLITAN PLANNING ORGANIZATION (CUTS/MPO) “Amenities Resolution” of November 19, 2003 in the drafting and design of all future transportation plans, projects, and proposals.

**Strategy a.** In all transportation projects, where not prohibited by federal statutes and regulations, consider and include components for the following roadway amenities: tree preservation, planting, landscaping, sidewalks/pedestrian features, and bikeway paths.

**Strategy b.** Consider all current transportation projects for inclusion in the effort to conserve and plant trees.

**Strategy c.** Work with GDOT to develop specific guidelines and standards for roadway amenities and canopy tree preservation, including: identifying priority corridors for canopy tree preservation, designating appropriate landscaping criteria and specific treatments on a corridor-specific basis, and designating corridor-specific recommendations for sidewalks and bikeways.

**Strategy d.** Work with GDOT and other authorities to identify and secure appropriate funding sources for the recommended and/or planned amenities.

**Objective 3.** Require that the Georgia Department of Transportation, the City, and the County inform neighborhood associations of proposed traffic improvements within the neighborhood boundaries at the planning stage.

**Strategy a.** Develop an e-mail and mailing index of neighborhood associations and community leaders who are to be notified when road modifications are planned for their areas.

**Strategy b.** Educate neighborhood associations regarding the influence of road projects on the future land use and on the quality of life in their neighborhoods.

**GOAL D. WORK TOWARD A REGIONAL PUBLIC TRANSPORTATION SYSTEM THAT PROVIDES ALL RESIDENTS, REGARDLESS OF THEIR AGE, INCOME, OR SPECIAL NEEDS ACCESS TO EMPLOYMENT CENTERS, INSTITUTIONS, COMMERCIAL AREAS, RECREATIONAL FACILITIES, AND OTHER DESTINATIONS.**

**Objective 1.** Provide convenient pedestrian and bicycle access from public transportation termini to employment centers, institutions, commercial areas, and recreational facilities.

**Strategy a.** Prepare and maintain a map available to the public on the internet identifying employment centers, institutions, commercial areas, and recreational facilities as well as all bus stops and evaluate the level of service of public transportation systems to the areas and the level of pedestrian and bicycle access from the drop-off point to the entrance to the facilities.

**Strategy b.** Identify costs and potential funding sources to improve pedestrian and bicycle access to and within the sites.

**Strategy c.** Encourage company-sponsored van service to and from public transportation termini.

**Objective 2.** Wherever pedestrians are permitted on the public right-of-way, also provide space for the disabled to travel.

**Strategy a.** Prepare a map identifying employment centers, institutions, commercial areas, and recreational facilities and evaluate the level of service of public transportation systems to the areas and the level of accessibility from the drop-off to the entrance to the facilities.

**Strategy b.** Provide crosswalks with visible and audible signals.

**Strategy c.** Identify sources of funds to improve accessibility to and within the sites.

**Objective 3.** Support efforts to obtain State funding for the operation and maintenance of public transportation systems.

**Strategy a.** Work with the local legislative delegation to amend the State Constitution to allow transportation funds to be used for operation and maintenance costs of public transportation systems.

**GOAL E. ESTABLISH A TRANSPORTATION SYSTEM THAT ANTICIPATES AND FACILITATES ECONOMIC ACTIVITY.**

**Objective 1.** Develop an intermodal transportation system that sustains economic activity by linking trucking facilities, rail terminals, airports, and seaports with limited access roads.

**Strategy a.** Determine the corridors that transport goods most directly from rail terminals, the airport, and seaport to the interstate highways and (1) limit the number of curb cuts along the corridors and (2) establish zoning that does not permit strip commercial development along the corridors.

**Strategy b.** Determine the most desirable corridors for future transportation of goods and establish zoning that provides for limited access roads to be constructed in the future.

**Strategy c.** Provide a highway system that is safe, convenient, and accessible to Chatham County and the surrounding region.

**Strategy d.** Maintain an airport system that provides people and goods with adequate linkages to other communities via public carriers and private aircraft.

**Strategy e.** Provide port, trucking and rail systems that are economically competitive and connected to regional and national markets.

**Strategy f.** Optimize the operations of transportation systems to minimize travel time delays and expenses especially for the movement of materials and goods throughout the County and the region.

**Objective 2.** Encourage the development of a regional multimodal transportation system.

**Strategy a.** Maintain the continuing, cooperative relationship with all agencies that are involved in providing transportation facilities and services throughout the region.

**Strategy b.** Coordinate funding of interstate and intercounty projects to maximize returns on transportation investments and to avoid duplication of facilities.

**Strategy c.** Support expansion of the CAT ferry system to serve South Carolina.

**Objective 3.** Establish Savannah as a transit-oriented, bicycle-friendly, walkable community and market these attributes to attract new businesses, residents, and visitors.

**Strategy a.** Define a Pedestrian Transit Priority Area (PTPA) that includes the area north of Victory Drive, south of the north channel of the Savannah River, west of Pennsylvania Avenue, and east of the limits of an Urban Expansion Area (to be defined).

**Strategy b.** Analyze the existing and proposed public and private transit routes (including bus and shuttle services, water taxis, and pedicabs), bicycle lanes, parking facilities, and potential pedestrian throughways to develop a phased master plan to be implemented incrementally (e.g. declare a section of street open to only pedestrian and bicycle traffic on Sunday afternoon, and if this is successful, extend the time to all day

Sunday, then to the weekend, and based upon public response and functionality, extend the time and/or expand the street section).

**Strategy c.** Improve selected streetscapes and intersections within the PTPA to accommodate pedestrians, cyclists, and transit riders.

**Strategy d.** Establish safe and effective commuter routes from outlying residential areas and parking lots. Publish walking and cycling maps for both visitors and residents showing scenic routes and commuter routes. Make materials available in alternative formats (e.g. braille, audio recordings).

**Strategy e.** Enlist the support of businesses and residents within the PTPA through a public relations campaign to develop a strong sense of local identity and unity.

**Strategy f.** Integrate any proposed tourist-oriented light rail or ferry system so that these systems also serve residents.

**Strategy g.** Establish safe pedestrian access between residences and neighborhood facilities.

**Strategy h.** Identify costs and potential funding sources for pedestrian access needs along targeted corridors and in neighborhoods.

## 5.8 Community Facilities

The community facilities vision for the Tricentennial Plan is a community that provides ample recreational opportunities for all residents, preserves waterways and natural areas for conservation and public use, and meets the county's infrastructure needs in an efficient and cost-effective manner.

### **GOAL A. DELIVER NEIGHBORHOOD SERVICES IN A PLANNED AND EFFICIENT MANNER.**

**Objective 1.** Ensure that all neighborhoods receive adequate services and facilities through coordinated ongoing planning efforts in which neighborhoods actively participate.

**Strategy a.** Implement the community facilities plans for infrastructure improvements.

**Strategy b.** Conduct a study and develop a plan for the delivery of services such as neighborhood cleanliness, flood damage prevention, and street maintenance.

### **GOAL B. PLAN AND OPERATE UTILITY SYSTEMS THROUGH REGIONAL COOPERATION.**

**Objective 1.** Ensure that adequate and equal public infrastructure (water, sewage, etc.) and facilities are available to all citizens.

**Strategy a.** Prepare a comprehensive countywide plan for water and sewer.

**Strategy b.** Identify the possible functions which could be performed by a countywide water and sewer authority, and determine whether such an authority is desirable or feasible.

**GOAL C. PROVIDE RECREATIONAL PROGRAMS AND OPPORTUNITIES THROUGHOUT THE COMMUNITY.**

**Objective 1.** Develop a comprehensive recreation facilities plan that provides for: multi-use facilities including swimming pools, improvement of existing fishing facilities and development of new fishing facilities, improved public boating facilities, and an improved bikeway system.

**Strategy a.** Establish a recreation planning activity that involves government agencies, state agencies such as the Department of Transportation, volunteer organizations, and citizens.

**Strategy b.** Prepare a countywide recreation facilities map and index to identify the recreation opportunities currently available to residents and visitors.

**GOAL D. ORGANIZE RECREATIONAL PROGRAMS TO MEET THE SPECIAL NEEDS OF WOMEN, ELDERLY, AND HANDICAPPED CITIZENS.**

**Objective 1.** Identify the special needs of women, elderly, and handicapped citizens and address these needs in facilities plans.

**Strategy a.** Include representatives of these user groups in recreation planning activities.

**GOAL E. PRESERVE THE USE OF CHATHAM COUNTY'S WATERWAYS FOR PUBLIC RECREATION.**

**Objective 1.** Develop a countywide canal-based recreation system with parking facilities, bike and pedestrian paths, landscaping, benches, and watercraft access.

**Strategy a.** Conduct a reconnaissance survey of each major drainage canal as a first step in assessing recreation opportunities and preparing plans for implementation.

**GOAL F. PROVIDE A SYSTEM OF PUBLIC OPEN SPACES INCLUDING PARKS FOR PASSIVE RECREATION ACTIVITY AS WELL AS NATURAL AREAS.**

**Objective 1.** Apply principles of ecology to establish a minimum percentage of the total land area within Chatham County to be maintained as open space.

**Strategy a.** Identify a minimum area for passive parks to be expressed as acres per 1000 population.

**Strategy b.** Identify a minimum percentage of land area to be maintained in an undisturbed natural condition to protect air and water quality and to provide wildlife habitat.



**Strategy c.** Prepare an open space plan which recommends actions necessary to meet the open space standards. In developing plan implementation techniques, consider innovative approaches such as tax structure revisions and incentives.

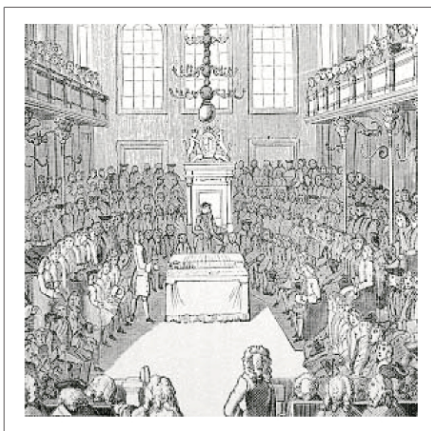
**GOAL G. PROVIDE A TRANSPORTATION NETWORK THAT EFFICIENTLY FACILITATES MOVEMENT INTO AND WITHIN CHATHAM COUNTY.**

**Objective 1.** Develop a comprehensive transportation system plan that will facilitate access and growth while protecting the quality of life in the community.

