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AGENDA

MEETING OF THE MAYOR AND ALDERMEN

JULY 26, 2012

1. Approval of the summary/final minutes of the City Council work session/City Manager's briefing of July 12, 2012.
2. Approval of the minutes of the City Council meeting of July 12, 2012.
3. An appearance by Cathy Adler, President of the Board of Trustees of Ships of the Sea Maritime Museum, and Michelle Riley, Community Development and Events Coordinator, to announce the opening of the North Garden.
4. An appearance by Barbara Essig, Executive Director of The First Tee Savannah, and Ryan Su, a rising junior at Calvary Day School who represented Savannah in the Nature Valley First Tee Open at Pebble Beach.

ALCOHOLIC BEVERAGE LICENSE HEARINGS

5. Thomas E. Dennard, III for Savannah Bee Company, Inc. t/a Savannah Bee Company, requesting a wine (package with tasting) license at 104 W. Broughton Street, which is a new location between Whitaker and Barnard Streets in District 1. (New location) Recommend approval.
6. Arvindbhai H. Patel for Lucky's Convenience Mart, requesting to add a wine (package) license to a beer (package) license at 10004 Abercorn Street, which is located between Television Circle and Montgomery Cross Road in District 5. (Adding wine to beer) Recommend approval.
7. Bhavini Patel for Shop & Go 2 of Ga, LLC, requesting to transfer a beer and wine (package) license from Lokesh Patel at 11204 White Bluff Road, which is located between Bliss and Rendant Avenues in District 4. (New ownership/management) Recommend approval.
8. Jitan Patel for JR Oil, Inc t/a 3G Gas Goods Grub, requesting to transfer a beer and wine (package) license from Hemlata R. Patel at 703 Wheaton Street, which is located between Dundee and East Broad Streets in District 2. (New ownership/management) Recommend approval.

9. Joseph A. Ruiz for Long Branch, requesting to transfer a liquor, beer and wine (drink) license from Cathy Branch at 2411 Skidaway Road, which is located between 39th and 40th Streets in District 3. (New ownership/management) Recommend approval.
10. Kristin Eve Russell for The Sentient Bean, LLC t/a The Sentient Bean, requesting a beer and wine (drink) license with Sunday sales at 13 E. Park Avenue, which is a new location between Bull and Drayton Streets in District 1. (New location) Recommend approval.

ORDINANCES

First and Second Readings

11. One Hour Time Zone Request – 0 Block of W. Brady, 0 Block of E. 34th Street, 100 Block of E. 36th Street. An ordinance to authorize one hour time zones on the 0 block of W. Brady, 0 block of E. 34th Street, and 100 block of E. 36th Street. (Continued from June 28, 2012.) The Thomas Square Project Advisory Committee (PAC) has been working for the last several months to develop a comprehensive parking plan for the area. The members have volunteered their time to work with City staff and have diligently reviewed all of the variables contributing to the parking issues. The PAC plans to hold a public meeting on August 6, 2012 to unveil their recommended plan to the broader Thomas Square community. So that ample time is given for the PAC to host the public meeting and to make any changes in their proposal, I am recommending a continuance until the September 6, 2012 Council meeting.
12. 90-Minute Time Zone Request – Bull Street Library/Thomas Square Parking Area. An ordinance to authorize 90-minute time zones for all spaces in the Bull Street Library/Thomas Square parking area. The parking lot is fronted by Bull Street, 35th Street, and Drayton Street. (Continued from June 28, 2012.) Recommend continuing to September 6, 2012.
13. Limitations on Use of Land or Building by Nonconforming Uses (Z-120515-37326-2). An Ordinance to amend Section 8-3133(c), Limitations on use of land or building by nonconforming uses, to clarify when a building may be re-occupied by a nonconforming use. Recommend approval.
14. Rezone 311 and 317 E. Montgomery Cross Road (Z-120522-48008-2). An ordinance to rezone 311 and 317 E. Montgomery Cross Road from P-D-N (Planned Development for Certain Nonconforming Uses) to B-N (Neighborhood Business). Recommend approval.

RESOLUTIONS

15. I-16 Exit Ramp Removal Project. A resolution in support of the Reclaiming Old West Broad Street: I-16 Exit Ramp Removal Project. (A MPC staff report and the resolution are attached.) Recommend approval.