**Strategy a.** Implement a transportation plan which includes:

- Continued construction of planned major thoroughfares;
- Development of alternative transportation modes including an expanded public transportation system, bike trails, and pedestrian paths;
- Improved highway safety and beautification programs and improved traffic control and signage;
- Limiting truck traffic in congested areas by redirecting it to higher capacity roads;
- Coordination of utility construction with road building/alteration; and
- If feasible, placement of all utilities underground in conjunction with the construction or reconstruction of roadways throughout Chatham County, and use of mast arms for traffic signal installation rather than guy wires.

# Chapter 6.0 *Short Term Work Program*





## 6.1 COMMUNITY FACILITIES

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST (X \$1000.)	SOURCE OF FUNDS
	START	FINISH			
<b>GOAL A. DELIVER NEIGHBORHOOD SERVICES IN A PLANNED AND EFFICIENT MANNER.</b>					
Ensure that all neighborhoods receive adequate services and facilities through coordinated ongoing planning efforts in which neighborhoods actively participate.	2006	Ongoing	LG, FG, GA, CAT	(1)	LG, FG, GA, CAT
<b>GOAL B. PLAN AND OPERATE UTILITY SYSTEMS THROUGH REGIONAL COOPERATION.</b>					
Ensure that adequate and equal public infrastructure (water, sewage, etc.) and facilities are available to all citizens.	2006	Ongoing	LG, FG, GA, CAT	(2)	LG, FG, GA, CAT
<b>GOAL C. PROVIDE RECREATIONAL PROGRAMS AND OPPORTUNITIES THROUGHOUT THE COMMUNITY.</b>					
Develop a comprehensive recreation facilities plan that provides for: multi-use facilities including swimming pools, improvement of existing fishing facilities and development of new fishing facilities, improved public boating facilities, and an improved bikeway system.	2006	Ongoing	LG, FG, GA, CDP	(2)	LG, FG, GA, CDP
<b>GOAL D. ORGANIZE RECREATIONAL PROGRAMS TO MEET THE SPECIAL NEEDS OF WOMEN, ELDERLY, AND HANDICAPPED CITIZENS.</b>					
Identify the special needs of women, elderly, and handicapped citizens and address these needs in facilities plans.	2006	Ongoing	LG, MPC	(1)	LG, MPC

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST (X \$1000.)	SOURCE OF FUNDS
	START	FINISH			
<b>GOAL E. PRESERVE THE USE OF CHATHAM COUNTY'S WATERWAYS FOR PUBLIC RECREATION.</b>					
Develop a countywide canal-based recreation system with parking facilities, bike and pedestrian paths, landscaping, benches, and watercraft access.	2006	Ongoing	LG, FG, GA	(2)	LG, FG, GA
<b>GOAL F. PROVIDE A SYSTEM OF PUBLIC OPEN SPACES INCLUDING PARKS FOR PASSIVE RECREATION ACTIVITY AS WELL AS NATURAL AREAS.</b>					
Apply principles of ecology to establish a minimum percentage of the total land area within Chatham County to be maintained as open space.	2006	Ongoing	LG, FG, GA	(2)	LG, FG, GA
<b>GOAL G. PROVIDE A TRANSPORTATION NETWORK THAT EFFICIENTLY FACILITATES MOVEMENT INTO AND WITHIN CHATHAM COUNTY.</b>					
Develop a comprehensive transportation system plan that will facilitate access and growth while protecting the quality of life in the community.	2006	Ongoing	LG, FG, GA, MPC	(1)	LG, FG, GA, MPC

## 6.2 ECONOMIC DEVELOPMENT

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST (X \$1000.)	SOURCE OF FUNDS
	START	FINISH			
<b>GOAL A: FOSTER A POSITIVE ENVIRONMENT THAT PROVIDES OPPORTUNITIES FOR ALL BUSINESSES, INCLUDING SMALL, MINORITY AND WOMEN-OWNED BUSINESSES.</b>					
Facilitate the establishment of minority and women-owned businesses.	2006	Ongoing	LG, SBA, SBAC,SBEC,SBDC, SBEN,SDRA,SEC	(1)	LG, SBA,SBAC,SBEC, SBDC,SBEN,SDRA,SEC
Encourage the development and success of existing and proposed businesses.	2006	Ongoing	LG, CC,CVIF SBA, SBAC,SBEC,SBDC, SBEN,SDRA,SEC,SEDA,	(1)	LG, CC,CVIF SBA, SBAC,SBEC,SBDC,SBEN, SDRA,SEC,SEDA,
<b>GOAL B: RECRUIT DIVERSE AND ENVIRONMENTALLY SENSITIVE, CLEAN INDUSTRIES THAT PAY-WAGES THAT FOSTER SELF-SUFFICIENCY.</b>					
Create an environment that is attractive to industries and their employees.	2006	Ongoing	LG, CC,CVIF SBA, EAS, SBAC,SBEC,SBDC,SBEN, SDRA,SEC,SEDA,	(1)	LG, CC,CVIF SBA, EAS, SBAC,SBEC,SBDC,SBEN, SDRA,SEC,SEDA,
<b>GOAL C: ENHANCE AND MAINTAIN THE ECONOMIC VITALITY OF EXISTING BUSINESSES AND CREATE ECONOMIC DEVELOPMENT THROUGH EXPANSION AND RETENTION OF EXISTING BUSINESSES.</b>					
Facilitate the expansion and/or retention of at least one industry per year.	2006	Ongoing	LG, SBA, SDRA, SEC,SEDA,	(1)	LG, SBA, SDRA, SEC,SEDA,
<b>GOAL D: EXPAND THE INTERNATIONAL MARKET THROUGH THE INVOLVEMENT OF EXISTING BUSINESSES.</b>					
Encourage foreign businesses to locate in Chatham County.	2006	Ongoing	LG, CC, CVIF, SCVB, EAS, SBA, SDRA, SEC,SEDA,	(1)	LG, CC, CVIF, SCVB, EAS, SBA, SDRA, SEC,SEDA,

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST (X \$1000.)	SOURCE OF FUNDS
	START	FINISH			
<b>GOAL E: WORK TOWARD A COMMUNITY WITH A SKILLED WORKFORCE, EARNING A SELF-SUFFICIENCY WAGE THAT IS CAPABLE OF SUPPORTING A DIVERSE GROUP OF BUSINESSES.</b>					
Prepare the local labor force to meet current and new business needs.	2006	Ongoing	LG,BPE,GA,GDOL, EOA,PBS,PIC,STC,	(2)	LG,BPE,GA,GDOL, EOA,PBS,PIC,STC,
<b>GOAL F: ENHANCE AND MAINTAIN THE ECONOMIC VITALITY OF THE TOURISM INDUSTRY THROUGH PLANNED MANAGEMENT THAT PROMOTES ECONOMIC GROWTH WHILE PRESERVING NATURAL AND HISTORIC RESOURCES.</b>					
Reduce the negative impact of road building on the natural environment and historic resources that are the basis of the tourist industry.	2006	Ongoing	LG, GDOT, MPC, GC,SCVB, SACC	(1)	LG, GDOT, MPC,GC,SCVB, SACC
Provide a hospitable environment for tourists while preserving the quality of life for residents.	2006	Ongoing	LG, SCVB, SACC,	(1)	LG, SCVB, SACC,
<b>GOAL G: WORK TOWARD BECOMING A COMMUNITY WITH ECONOMICALLY VIBRANT, SAFE NEIGHBORHOODS AND COMMERCIAL CENTERS.</b>					
Promote compatible uses to encourage sustainable economic development throughout the community.	2006	Ongoing	LG, CC, MPC, SDRA, SEDA, GDOL	(1)	LG, CC, MPC, SDRA, SEDA, GDOL
Promote a safe and secure environment	2006	Ongoing	LG	(1)	LG
<b>GOAL H: COORDINATE EFFORTS OF WESTSIDE COMMUNITIES TO PROVIDE INFRASTRUCTURE AND A LONG-RANGE CAPITAL IMPROVEMENTS PLAN FOR ANTICIPATED GROWTH.</b>					

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST (X \$1000.)	SOURCE OF FUNDS
	START	FINISH			
Encourage sustainable planned growth on the Westside of Chatham County.	2006	Ongoing	LG, MPC, SEDA	(2)	LG, MPC, SEDA
<b>GOAL J: STREAMLINE THE SITE PLAN AND BUILDING PERMIT APPROVAL PROCESSES TO PROVIDE A ONE-STOP PROCESS FOR THE CITY AND COUNTY.</b>					
Consolidate the City and County Zoning and Subdivision Ordinances.	2006	2008	LG, MPC	(1)	LG, MPC
<b>GOAL K: WORK TOWARD A COMMUNITY THAT PROVIDES THE TRANSPORTATION INFRASTRUCTURE AND INCREASES THE MOBILITY OPTIONS THAT ARE NECESSARY TO SUPPORT PLANNED GROWTH COUNTYWIDE.</b>					
Link the Westside business base and the airport with the labor pool and the financial and technological services in the downtown area.	2006	Ongoing	LG, CAT	(2)	LG, CAT
Designate economic development zones where people can live, work, and recreate in the same place.	2006	Ongoing	LG, MPC	(1)	LG, MPC



## 6.3 HISTORIC AND CULTURAL RESOURCES

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST	SOURCE OF FUNDS
	START	FINISH			
<b>GOAL A: PRESERVE CULTURALLY AND HISTORICALLY SIGNIFICANT BUILDINGS, LANDSCAPES AND SITES (HEREINAFTER RESOURCES) THROUGHOUT CHATHAM COUNTY.</b>					
Promote intergovernmental coordination with a shared vision.	2006	Ongoing	LG	(1)	LG
Create guidelines for historic neighborhoods that conserve and enhance the distinguishing characteristics of the neighborhood.	2006	2008	LG, MPC	(2)	LG, MPC
<b>GOAL B: ESTABLISH BROAD PUBLIC AWARENESS OF AND SUPPORT FOR THE PRESERVATION OF RESOURCES.</b>					
Increase knowledge of and support for preservation of resources among the general public.	2006	Ongoing	LG, MPC	(1)	LG, MPC
<b>GOAL C: PROMOTE TOURISM AND CONTRIBUTE TO THE ECONOMIC WELL-BEING OF THE COMMUNITY THROUGH RECOGNITION OF HISTORIC RESOURCES.</b>					
Increase national and international recognition of the unique resources of Chatham County.	2006	Ongoing	LG, MPC, CC,SACC, SCVB,SEDA	(1)	LG, MPC, CC,SACC,SCVB, SEDA

<p><b>GOAL D: ESTABLISH ORDINANCES AND PUBLIC POLICIES THAT ENABLE THE PROTECTION OF RESOURCES AND SUPPORT AN EFFECTIVE ON-GOING PROGRAM.</b></p>					
<p>Ensure that all jurisdictions have adequate policies to protect development within historic areas.</p>	<p>2006</p>	<p>2008</p>	<p>LG, MPC</p>	<p>(2)</p>	<p>LG, MPC</p>
<p>Ensure that all jurisdictions have adequate funding to encourage the conservation of resources.</p>	<p>2006</p>	<p>Ongoing</p>	<p>LG, MPC</p>	<p>(2)</p>	<p>LG, MPC</p>

## 6.4 HOUSING

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST	SOURCE OF FUNDS
	START	FINISH			
<b>Goal A: IMPROVE THE QUALITY OF LIFE AND SAFE LIVING ENVIRONMENT IN ALL NEIGHBORHOODS.</b>					
Reduce negative neighborhood images such as vacant derelict housing, unmaintained vacant lots, and blight.	2006	Ongoing	LG, BSRS, I, HSF, CHS, HD, MPC, CDP	(1)	LG, BSRS, I, HSF, CHS, HD, MPC, CDP
Reduce uses that negatively impact the quality of life in residential neighborhoods.	2006	Ongoing	LG, BSRS, I, HSF, CHS, HD, MPC, CDP	(1)	LG, BSRS, I, HSF, CHS, HD, MPC, CDP
Facilitate the exchange of information regarding improving neighborhoods and housing.	2006	Ongoing	LG, BSRS, I, HSF, CHS, HD, MPC, CDP	(1)	LG, BSRS, I, HSF, CHS, HD, MPC, CDP
Improve neighborhood safety and security.	2006	Ongoing	LG	(1)	LG
<b>GOAL B: ACHIEVE NEIGHBORHOOD STABILITY WHEREBY ALL HOMEOWNERS, REGARDLESS OF INCOME, CAN IMPROVE AND CONTINUE TO LIVE IN THEIR HOMES WITHOUT UNDUE FINANCIAL HARDSHIP.</b>					
Preserve the existing housing stock and provide for the rehabilitation of existing housing units.	2006	Ongoing	LG, CHSA, HD, CDP, HSF	(2)	LG, CHSA, HD, CDP, HSF
Encourage and improve housing counseling programs.	2006	Ongoing	LG, CHSA, HD, CDP, HSF	(2)	LG, CHSA, HD, CDP, HSF

<b>GOAL C: PROVIDE AFFORDABLE HOUSING FOR ALL LEVELS OF INCOME WITHIN THE COMMUNITY.</b>					
Provide a range of affordable housing types within the community in order to assure a choice for community residents.	2006	Ongoing	LG, CHSA, HD, CDP	(2)	LG, CHSA, HD, CDP
Encourage mixed income, mixed-use development as a means of increasing diversity in neighborhoods.	2006	Ongoing	LG, CHSA, HD, CDP, HAS	(2)	LG, CHSA, HD, CDP, HAS
Use Tax Increment Financing (TIF) or Tax Allocation Districts (TAD) where feasible to promote development of affordable housing.	2006	Ongoing	LG, FG, GA, CHSA, HD, CDP, HAS	(2)	LG, FG, GA, CHSA, HD, CDP, HAS
<b>GOAL D: PROVIDE HOUSING FOR CITIZENS WITH SPECIAL NEEDS, SUCH AS DISABLED, ELDERLY AND HOMELESS PEOPLE.</b>					
Provide housing that would assist in providing independent life styles for persons with disabilities/handicaps.	2006	Ongoing	LG, CHSA, HD, CDP, LIFE, UW	(2)	LG, CHSA, HD, CDP, LIFE, UW
Provide accessible and affordable housing for the elderly.	2006	Ongoing	LG, CHSA, HD, CDP, SC, UW	(2)	LG, CHSA, HD, CDP, SC, UW
Provide options geared toward preventing homelessness and providing the homeless with safe, decent, and affordable housing.	2006	Ongoing	LG, CHSA, HD, CDP, HA	(2)	LG, CHSA, HD, CDP, HA
<b>GOAL E: CREATE OPPORTUNITIES FOR ECONOMICALLY DIVERSE NEIGHBORHOODS.</b>					

Create incentives, strategies, and funding mechanisms for renovation and rehabilitation of existing housing stock and compatible infill development.	2006	Ongoing	LG, CHSA, HD, CDP, HAS, HSF	(1)	LG, CHSA, HD, CDP, HAS, HSF
Identify and pursue additional Federal and State funding, as well as funding from private lending institutions and foundations.	2006	Ongoing	LG, CHSA, HD, CDP, HSF	(1)	LG, CHSA, HD, CDP, HSF
<b>GOAL F: IMPROVE COORDINATION AND DELIVERY OF HOUSING SERVICES.</b>					
Establish an integrated approach to ongoing planning.	2006	Ongoing	LG, CHSA, HD, CDP	(1)	LG, CHSA, HD, CDP
Support and strengthen nonprofit housing development organizations to enable them to expand existing programs.	2006	Ongoing	LG, CHSA, HD, CDP	(1)	LG, CHSA, HD, CDP
<b>GOAL G: INTEGRATE HOUSING, TRANSPORTATION, AND LAND USE PLANNING TO CREATE BETTER COMMUNITIES AND NEIGHBORHOODS.</b>					
Increase mobility from neighborhoods to work places and other primary destinations.	2006	Ongoing	LG, CHSA, HD, CDP, GDOT, MPC	(2)	LG, CHSA, HD, CDP, GDOT, MPC
Increase neighborhood-based facilities such as parks, playgrounds, and community centers.	2006	Ongoing	LG, CHSA, HD, CDP, GDOT, MPC	(2)	LG, CHSA, HD, CDP, GDOT, MPC
Protect residential neighborhoods, public landscaping, and canopy trees from adverse impacts of road improvement projects.	2006	Ongoing	LG, CDP, GDOT, MPC	(1)	LG, CDP, GDOT, MPC

## 6.5 LAND USE

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST	SOURCE OF FUNDS
	START	FINISH			
<b>GOAL A: ESTABLISH A FOUNDATION FOR COMPREHENSIVE PLANNING AND ZONING</b>					
Ensure that the Comprehensive Plan provides clarity about public policy on growth and development in Chatham County and Savannah.	2006	Ongoing	LG, MPC	(1)	LG, MPC
Ensure that the Comprehensive Plan becomes a useful document to administrators, boards, and elected officials in interpreting growth and development policy.	2006	Ongoing	LG, MPC	(1)	LG, MPC
Adopt new zoning with standards and permitted uses that are consistent with established land use patterns (if they differ the reason should be articulated in public policy).	2006	Ongoing	LG, MPC	(1)	LG, MPC
Adopt a unified City-County Land Development Ordinance including zoning and other land development regulations.	2006	2008	LG, MPC	(1)	LG, MPC
<b>GOAL B: ESTABLISH A FOUNDATION FOR DOWNTOWN AREA GROWTH AND ENHANCE ITS ROLE AS THE ECONOMIC, CULTURAL, AND GOVERNMENTAL HUB FOR THE REGION</b>					
Adopt a Downtown Strategic Master Plan with “Guiding Principles” for future development.	2006	2008	LG, MPC, SDRA	(1)	LG, MPC, SDRA
Adopt new zoning consistent with recommendations in this element for Downtown Expansion Areas.	2006	2008	LG, MPC	(1)	LG, MPC

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST	SOURCE OF FUNDS
	START	FINISH			
<b>GOAL C: ESTABLISH A FOUNDATION FOR NEIGHBORHOOD AND COMMUNITY PLANNING</b>					
Ensure that land use characteristics of all neighborhoods and communities are documented.	2006	2008	LG, MPC	(2)	LG, MPC
Ensure that policies are in place to protect (or constructively change) neighborhood land use characteristics.	2006	2008	LG, MPC	(2)	LG, MPC
<b>GOAL D: ESTABLISH A FOUNDATION FOR ENVIRONMENTAL RESOURCE PROTECTION</b>					
Adopt “low impact development” (LID) approaches to stormwater best management practices.	2006	Ongoing	LG, MPC,	(2)	LG, MPC
Increase marsh protection with more effective buffer standards.	2006	2008	LG, MPC	(1)	LG, MPC
Adopt marsh hammock zoning and development standards to minimize development impacts.	2006	2008	LG, MPC	(1)	LG, MPC
Expand incentives for greenspace in new developments.	2006	2008	LG, MPC	(1)	LG, MPC
Require protection of isolated wetlands.	2006	2008	LG, MPC	(1)	LG, MPC
Increase tree canopy protection throughout the City and County.	2006	2008	LG, MPC	(1)	LG, MPC

<b>GOAL E: ESTABLISH A FOUNDATION FOR HISTORIC AND CULTURAL RESOURCE PROTECTION</b>					
Develop neighborhood design standards for all historic districts to ensure preservation of historic attributes, where supported by residents in those areas.	2006	2008	LG, MPC	(2)	LG, MPC
<b>GOAL F: ESTABLISH A FOUNDATION FOR PRESERVING AND ENHANCING THE PUBLIC REALM</b>					
Reclaim lost portions of the public realm that were part of the Oglethorpe town plan.	2006	2010	LG, MPC	(2)	LG, MPC
Establish new public realm, consistent with that of the town plan, in areas adjacent to downtown Savannah.	2006	2008	LG, MPC	(2)	LG, MPC
Create incentives to add to the public realm in established suburban areas.	2006	2008	LG, MPC	(1)	LG, MPC
Establish new public realm in growth areas.	2006	Ongoing	LG, MPC	(2)	LG, MPC
<b>GOAL G. REDUCE AUTOMOBILE DEPENDENCE AND ASSOCIATED CONGESTION AND POLLUTION BY PROVIDING A BROAD RANGE OF LAND DEVELOPMENT OPTIONS</b>					
Provide for pedestrian-oriented, mixed use development options in the Zoning Ordinance.	2006	2008	LG, MPC	(1)	LG, MPC
Enhance connectivity within and between residential and commercial areas.	2006	Ongoing	LG, MPC, GDOT	(1)	LG, MPC, GDOT