MISCELLANEOUS

16. Appointments to Keep Savannah Beautiful.
- 16.1. Community Garden Policy. Recommend approval of a Community Garden Policy for the City of Savannah. (The Policy and User Agreement is attached.) Recommend approval.
- 16.2. Settlement. Recommend approval of the settlement of Ladrann Goodwin V. City of Savannah, Georgia, State Court of Chatham County, Civil Action No. STCV1101227. Recommend approval.
17. Surplus Property – 114-116 E. 39th Street. Recommend that the City declare surplus properties located at 114 E. 39th Street (PIN 2-0065 -31-006) and 116 E. 39th Street (PIN 2-0065 -31-005). The City acquired the properties July 11, 2002 as part of the purchase of the Community Planning and Development office. The properties are two vacant lots totaling 0.17 acres, more or less, bounded on the west by 108 E. 39th Street, on the north by 2023 Abercorn Street, on the east by 122 E. 39th Street, and on the south by E. 39th Street. The subject property is legally described as Lot 6 and East Half Lot 5 Block 3 Wadley Ward and Lot 7 Block 3 Wadley Ward, Savannah, Chatham County, Georgia.

Staff proposes to sell the property for residential development via a request for proposal (RFP). Preference will be given to non-profits, stakeholders, and owner-occupants. The minimum bid will be set at \$20,000.00, the appraised value.

Recommend declaring surplus the property located at 114 E. 39th Street and 116 E. 39th Street, in order to offer the property for sale to the public via RFP. The City of Savannah reserves the right to reject any or all proposals and will not be obligated to enter into a contract based on any proposal submitted. (A map and photos are attached.) Recommend approval.

TRAFFIC ENGINEERING REPORTS

18. Uncontrolled Railroad Crossings – Addition of Traffic Control. The 2009 edition of the Manual on Uniform Traffic Control Devices mandates that some form of traffic control be installed on all uncontrolled railroad crossings. Traffic Engineering staff met with the railroads that have uncontrolled crossings in the City of Savannah and developed recommendations for each site. Each crossing was evaluated on the traffic volume on the main line and the frequency of train traffic at that location.

It is recommended that yield signs be installed for all spur rail lines crossing city streets. Gwinnett Street shall yield for Georgia Central Railroad at Collat Avenue, Louisville Road shall yield for Norfolk Southern Railroad at Rathborne Drive, Magazine Street shall yield for Norfolk Southern Railroad, Stiles Avenue shall yield for Norfolk Southern Railroad, Telfair Road shall yield for Norfolk Southern Railroad north of W. Gwinnett Street, and Telfair Road shall yield for Nexeo Solutions Railroad north of W. Gwinnett Street.

It is also recommended that stop signs be installed for all main railroad lines crossing city streets. King Street shall stop for Norfolk Southern Railroad, Spring Street shall stop for Norfolk Southern Railroad, E. 33rd Street shall stop at the Rail Link Railroad at Plant Street, E. 35th Street shall stop at the Rail Link Railroad at Plant Street, E. 36th Street shall stop at the Rail Link Railroad, E. 38th Street shall stop at the Rail Link Railroad at Lincoln Street, E. 39th Street shall stop at the Rail Link Railroad at Lincoln Street, E. Bolton Street shall stop at the Rail Link Railroad, Lincoln Street shall stop at the Rail Link Railroad north of E. 39th Street, E. Park Avenue shall stop at the Rail Link Railroad, and E. Waldburg Street shall stop at the Rail Link Railroad. (Maps are attached.) Recommend approval.

BIDS, CONTRACTS AND AGREEMENTS

19. 2013-2014 Legislative Liaison Services. Georgia State legislation significantly affects Savannah. Jim Burgess has been a very capable advocate for the City and has agreed to continue his services on a two-year cycle to coincide with the General Assembly's biennial sessions.

The services include assisting in the preparation of the City's annual legislative agenda; explaining and promoting the City's legislative agenda to State elected officials and decision makers; being in the State Capitol each day when the General Assembly is in session; monitoring bills and submitting periodic reports to the City; informing City representatives of pending legislation that will have positive or negative consequences for the City; maintaining close contact with the Chatham County Legislative Delegation, other State legislators, and City officials concerning the City's legislative interests; assisting in the drafting of legislation; and lobbying the Governor's staff, legislative leaders, and State agencies on a year-round basis.

The contract began in 1997 and has greatly improved our ability to obtain funds and have a strong voice in legislation that affects Savannah. Recommend renewing the contract in the amount of \$50,264.00 for the first year of the biennial session (2013) and \$51,771.92 for the second year of the biennial session (2014). Recommend approval.