## 6.6 NATURAL RESOURCES

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST	SOURCE OF FUNDS
	START	FINISH			
<b>GOAL A: PRESERVE AND PROTECT NATURAL RESOURCES THROUGH APPROPRIATE DEVELOPMENT STANDARDS AND REVIEW PROCEDURES.</b>					
Adopt a unified natural resource protection ordinance that is simple, clear, objective and enforceable.	2006	2008	LG, MPC, GA	(2)	LG, MPC, GA
Adopt site plan review procedure that ensures implementation of natural resource protection requirements.	2006	2008	LG, MPC, GA	(1)	LG, MPC, GA
Allow for Low Impact Development (LID) site design standards as described in the Best Practices Manual.	2006	2010	LG, MPC, GA, S	(1)	LG, MPC, GA, S
Encourage energy efficiency and natural resource protection in new construction.	2006	2010	LG, MPC, GA, I, BSRS, LEED, S	(1)	LG, MPC, GA, I, BSRS, LEED, S
Streamline development review procedures while implementing a procedure to ensure that all required approvals are received prior to activities commencing.	2006	2010	LG, MPC	(1)	LG, MPC
Provide continuing education units and technical assistance regarding environmental protection standards to all parties involved in the development process.	2006	2010	LG, MPC	(2)	LG, MPC
<b>GOAL B: PRESERVE AND PROTECT COASTAL RESOURCES, INCLUDING MARSHLANDS, BACK BARRIER ISLANDS, TIDAL CREEKS, AND ESTUARIES.</b>					

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST	SOURCE OF FUNDS
	START	FINISH			
Adopt zoning regulations that require special review and application of appropriate standards to back barrier islands. Include appropriate protection strategies recommended by the DNR Coastal Marsh Hammocks Stakeholder Group.	2006	2008	LG, MPC, GA	(1)	LG, MPC, GA
Encourage the preservation of back barrier islands in their natural, undisturbed state.	2006	2008	LG, MPC, GA	(1)	LG, MPC, GA
<b>GOAL C: MAINTAIN ADEQUATE AND OPEN FLOODPLAINS TO PREVENT PROPERTY DAMAGE FROM FLOODWATERS.</b>					
Acquire and permanently protect land that floods repeatedly.	2006	Ongoing	LG, GA, FG	(2)	LG,GA,FG
Maintain the capacity of the floodplain to contain floodwaters.	2006	Ongoing	LG, GA, FG	(2)	LG, GA, FG
<b>GOAL D: PRESERVE, PROTECT AND RESTORE OPEN SPACE, CONSERVATION AREAS, AND THREATENED AND ENDANGERED PLANT AND ANIMAL HABITAT.</b>					
Provide mechanisms for open space, greenspace and habitat preservation, identified in the Natural Resources Inventory, through land acquisition, conservation easements, and incentives.	2006	Ongoing	LG, GA, FG, MPC, GC, GLT, LB, STF	(2)	LG, GA, FG, MPC, GC, GLT, LB, STF

Identify and preserve protected species' habitat.	2006	Ongoing	LG, GA, FG, MPC, GC, STF	(2)	LG, GA, FG, MPC, GC, STF
<b>GOAL E: PRESERVE EXISTING TREES AND ENCOURAGE THE PLANTING OF NEW TREES.</b>					
Protect naturally forested uplands as identified in the Natural Resources Inventory.	2006	Ongoing	LG, GA, FG, MPC, GC, GLT, LB, STF	(2)	LG, GA, FG, MPC, GC, GLT, LB, STF
Strengthen the City and County regulations to improve tree preservation and replanting during development.	2006	2008	LG, MPC, STF	(1)	LG, MPC, STF
Protect and preserve the existing tree canopy along scenic roads as identified in the Natural Resources Inventory.	2006	2008	LG, GA, FG, MPC, GC, GDOT, STF	(1)	LG, GA, FG, MPC, GC, GDOT, STF
<b>GOAL F: PROTECT SURFACE FRESHWATER RESOURCES.</b>					
Amend development regulations to include Georgia DNR Criteria for River Corridor Protection.	2006	2008	LG, MPC, GA	(1)	LG, MPC, GA
Amend existing wetlands protection regulations to include protection for functional isolated wetlands.	2006	2008	LG, MPC, GA	(1)	LG, MPC, GA
Implement all requirements and plans for waterbodies and areas effected by the Total Maximum Daily Loads (TMDLs) implemented by the State of Georgia.	2006	2008	LG, MPC, GA	(1)	LG, MPC, GA
<b>GOAL G: REDUCE THE QUANTITY AND IMPROVE THE QUALITY OF STORMWATER RUNOFF.</b>					

Implement and expand stormwater management plans as required by local Municipal Separate Stormwater System National Pollution Discharge Elimination (NPDES) permits.	2006	2008	LG, MPC, GA, FG	(1)	LG, MPC, GA,FG
Prevent seepage from septic systems.	2006	Ongoing	LG, MPC, GA, FG	(2)	LG, MPC, GA, FG
Develop riparian buffer regulations that are effective for stormwater control and pollutant removal and that are based on best management practices.	2006	2008	LG, MPC, GA, FG	(1)	LG, MPC, GA, FG
Adopt stormwater system improvement and maintenance policies that protect water quality.	2006	2008	LG, MPC, GA, FG	(1)	LG, MPC, GA, FG
Minimize future impervious surface.	2006	2008	LG, MPC, GA	(1)	LG, MPC, GA
<b>GOAL H: PROTECT GROUNDWATER RESOURCES.</b>					
Slow the rate of saltwater intrusion in the Floridan Aquifer.	2006	Ongoing	LG, MPC, GA, PIC, SEDA, CC	(2)	LG, MPC, GA, PIC, SEDA, CC
Prevent contamination of groundwater resources.	2006	Ongoing	LG, MPC, GA,	(2)	LG, MPC, GA
Protect groundwater recharge areas.	2006	Ongoing	LG, MPC, GA,	(1)	LG, MPC, GA
<b>GOAL I: PREVENT DANGEROUS AND EXCESSIVE LIGHTING IN NEW DEVELOPMENTS AND ENCOURAGE THE RETROFITTING OF SUBSTANDARD LIGHTING IN OLD DEVELOPMENTS.</b>					

Encourage the use of lower, pedestrian friendly lighting and discourage the use of cobra lighting.	2006	Ongoing	LG, MPC	(2)	LG, MPC
Prevent up-lighting, glare, and excessive lighting levels emanating from commercial development.	2006	Ongoing	LG, MPC	(2)	LG, MPC
Prevent excess and disturbing lighting in environmentally sensitive areas.	2006	Ongoing	LG, MPC	(1)	LG, MPC
<b>GOAL J: IMPROVE SOLID WASTE MANAGEMENT COUNTYWIDE</b>					
Manage solid waste regionally.	2006	Ongoing	LG, MPC, GA, FG	(2)	LG, MPC, GA, FG
Eliminate litter countywide.	2006	Ongoing	LG, MPC	(2)	LG, MPC
Reduce the volume of waste entering Chatham County landfills.	2006	Ongoing	LG, MPC, GA	(2)	LG, MPC, GA
Eliminate the threat of hazardous waste contamination from Chatham County landfills.	2006	Ongoing	LG, MPC, GA	(2)	LG, MPC, GA

**6.7 TRANSPORTATION**

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST	SOURCE OF FUNDS
	START	FINISH			
<b>GOAL A. WORK TOWARD A COMMUNITY THAT HAS A SAFE AND EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM.</b>					
Develop a regional transportation system that includes a choice of reliable transportation options including automobile, public (e.g. bus, trolley, ferry), private (e.g. taxi, van, pedicab), bicycle, and pedestrian.	2006	Ongoing	LG, MPC, GDOT, FG, PBS, PIC,	(2)	LG, MPC, GDOT, FG, PBS, PIC,
Encourage efficient transportation layouts in new developments.	2006	2008	LG, MPC, GDOT	(1)	LG, MPC, GDOT
Provide a safe and efficient East-West traffic corridor across or around the urban area that is safe for pedestrians and that protects neighborhoods.	2006	Ongoing	LG, MPC, GDOT	(2)	LG, MPC, GDOT
Expand the opportunity for multi-modal transportation opportunities linking employees to employers.	2006	Ongoing	LG, MPC, GDOT	(2)	
<b>GOAL B: DEVELOP A TRANSPORTATION SYSTEM THAT IS COMPATIBLE WITH EXISTING AND FUTURE LAND USE.</b>					
Integrate Land Use Planning and Transportation Planning.	2006	Ongoing	LG, MPC, GDOT, FG	(1)	LG, MPC, GDOT, FG

PROJECT DESCRIPTION	SCHEDULE		RESPONSIBLE AGENCY (see Section 6.8 for abbreviations)	COST	SOURCE OF FUNDS
	START	FINISH			
<b>GOAL C. DEVELOP A ROAD SYSTEM THAT MAINTAINS AND PRESERVES UNIQUE CHARACTERISTICS OF NEIGHBORHOODS AND OF THE COASTAL AREA.</b>					
Encourage GDOT to adopt the principles of Context Sensitive Design in cooperation with the Federal Highway Administration (FHA) and the American Association of State Highway and Transportation Officials (AASHTO).	2006	Ongoing	LG, MPC, GDOT, FG, GC, SACC	(1)	LG, MPC, GDOT, FG, GC, SACC
Observe the guidelines set forth in the CUTS "Amenities Resolution" of November 19, 2003 in the drafting and design of all future transportation plans, projects, and proposals.	2006	Ongoing	LG, MPC, GDOT, FG, GC, STF	(2)	LG, MPC, GDOT, FG, GC, STF
Require that the Georgia Department of Transportation, the City, and the County inform neighborhood associations of proposed traffic improvements within the neighborhood boundaries at the planning stage.	2006	Ongoing	LG, GDOT	(1)	LG, GDOT

<b>GOAL D. WORK TOWARD A REGIONAL PUBLIC TRANSPORTATION SYSTEM THAT PROVIDES ALL RESIDENTS, REGARDLESS OF THEIR AGE, INCOME, OR SPECIAL NEEDS ACCESS TO EMPLOYMENT CENTERS, INSTITUTIONS, COMMERCIAL AREAS, RECREATIONAL FACILITIES, AND OTHER DESTINATIONS.</b>					
Provide convenient pedestrian and bicycle access from public transportation termini to employment centers, institutions, commercial areas, and recreational facilities.	2006	Ongoing	LG, MPC, GDOT, FG	(2)	LG, MPC, GDOT, FG
Wherever pedestrians are permitted on the public right-of-way, also provide space for the disabled to travel.	2006	Ongoing	LG, MPC, GDOT, FG, LIFE	(2)	LG, MPC, GDOT, FG, LIFE
Support efforts to obtain State funding for the operation and maintenance of public transportation systems.	2006	Ongoing	LG, MPC, GDOT, FG	(2)	LG, MPC, GDOT, FG
<b>GOAL E. ESTABLISH A TRANSPORTATION SYSTEM THAT ANTICIPATES AND FACILITATES ECONOMIC ACTIVITY.</b>					
Develop an intermodal transportation system that sustains economic activity by linking trucking facilities, rail terminals, airports, and seaports with limited access roads.	2006	Ongoing	LG, MPC, GDOT, FG, GC, SACC, GPA	(2)	LG, MPC, GDOT, FG, GC, SACC, GPA
Encourage the development of a regional multimodal transportation system.	2006	Ongoing	LG, MPC, GDOT, FG, GC, SACC, CAT	(2)	LG, MPC, GDOT, FG, GC, SACC, CAT