20. SCMPD Administrative Service Center – Contract Modification No. 1 – Event No. 93 (PB836). Recommend approval of Contract Modification No. 1 from Dabbs-Williams General Contractors, LLC, in the amount of \$4,787.00. This contract modification will entail abandoning all existing lead joint cast iron water pipes and connecting existing water laterals to service the Savannah-Chatham Metropolitan Police Department (SCMPD) Administrative Service Center. There are many old water lines on the property that were unknown until located by the Water Department during the project. These need to be properly disconnected and plugged. Some lines need to be connected to the new water main that is being installed as part of the project.

Recommend approval of Contract Modification No. 1 from Dabbs-Williams General Contractors, LLC, in the amount of \$4,787.00. The cumulative total of the contract requires Council approval of this modification. The new contract price will now be \$3,687,940.00.

Funds are available in the 2012 Budget, Account No. (311-9207-52842-PB0836) Capital Improvement Projects/Other Costs/SCMPD Administrative Services Center. ^(A)Indicates local non-minority owned business; ^(D)Indicates non-local non-minority owned business. Recommend approval.

21. Construction Activities for Cay Building – Contract Modification – Event No. 596. Recommend approval for a contract modification to the Construction Management and Coordination Services contract in the amount of \$37,500.00. The additional cost for services is needed to assist the City with coordination of construction activities for the Cay Building being constructed on top of the Whitaker Street Garage. The original contract with DMS Constructions Services was scheduled though completion of construction in May 2012 which has been delayed. This contract modification is needed to maintain these services for the duration of this project which is estimated to be completed in September 2012.

DMS Construction Services ^(B) \$ 37,500.00

Funds are available in the 2012 Budget, Capital Improvement Project/Other Cost/Ellis Square Parking Garage (311-9207-52842-PB0621). ^(B)Indicates local non-minority owned business. Recommend approval.

22. Wiring Installation at Bull Street Fire Station No. 5 - Contract Modification No. 3 – Event No. 601. Recommend approval for Contract Modification No. 3 to Bull Street Fire Station No. 5 in the amount of \$1,375.00. The additional cost for services is needed to install wiring for the oil-water separator sump pump. The design drawings specified an electrical circuit for a sump pump at the kitchen sink grease trap instead of at the underground oil-water separator, while retaining the outlet at the kitchen sink for potential future use.

The cumulative total of the contract requires Council approval of this modification. The new contract price will now be \$2,611,529.12.

Dabbs-Williams General Contractors, LLC ^(D) \$ 1,375.00

Funds are available in the 2012 Budget, Capital Improvement Project/Other Cost/New Fire Station (311-9207-52842-PB0423). ^(D)Indicates non-local non-minority owned business. Recommend approval.

23. Traffic Controllers – Emergency Purchase – Event No. 583. Recommend terminating an annual contract with Graybar Electric for Section A item 1 of the Traffic Signal Equipment contract and recommend awarding an annual contract for Section A item 1 to Temple, Inc. in the amount of \$30,495.00. This item will be utilized by Traffic Engineering to restore traffic signal services in the event of a disaster as well as routine signal maintenance.

The reason for terminating the contract with Graybar for this item is that the terminated vendor no longer has GDOT (Georgia Department of Transportation) approval to distribute these traffic controllers and has been placed on hold and off the qualified products list due to performance issues. Temple, Inc. is approved to distribute these traffic controllers and has agreed to provide them at its contracted price.

The bidder was:

E.P. Temple, Inc. ^(D)	\$	30,495.00
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Funds are available in the 2012 Budget, Traffic Engineering/Equipment Repair Parts (Account No. 101-2103-51335). ^(D)Indicates local non-minority owned business. Recommend approval.

24. Dock Repairs – Emergency – Event No. 599. Recommend approval to procure emergency dock repairs from Myrick Marine Contracting Corporation in the amount of \$29,400.00. The services will be utilized by Parking and Mobility Services to replace damaged rods and wales; and tighten the remaining tie rods on the dock to ensure the public safety while using them to dock the vessels. This quote has been opened and reviewed.

The bidders were:

L.B. Myrick Marine Contracting Corporation ^(B)	\$	29,400.00
Alpha Construction ^(B)	\$	56,700.00
The Industrial Company ^(B)	\$	161,850.00

Funds are available in the 2012 Budget, Capital Improvement Projects/Other Costs/Riverwalk Dock (311-9207-52842-OP0335). ^(B)Indicates local non-minority owned business. Recommend approval.