Establish Savannah as a transit-oriented, bicycle-friendly, walkable community and market these attributes to attract new businesses, residents, and visitors.	2006	Ongoing	LG, MPC, GDOT, FG, GC, SACC, CAT	(2)	LG, MPC, GDOT, FG, GC, SACC, CAT
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(1) No new costs anticipated

(2) To be determined

## 6.8 ABBREVIATIONS:

ATDC	Atlanta Technical Development Center
BPE	Board of Public Education
CAT	Chatham Area Transit
BSRS	Chatham County Building Safety and Regulatory Services
CCC	Colonial Coast Coop
CHB/FFA	Custom House Brokers & Freight Forwarders Association
CBETA	Coastal Business and Technology Alliance
CVIF	Coastal Venture Investment Forum
CC	Creative Coast
DNA	Downtown Neighborhood Association
EAS	Export Assistance Center (Georgia Department of Industry and Trade)
FG	Federal Government
GA	State of Georgia
GDOL	Georgia Department of Labor
GDOT	Georgia Department of Transportation
GC	Georgia Conservancy
GLT	Georgia Land Trust
GPA	Georgia Ports Authority
GSLCC	Georgia Southern Language and Cultural Center
GTRI	Georgia Tech Research Institute
GTEDI	Georgia Tech Economic Development Institute
GTREP	Georgia Tech Regional Engineering Program
HDMA	Historic District Merchants Association
HSF	Historic Savannah Foundation
LEED	Leadership in Energy and Environmental Design
LG	Local Government
LH	Local Hospitals
CHSA	Community Housing Services Authority
EOA	Economic Opportunities Authority
HAS	Housing Authority of Savannah
HA	Chatham County-Savannah Authority for the Homeless
HD	City of Savannah Housing Department
I	City of Savannah Inspections
MSI	Military Support Initiative
NRO	Natural Resources Ordinance
PBS	Private Business Sector
PIC	Private Industry Council
LB	Chatham County Land Bank Authority
SACC	Savannah Area Chamber of Commerce
SBA	Savannah Business Alliance
SBAC	Small Business Assistance Corporation
S/BAR/S	Small Business Assistance Resources in Savannah
SBEC	Small Business Entrepreneurial Center
SBDC	Small Business Development Center
SBEN	Small Business Exchange Network
S	Southface

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SCVB	Savannah Convention and Visitors Bureau
SDEC	Savannah District Export Center
SDRA	Savannah Development and Renewal Authority
SEC	Savannah Entrepreneurial Center
SEDA	Savannah Economic Development Authority
STI	Savannah Technical Institute
STC	Savannah Technical College
STF	Savannah Tree Foundation
TEC	Technical Engineering Campus
LIFE	Living Independence for Everyone
MPC	Metropolitan Planning Commission
CDP	Community Planning and Development
SC	Senior Citizens
UW	United Way
G	Gateway Community Services Board

# Glossary

W. O. P. R. S. V.

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## A

**Accessory Dwelling Unit** – A second residential living unit on the same lot as a primary residential unit; which may be attached to the primary residential unit or in a separate structure.

**Accessory Use** – A use incidental to, and on the same lot as, a principal use, including storage facilities and similar supportive facilities.

**Affordable Housing** – Inexpensive dwellings affordable to those of modest income.

**Alternative Mode** – Any means of transportation other than private cars. Examples include walking, bicycling, and public transit.

**Annual Average Daily Traffic (AADT)** – an estimate of the total number of vehicles that travel on a particular road segment, in both directions, during a typical 24 hour day in a given year.

**Aquifer** – A water-bearing stratum of permeable rock, sand, or gravel.

**Assets** – Individual, association and organizational skills, talents, gifts, resources and strengths that are shared with the community.

**Asset Mapping** – A process whereby a community's individual, association and organizational assets are identified and documented for community-building uses. A visual map of resources is usually created from the identification process.

## B

**Back Barrier Island** – An island or tract of land, including marsh hammocks, that is located between the landward boundary of the barrier island complexes and the mainland.

**Barrier Island Complex** – A group of islands or tracts of land which border the ocean.

**"Big Box" Retail** – Large retail stores of over 35,000 square feet that draw customers from a large area and are typically surrounded by parking lots.

**Brownfield** – An abandoned, idled or under-used industrial or commercial site where expansion or redevelopment is complicated by real or perceived environmental contamination, such as groundwater or soil pollution.

**Buffer or Buffer Strip** – Landscaped areas, fences, walls, berms, open spaces or any combination of these used to physically separate or screen one land use or piece of property from another. Buffers are commonly used to block noise or light.

**Building Envelope** – The shape and dimensions (height, width, and depth) of a structure.

**Built Environment** – The urban environment consisting of buildings, roads, fixtures, parks, and all other improvements that form the physical character of a city.

## C

**Capacity** – The potential for sharing assets, resources, gifts and talents. To reach capacity, people and organizations must be willing to share these assets for community building.

**Capacity Building** – The mobilization of individual and organizational assets from the community and combining those assets with others to achieve community building goals.

**Chatham Area Transit Authority (CAT)** – Chatham County’s public transit provider. CAT offers bus, ferry, and paratransit services.

**Chatham County-Savannah Metropolitan Planning Commission (MPC)** – The joint planning agency for the City of Savannah and unincorporated Chatham County.

**Chatham Urban Transportation Study (CUTS)** – The designated Metropolitan Planning Organization (MPO) for the Savannah Urbanized Area and all of Chatham County. CUTS is responsible for local transportation planning and project selection.

**Charrette** – An intensive design process in which all project stakeholders collaborate at the beginning of a project in order to develop a comprehensive plan or design.

**Citizen Participation** – Allows decision-makers to obtain community input and contribution in the planning process. Conventional citizen participation has often been reactive, with an opportunity for public input only after the release of a draft community plan. An increasing number of urban planners and consultants are working to make citizen participation proactive, allowing citizens to provide input and guidance throughout the plan-making process. With proactive participation, citizens are vital contributors who define a community's development vision as well as identify implementation strategies. Among the numerous methods for citizen participation include public meetings and workshops; surveys and polls; focus groups; participation in online forums; interviewing; study circles; design charettes and visual preferences. (EPA)

**Community Assessment** – All inclusive information gathering and sharing about the community: needs, resources, gaps, environment, economy, etc.

**Community Building** – The process through which people and organizations from throughout the community come together to envision how their ideal community should look and begin to develop plans to mobilize all of the community's resources in order to achieve their visions.

**Community Development** – Involves the ways, models and paths that communities, cities and services take to develop geographic communities or communities of interest physically, economically and socially.

**Community Water System (CWS)** – Public water systems provide water for human consumption through pipes or other constructed conveyances to at least 15 service connections or serves an average of at least 25 people for at least 60 days a year. A public water system that supplies water to the same population year-round.

**Comprehensive Plan** – The basic foundation for local planning. A document, or series of documents, it lays out a community's vision, long-term goals and objectives for guiding the future growth of the city. It describes where, how, and in some cases when development will occur, including land use changes and preparation of capital improvement programs. A comprehensive plan (also known as a master or general plan) helps cities reach goals such as the following: economic development (employment); efficient transportation; affordable and adequate housing; community and individual pride; and access to clean air, water and open space.

**Congestion Management System (CMS)** – A systematic way of monitoring, measuring and diagnosing the causes of congestion on a region's multi-modal transportation system.

**Conservation Easement** – A voluntary restriction placed by a landowner on the use of his or her property. Used to protect resources such as historic structures, wildlife habitat, agricultural lands, natural areas, scenic views or open spaces. The landowner retains title to the property, and the easement is donated to a qualified conservation organization, such as a land trust, or a government agency.

**Context Sensitive Design (CSD)** – A collaborative, interdisciplinary approach to the design of transportation corridors (highways in particular), in which stakeholders (from local officials and citizens to state interests) work together to balance objectives of mobility with those of safety, community aesthetics and environmental protection. It also emphasizes involving community stakeholders in the management and maintenance of transportation corridors. CSD shifts the emphasis from the street or the road and toward the way in which the street or road connects to the community, and makes the community a more economically stable, safe and productive. (Federal Highway Administration)

## D

**Demography** – The study of the size and composition of the human population.

**Density** – The average number of families, persons or housing units per unit of land. Usually density is expressed "per acre". Gross density includes the area necessary for streets, schools and parks. Net density does not include land area for public facilities.

**Diversity** – A balanced mix of people within a community with regard to income, race, ethnicity, age, and household characteristics.



## E

**Easement** – Access rights to a portion of a property for which the owner gives up his or her rights of development (such as a power line easement to a utility company).

**Ecologically Sustainable Development (ESD)** – Involves using, conserving and enhancing a community's resources in order to maintain the ecological processes on which life depends while increasing the total quality of life, now and in the future.

**Environmental Impact Assessment** – A detailed examination of the potential effects of proposed public works, used to inform government decision making.

**Environmental Racism** – The placing of a disproportionate number of hazardous facilities in areas populated primarily by poor people and people of color.

**Estuary** – A narrow, semi-enclosed coastal body of water which has a free connection with the open sea at least intermittently and within which the salinity of the water is measurably different from the salinity in the open ocean.

## F

**Façade** – The exterior walls of a building that can be seen by the public.

**Facilitator** – A person or group who supports another person or group by assisting them in discovering, developing and realizing their own direction, goals and outcomes.

**Functional Classification** – A transportation classification system that describes a road's role in the roadway system. The functional classification system in Georgia is based on population density (rural or urban) and describes roads as various types of arterials, collectors, and local streets.

## G

**GDOT** – Georgia Department of Transportation

**Gentrification** – The process whereby relatively affluent homebuyers, renters, and investors move into a neighborhood thus increasing property values, rents, or taxes resulting in an involuntary displacement of long-term residents and business owners, the loss of neighborhood diversity, or a change in the overall character of that neighborhood.

**Geographic Information System (GIS)** – A computer mapping system that produces multiple "layers" (coverages) of graphic information about a community or region. For example, one layer might show the parcels, another layer might show areas zoned for commercial uses, another layer might show school sites, etc. It can be used for analysis and decision-making, and is composed of maps, databases and point information.

**Grayfield** – A blighted area that is ready for redevelopment. The main difference between a grayfield and a brownfield is that a grayfield does not have substantial groundwater or soil pollution.

## H

**Hammock, or Marsh Hammock** – A small land mass or back barrier island/tract of land located between the landward boundary of the barrier island complexes and the mainland..

**Historic District** – An area or group of areas designated by a local agency as having aesthetic, architectural, historical, cultural or archaeological significance that is worthy of protection and enhancement.

**Household** – Either:

1. A group of two or more related or unrelated people who usually reside in the same dwelling, who regard themselves as a household, and who make common provision for food or other essentials for living or;
2. A person who makes provision for his/her own food and other essentials for living, without combining with any other person to form part of a multi-person household.

**Household Size** – The number of persons per household in any given area.

**Hydromorphic Functionality** – The action of being able to routinely develop a soil that tends to suppress aerobic factors (usually in the presence of excess water).

## I

**Inclusionary Zoning** – Inclusionary zoning requires that some portion of every new housing development beyond a given threshold size (e.g., 40 units) is offered at a price that will be affordable to low income residents. The specifics of inclusionary zoning programs differ across jurisdictions. Programs typically ask or require developers to contribute to a community's affordable housing stock in exchange for development rights or zoning variances. Some programs are mandatory, while others provide incentives. Some involve cash contributions to an affordable housing fund, while others involve the construction of affordable units within the development. Some waive regulatory requirements, such as parking space, or reimburse impact fees for developments.

**Infill Development** – New residential development that occurs in established areas of the city or suburb, including vacant or underutilized lands. Infill can occur on long-time vacant lots or on pieces of land with dilapidated buildings, or can involve changing the land use of a property from a less to a more intensive one-from a parking lot to an office building. Among the variables in the definitions of infill development are whether the property must be surrounded by existing development or just within existing urban boundaries, whether infill projects must have a higher density than surrounding properties, and whether individual infill projects must be mixed use.

**Infrastructure** – Describes public and quasi-public utilities and facilities such as roads, bridges, sewers and sewer plants, water lines, power lines, fire stations, etc. necessary to the functioning of an urban area.

**Intermodal Transportation Systems** – The mass transportation of freight or passengers, usually over long distances, and via more than one mode of transportation. The Port of Savannah, where freight is transferred between ships, trains and trucks, is an example of an intermodal transportation facility.

## L

**Landfill** – A disposal area where garbage is piled up and eventually covered with dirt and topsoil.

**Land Use** – The manner in which land is used or occupied.

**Level of Service (LOS)** – An indicator of a transportation facility’s overall operating efficiency. LOS categories range from A to F, with A representing free-flowing traffic conditions and F representing highly congested, stop-and-go traffic.

**Low Impact Development (LID)** – Development with building and site designs that minimize environmental impacts through multiple, often natural systems rather than single, engineered systems. The term most often applied to stormwater management.

## M

**Marsh** – A tract of low-lying, soft, wet land commonly covered partially or wholly with water. It is usually found in a transition zone between land and water with grassy vegetation throughout.

**Metropolitan Planning Commission (MPC)** – See “Chatham County-Savannah Metropolitan Planning Commission”.

**Metropolitan Planning Organization (MPO)** – A regional transportation planning agency charged by federal and state law to conduct comprehensive, coordinated, and continuous transportation planning. MPO’s are required for all urbanized areas with populations exceeding 50,000.

**Moratorium** – Legislative action that prevents a federal agency from taking a specific action or implementing a specific law.

**Multi-Family** – A building that is designed to house more than one family. Examples include duplexes, condominiums and apartment buildings.

**N**

**Neotraditional Development** – Closely associated with New Urbanism, Neotraditional Development promotes the construction of neighborhoods inspired by pre-automobile building patterns. Common characteristics of this type of development include: a mix of uses and housing types, architectural variety, a central public gathering place, interconnected streets and alleys, and edges defined by greenbelts or boulevards.

**New Urbanism** – A set of site and building design principles that promote positive human interaction, create comfortable pedestrian and bicycle environments, and minimize land and resource consumption. (See [www.cnu.org](http://www.cnu.org).)

**Non-Community Water System** – A non-community water system can fall into one of two categories. The first is a Non-Transient Non-Community Water System (NTNCWS): This is a public water system that regularly supplies water to at least 25 of the same people at least six months per year, but not year-round. Some examples are schools, factories, office buildings, and hospitals which have their own water systems. The second category is a Transient Non-Community Water System (TNCWS): A public water system that provides water in a place such as a gas station or campground where people do not remain for long periods of time.

**P**

**Public Realm** – Publicly owned or publicly accessible places, such as streetscapes, public parks, public facilities, and the pedestrian environment.

**Public Transportation** – Various forms of shared-ride services, including buses, vans, trolleys, and subways, which are intended for conveying the public.

**Q**

**Quality of Life** – Those aspects of the economic, social and physical environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, access to schools, housing, employment opportunities, medical facilities, cultural and recreational amenities, and public services.

**R**

**Redevelopment** – The conversion of a building or project from an old use to a new one.

**Riparian Buffer** – Corridors of natural vegetation along rivers, streams, creeks, salt water marshes, lakes and ponds that cross a property boundary. Buffers are capable of protecting the adjacent waterways by providing a transition zone between upland development and adjoining surface waters that then offer a variety of environmental, aesthetic, and economic benefits.

**Right-Of-Way** – The easement dedicated to a municipal use on either side of a publicly-owned street.

**Risk Assessment** – Methods used to quantify risks to human health and the environment.

## S

**Setback** – Required by zoning, the minimum distance that must be maintained between two structures or between a structure and property lines.

**Smart Growth** – A perspective, a method, and a goal for managing the growth of a community. It is a perspective that focuses on the long-term implications of growth and how it may affect the community, instead of viewing growth as an end in itself. The US Environmental Protection Agency (EPA) identifies the following 10 principles of smart growth:

1. Mix Land Uses
2. Take Advantage of Compact Building Design
3. Create a Range of Housing Opportunities and Choices
4. Create Walkable Neighborhoods
5. Foster Distinctive, Attractive Communities with a Strong Sense of Place
6. Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas
7. Strengthen and Direct Development Towards Existing Communities
8. Provide a Variety of Transportation Choices
9. Make Development Decisions Predictable, Fair, and Cost Effective
10. Encourage Community and Stakeholder Collaboration in Development Decisions

**Sprawl** – The process in which the spread of development across the landscape far outpaces population growth. The landscape sprawl creates has four dimensions: a population that is widely dispersed in low-density development; rigidly separated homes, shops, and workplaces; a network of roads marked by huge blocks and poor access; and a lack of well-defined, thriving activity centers, such as downtowns and town centers. Most of the other features usually associated with sprawl -- the lack of transportation choices, relative uniformity of housing options or the difficulty of walking -- are a result of these conditions. (Smart Growth America)

**State Transportation Improvement Plan (STIP)** – A document maintained by GDOT that lists all programmed transportation improvements in the state that will utilize federal funds. The STIP is an agglomeration of the TIPs (Transportation Improvements Programs) that are produced locally by the state's various MPOs.

**Stakeholders** – People who are interested in, affected by or could possibly affect activities and outcomes related to a particular project.

**Streetscape** — The space between the buildings on either side of a street that defines its character. The elements of a streetscape include building frontage/facade; landscaping (trees, yards, bushes, plantings, etc.); sidewalks; street paving; street furniture (benches, kiosks, trash receptacles, fountains, etc); signs; awnings; street lighting.

**Stormwater** – Discharges generated by precipitation and runoff from land, pavements, building rooftops and other surfaces. Storm water runoff has the capabilities to accumulate pollutants such as oil and grease, chemicals, nutrients, metals, and bacteria as it travels across land.

**Subdivision** – The process whereby a parcel of land is divided into two or more parcels or alternatively multiple parcels are consolidate into one or more plans.

**Sustainability** – A concept and strategy by which communities seek economic development approaches that also benefit the local environment and quality of life. For a community to be truly sustainable, it must adopt a three-pronged approach that considers economic, environmental and cultural resources. Sustainable development provides a framework under which communities can use resources efficiently, create efficient infrastructures, protect and enhance the quality of life, and create new businesses to strengthen their economies. A sustainable community is achieved by a long-term and integrated approach to developing and achieving a healthy community by addressing economic, environmental, and social issues. Fostering a strong sense of community and building partnerships and consensus among key stakeholders are also important elements.

**Sustainable Development** – Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

## T

**TMDL** – A calculation of the maximum amount of a pollutant that a waterbody can receive and still meet water quality standards, and an allocation of that amount to the pollutant's sources.

**Toxic Waste** – Garbage or waste that can injure, poison or harm living things, and is sometimes life-threatening.

**Traffic Calming** – Refers to the use of street design techniques (such as curb extensions, traffic circles and speed humps) for slowing and controlling the flow of automobile traffic.

**Transit** – See public transportation.

**Transit Oriented Development (TOD)** – A mixed-use community within walking distance of a transit stop that mixes residential, retail, office, open space and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.

**Transportation** – Any means of conveying goods and people.

**Transportation Planning** – The system of improving the efficiency of the transportation network in order to enhance human access to goods and services.

## U

**Urban Areas** – Generally characterized by moderate and higher density residential development (for example, 5 or more dwelling units per acre), commercial and industrial development.

**Urban Growth Boundary** – An Urban Growth Boundary (UGB) is a mapped line that separates land on which development will be concentrated from land on which development will be discouraged or prohibited. Facilities and services necessary for urban development are typically located within the boundary, while service extensions outside the boundary are restricted.

**Urban Planning** – The system of managing and directing city growth.

**Utilities** – Companies (usually power distributors) permitted by a government agency to provide important public services (such as energy or water) to a region. As utilities are provided with a local monopoly, their prices are regulated by the permitting government agency.

## W

**Waste** – Garbage, trash.

**Water Quality** – The level of purity of water; the safety or purity of drinking water.

**Watershed** – A region or area over which water flows into a particular lake, reservoir, stream, or river.

**Wetland** – Land where saturation with water is the dominant factor determining the nature of soil development and the types of plant and animal communities living in the soil and on its surface.

## X

**Xeriscape** – A step-wise approach to water efficient landscaping that conserves water and protects the environment. The seven principles upon which Xeriscape landscaping is based are: proper planning and design, soil analysis and improvement, appropriate plant selection, practical turf areas, efficient irrigation, use of mulches and appropriate maintenance.

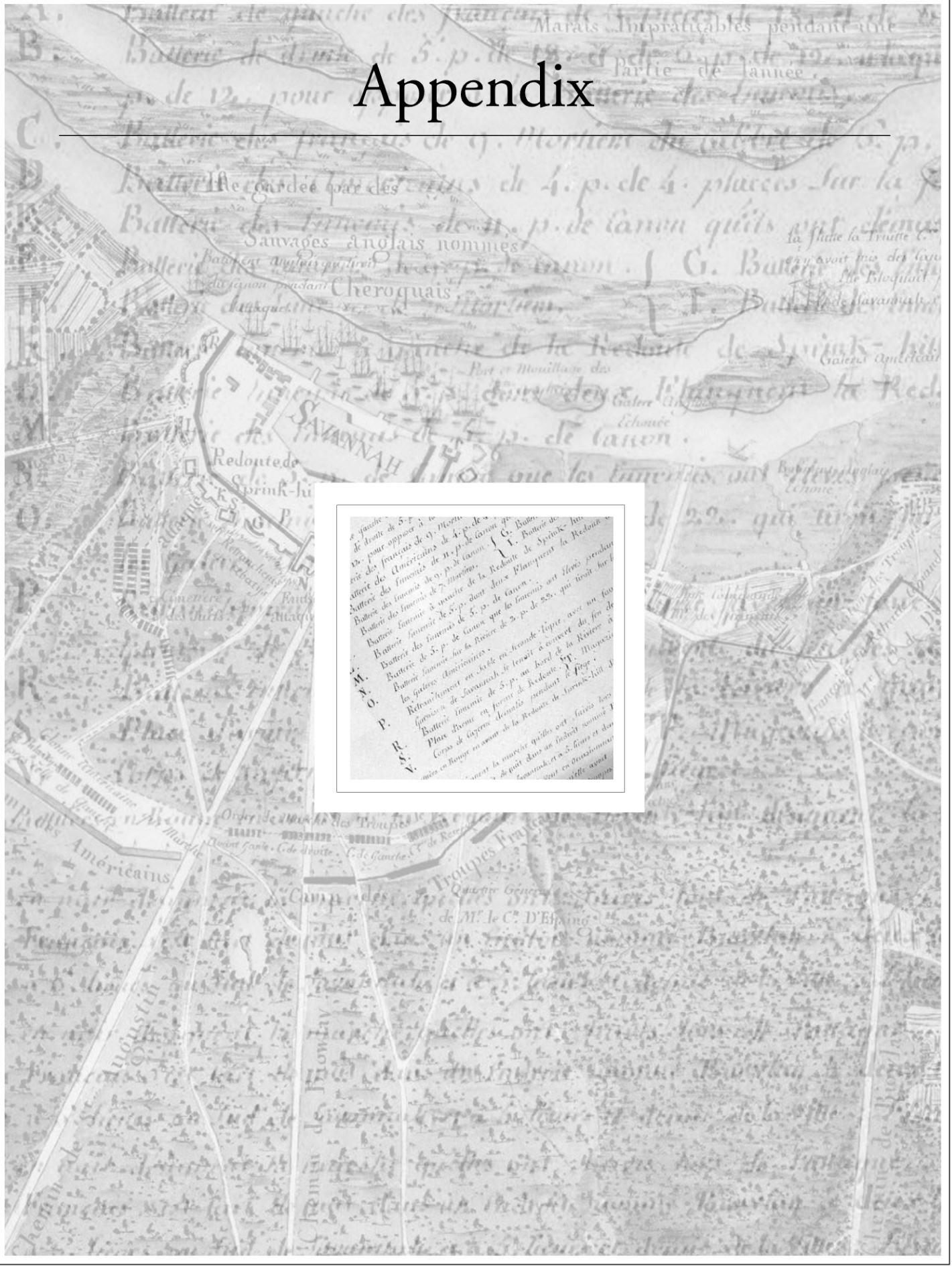
## Z

**Zoning** – Local codes regulating the use and development of property. The zoning ordinance divides the city or county into land use districts or "zones", represented on zoning maps, and specifies the allowable uses within each of those zones. It establishes development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.





# Appendix



- A. Batterie de 5 p. de canon.
- B. Batterie de 2 p. de canon.
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## APPENDIX A

### GUIDING PRINCIPLES FOR FUTURE COMMERCIAL AND TOWN CENTER DEVELOPMENT IN SOUTHEAST CHATHAM COUNTY

The Guiding Principles herein shall apply over the duration of the Comprehensive Plan planning period, extending to 2033, the Tricentennial of the founding of Savannah. More specificity will be developed during the zoning phase of the Tricentennial Plan.

1. It is understood that commercial development in Southeast Chatham County shall be planned in accordance with the following Guiding Principles:
  - a. Commercial development in the Southeast Chatham Planning Area (SEPA) shall be limited to current locations and future locations identified on the Future Land Use Map.
  - b. Expansion of commercial area shall occur only within currently-designated Town Center boundaries.
  - c. Linear “strip center” commercial corridors and scattered site commercial development shall not be permitted in the SEPA. Such development patterns are more appropriate for major commercial corridors such as Abercorn Street.
  - d. Mixed use development (residential, institutional, and commercial) shall be encouraged within town centers as a means of promoting pedestrian activity and reducing automobile oriented linear development patterns. Areas of intensive vehicular and pedestrian activity shall be oriented away from adjacent homes.
  - e. Drive-thru “fast food” restaurants shall not be permitted. In the zoning phase of the Tricentennial Plan, drive-thru food service shall be made a prohibited use. This shall not be construed to prohibit order and pickup food services.
  
2. It is understood that Bethesda property north of Diamond Causeway shall be planned in accordance with the following Guiding Principles:
  - a. The property will continue in its present use as a campus;<sup>1</sup> any commercial uses on the campus will be consistent with campus functions.
  - b. Night lighting of athletic fields shall be screened from neighboring residential areas.
  - c. Portions of the property not in use as a campus may remain in supporting agricultural uses such as silviculture, or for recreation and open space.
  - d. Future development will be consistent with an educational campus land use and zoning designation.
  
3. It is understood that Bethesda property south of Diamond Causeway and west of Ferguson Avenue, within the designated Town Center district, may be developed. Such development shall be consistent with these Guiding Principles:

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<sup>1</sup> See draft definition provided on separate page.

- a. A four-phase planning process shall occur for future development on the site:
  - i. **Development of Guiding Principles:** Preparation of this document outlining planning concepts for future development on the town center site.
  - ii. **Zoning Phase:** As part of the Tricentennial Plan Zoning Update, a new zoning district befitting these Guiding Principles will be identified for the site.
  - iii. **Review of Development Scenarios:** Development scenario(s) and concepts will be prepared and presented to the community for review and comment at least three months prior to submittal of any development application to the MPC.
  - iv. **Master Plan Approval Phase:** A master plan for site development will be presented to the MPC.
- b. The Bethesda owned portion of the Southeast Chatham Town Center shall have the following general characteristics:
  - i. It will be master planned.
  - ii. It will become a community focal point, reinforcing local identity through appropriate architecture, materials and greenspace.
  - iii. It will be pedestrian oriented and interconnected.
  - iv. It will mix uses to the greatest extent possible, potentially having a mix of retail, service, office, residential and civic uses.
  - v. Businesses will not be large scale, big box stores. During the zoning and master planning phases standards will be developed to ensure the Town Center is primarily oriented to the Southeast Chatham community.
- c. Signage and design standards shall be specified in the master plan and shall be consistent with the Town Center Overlay District standards.
- d. Building height shall be consistent with the Town Center overlay standards and tiered back from the existing residential areas.
- e. Points of access from Diamond Causeway and Ferguson Avenue shall be consolidated to reduce congestion and the potential for accidents; no commercial access shall be provided from Whitefield.
- f. Vegetated perimeter buffers shall be provided for effective screening.
- g. Travel paths, parking, and service areas shall be oriented or screened with landscaping or berms to reasonably prevent headlights and noise from adversely affecting adjacent homes.
- h. To address drainage and flooding issues in the area, development within the Town Center is encouraged to adopt Low Impact Development (LID) best practices for stormwater management.

4. These Guiding Principles are put in place to protect the quality of life in the community, enhance the quality of commercial development, and prevent urban sprawl and unnecessary traffic congestion.
5. These Guiding Principles shall be presented to Chatham County Commission for adoption as policy through amendment to the Southeast Chatham County Community Plan.

## APPENDIX B

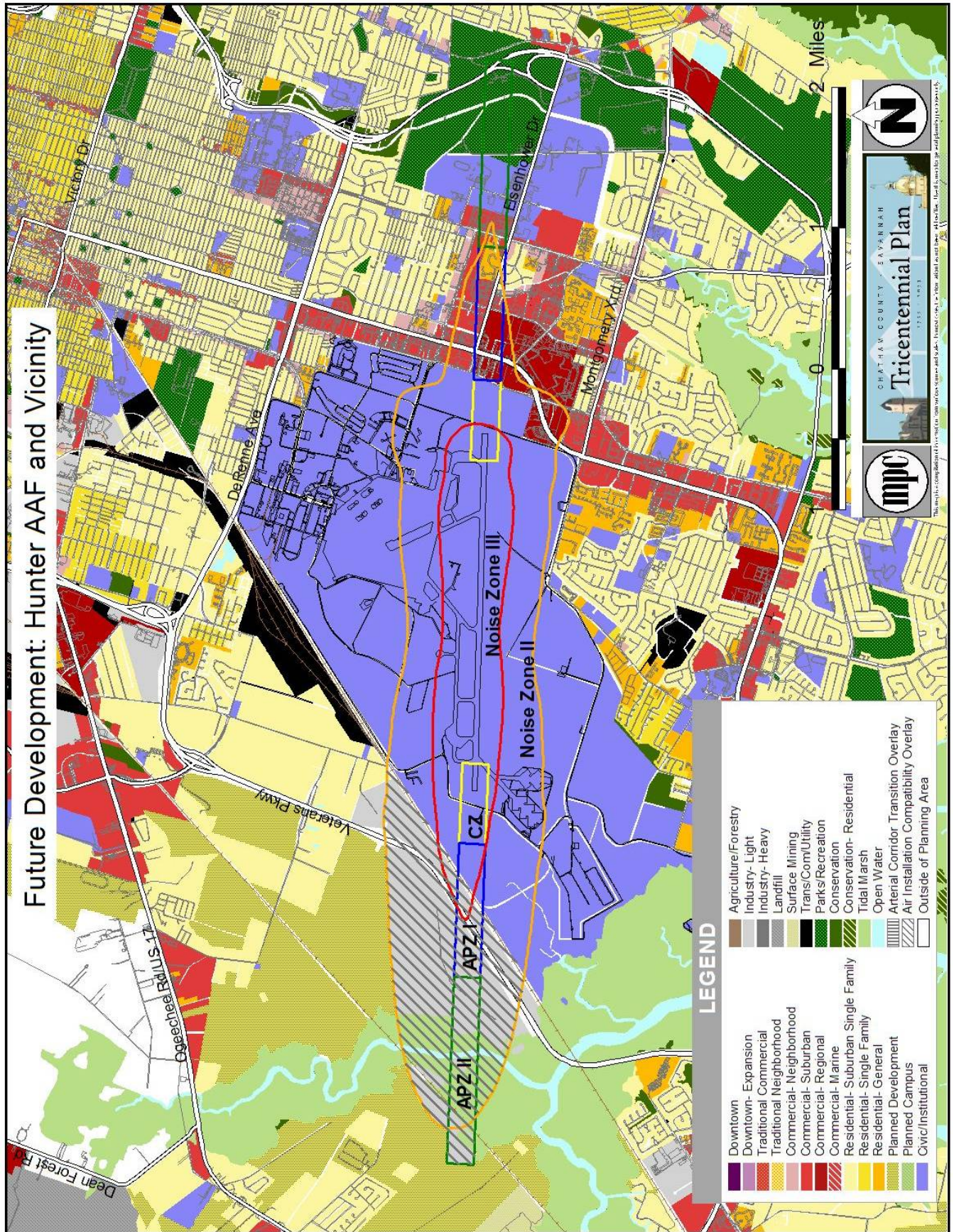
### GUIDING PRINCIPLES FOR FUTURE DEVELOPMENT WEST OF HUNTER ARMY AIRFIELD

The Future Development Map shows a land use of Light Industrial in the Air Installation Compatibility Overlay (AICO) area west of Hunter Army Airfield. Light Industrial uses are generally considered to be compatible with airfield operations. This appendix provides guidelines for some land uses, such as residential, which are not allowed under existing zoning in much of the AICO area. This has been done to ensure that future development will be compatible with Hunter Army Airfield even in the event that zoning is changed to permit uses that are not currently allowed.

It is understood that the property west of Hunter Army Airfield within the Air Installation Compatibility Overlay shall be developed in a manner that is consistent with the goals and recommendations contained in the Fort Stewart-Hunter Army Airfield Joint Land Use Study (JLUS) dated September, 2005.

1. The Comprehensive Plan has established a policy that no residential development shall occur within the Air Installation Compatibility Overlay. In the event that residences are located within the Air Installation Compatibility Overlay, either through rezoning or other means, it is understood that the development must be planned in accordance with the following principles:
  - a. A master plan shall be prepared for the entire site.
  - b. A maximum allowable density shall be established for the entire site. Residential units shall be clustered on the site in such a way that:
    - i. No residential units shall be constructed within the Clear Zone, Accident Potential Zone I, or Noise Zone III.
    - ii. Residential units are discouraged within Accident Potential Zone II, but if constructed shall not exceed a gross density of 1 to 2 dwelling units per acre, as recommended by JLUS.
    - iii. Residential units are discouraged within Noise Zone II. It is understood that there must be an MPC evaluation that land in the NZII areas must be used for residential purposes due to the absence of viable alternative development options, as specified by JLUS. Once an evaluation is conducted, the allowable density of residential development that is outside of an APZ, but inside of Noise Zone II, shall remain as low as possible, but may be higher than the densities allowed within APZ II.
    - iv. Densities on any remainder of land that is not affected by these restrictions may be increased so that the maximum allowable density for the overall site, as set in 1b above, may be achieved.
  - c. Residential units constructed within Noise Zone II shall incorporate home design and construction measures to achieve outdoor to indoor noise level reduction (NLR) of not less than 25-30 dB, as established by JLUS.
  - d. New development shall not occur within any Clear Zone, Accident Potential Zone, or Noise Zone except by observing the development guidelines set forth in the Fort Stewart-Hunter Army Airfield Joint Land Use Study.

- e. Any forms of development that are deemed incompatible by the Fort Stewart-Hunter Army Airfield Joint Land Use Study shall not be permitted.
  - f. As an alternative to the noise contour lines that have been established by the US Army, the contours of Noise Zone II can be verified by an empirical noise study prior to approval of a master plan for development. Under such a scenario, the property owner(s) shall jointly develop an empirical noise study with Hunter AAF which will accurately reflect variances as well as peak noise levels in the Hunter AAF noise environment within which all applicable JLUS standards cited herein shall apply.
2. It is understood that all new development within the Air Installation Compatibility Overlay must observe the guidelines set forth in the Fort Stewart-Hunter Army Airfield Joint Land Use Study, including:
- a. DoD Compatible Land Use Guidelines For Clear Zones and Accident Potential Zones (U.S Army 1981).
  - b. Guidelines For Considering Noise in Land Use Planning And Control (FICUN 1980).
  - c. Any mitigating conditions (such as density limitations or noise mitigation requirements for new construction) set by 2a or 2b above must also be observed.
  - d. Deed disclosures shall be provided to prospective land buyers prior to the sale of property to inform them that the land is in close proximity to Hunter Army Airfield, and may therefore be exposed to periodic noise and vibration as a result of military activities. The disclosure shall include reference to the property being located within an Accident Potential Zone or Noise Zone II or III, where applicable, as well as any other requirements for real estate disclosure cited in JLUS.
3. These Guiding Principles are put in place to protect the safety of the residents of Chatham County, to enhance the overall quality of life in the community, and to help ensure the continued operation of Hunter Army Airfield.



## APPENDIX C

<b>Table 1. Tools Available to Local Government for Affordable Housing Production<sup>2</sup></b>	
ZONING INCENTIVES	<i>Zoning can be used to promote affordable housing production. This is accomplished by permitting additional units to be developed on a given site or awarding a developer more options to reduce costs. Such incentives should be based on adopted public policy and should produce development that is compatible with its context. Affordability should be certified by programs such as HUD, State tax credits, and local initiatives rather than by local zoning officials.</i>
Density Bonuses	This incentive reduces the land cost per housing unit. It should not exceed 20% of permitted density for the base zoning district; and it should provide that at least 20% of units in a development are certified as affordable by a recognized program.
Small Lot Options	This incentive is similar to the density bonus in that it reduces land cost per housing unit. However, it is applied to single family units and it may, or may not, be associated with an affordable housing set-aside.
Flexible Standards	These are generally available on a case-by-case basis. For example, an increase in lot coverage and corresponding decrease in parking area may be justified if it can be demonstrated that residents will use more public transit.
Mixed Use Options	Current practice seeks to decentralize affordable housing and integrate it into the fabric of other development. Creating more mixed use development options expands opportunities to produce affordable housing, as done through the vertical zoning in the Mid-City area.
Expedited Review	Time is money in the development business. If local governments provide for expedited review of affordable housing, the cost of housing production can sometimes be reduced.
ZONING REQUIREMENTS	Requirements for affordable housing production should be in place when critical shortages are identified and cannot be met through incentives.
Inclusionary Zoning	These initiatives specify that a certain percentage of units in a development will be affordable, most often in the range from 10% to 20%. Such initiatives are typically mandatory, although they can be configured as voluntary programs.
Housing Linkage	Where commercial development is creating intense pressure on the housing market, linkage programs have been enacted requiring developers in the specified industry to produce affordable housing or contribute a fee to a housing trust fund.
Housing Diversity	Some zoning codes require large developments to produce a range of housing types, including smaller units, attached housing, or small lot configurations that may result more affordable housing for a wider range of people.

<sup>2</sup> General strategy headings are described in shaded rows.



**Table 1. Tools Available to Local Government for Affordable Housing Production**

OWNERSHIP ALTERNATIVES	<i>Zoning, subdivision, and building codes often unintentionally limit development options for affordable housing. Ensuring that these options are available may help locally to produce more affordable housing.</i>
Limited Equity Co-ops	Housing costs are driven up by market pressures caused by rapid growth and speculation. LECs restrict equity growth and limit resale windfalls, thus providing a continuing source of affordable housing while permitting modest profits.
Cohousing and Non-Profit Co-ops	Cohousing and cooperatives are similar mechanisms that are established and developed by the owners. Resale windfalls may, or may not, be limited.
Deed Restrictions	Non-profits such as Habitat for Humanity limit resale windfalls through deed restrictions, thereby providing a continuing source of below-market-rate housing.
DIRECT SUBSIDIES TO BUILD OR LEVERAGE HOUSING	<i>Unlike the programs listed above, direct subsidies require program income. Revenues may come from a variety of sources, including in lieu fees related to inclusionary zoning or housing linkage, real estate transfer fees, windfall capture taxes, and tax increment finance (TIF) district revenue. Many such fees require state enabling legislation.</i>
Public/Private/Non-Profit Partnerships	Public funds for infrastructure or land can leverage affordable housing development. Initiatives require experienced staff with access to resources, often through a housing trust fund. This may also take the form of providing seed money and technical support for new community development corporations.
Individual Grants and Revolving Loans	A housing trust fund with dedicated sources of revenue (such as a documentary stamp tax – potentially levied on sales over a set value or as a windfall capture tax) is a reliable mechanism that provides continuing and predictable funding for grants, loans, and other direct subsidies for affordable housing production.

## APPENDIX D

The Community Agenda Report is one of three documents that comprise the Chatham County-Savannah Comprehensive Plan. The other two documents, the Community Participation Program and the Community Assessment Report, are not actually adopted by local government, but they present important background information about the community and the comprehensive planning process itself. The Tables of Contents from the Community Participation program and the Community Assessment Report are presented in Appendix D to provide some indication of the range of material that is contained in those two documents. Hardcopies of all three Comprehensive Plan documents are available for purchase at the Metropolitan Planning Commission; 110 E. State St; Savannah, GA 31401. The documents can also be downloaded free of charge at <http://www.thempc.org>.

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