25. Gamble Building Roof Replacement – One Time Purchase – Event No. 394. Recommend approval to procure roof repairs from Roofing Professionals, Inc. in the amount of \$110,860.00. These repairs will be utilized by the Design and Construction Department for the Gamble Building Roof. This project includes abatement of hazardous materials, removal and overlaying roof to a water tight condition using one ply 80 mil Thermoplastic Polyolefin Membrane (TPO) and 60 mil TPO flashing, and scraping and painting the soffit.

This bid has been opened and reviewed.

The bidders were:

L.B. Roofing Professionals, Inc. ^(D)	\$	110,860.00
Metal Craft, Inc. ^(B)	\$	184,600.00

There was a combined Minority and Women Business Enterprise (M/WBE) goal for this project of 45%. Roofing Professionals, Inc. submitted participation of 53% utilizing RPI Residential, Inc. Metal Craft submitted participation of 45%: 42% MBE utilizing Pioneer Construction, 1% WBE utilizing Georgia Framing Construction, and 2% WBE utilizing ABC Waste.

Funds are available in the 2012 Budget, Capital Improvement Project/Other Cost/Gamble Building Renovation (311-9207-52842-PB0427). ^(B)Indicates local non-minority owned business; ^(D)Indicates non-local non-minority owned business. Recommend approval.

26. HVAC for City Hall – Sole Source – Event No. 598. Recommend approval to procure (6) 12 Ton Mitsubishi R2-Series HVAC (heating, ventilation and air conditioning) Systems from Mingledorff's Distributors in the amount of \$56,700.00. These units will be installed in City Hall for the 3rd and 4th floors.

The reason for a sole source purchase is that the equipment will standardize with existing HVAC equipment. The distributor is offering the equipment at half price to the City for a limited time.

S.S. Mingledorff's Distributors ^(B) \$ 56,700.00

Funds are available in the 2012 Budget, Capital Improvement Projects/Other Costs/Consolidated Facility Buildings & Grounds (Account No. 311-9207-52848-PB0131). A Pre-Bid Meeting was not conducted, this is a sole source. ^(B)Indicates local-non minority owned business. Recommend approval.

27. Streetcar Repairs – Sole Source – Event No. 597. Recommend approval to procure streetcar repairs from Electric Motor & Supply, Inc. in the amount of \$27,003.00. These repairs will be utilized by the Parking and Mobility Department for repairs and maintenance to ensure the safety and longevity of the streetcar for use by tourists and residents.

The reason for a sole source purchase is that Electric Motors & Supply Inc. is the only vendor able to do the required maintenance of the streetcar.

S.S. Electric Motor & Supply, Inc. ^(D) \$ 27,003.00

Funds are available in the 2012 Budget, Parking Enforcement & Administration/Equipment Maintenance (561-1113-51250). ^(D)Indicates non-local non-minority owned business. Recommend approval.

28. CommandPro Software-Hosted Services – Sole Source – Event No. 599. Recommend approval to procure CommandPro Software hosting services from O'Brien Response Management in the amount of \$50,000.00. The software, a hosted solution for a five-year period, will be utilized by staff at the Emergency Command and Control Center to manage emergency response to all types of incidents. The resulting system provides the latest software technology to streamline command functions, accelerate the planning process, integrate documentation, facilitate resource tracking, enhance accuracy, control cost and ensure FEMA reimbursement compliance. The software integrates command strategy and tactics with the National Incident Management System Incident Command System (NIMS/ICS) process and documentation, and will ensure accurate documentation and resource tracking during an emergency incident/disaster. The CommandPro software meets all NIMS and FEMA compliance requirements.

S.S. O'Brien Response Management^(D) \$ 50,000.00

Funds are available in the 2012 Budget, DHS/GA the PTSEC Grant/Computer Hardware/Software/DHS/GA Tech Project 1 (212-3118-51510-GT0018). ^(D)Indicates non-local non-minority owned business. Recommend approval.

29. Network Storage for Video Conferencing – Sole Source – Event No. 604. Recommend approval to procure network storage for video conferencing from Technology Integration Group (TIG) in the amount of \$68,733.00. The network storage will be utilized by the Information Technology Department to support the video conferencing system that will be implemented at the Command and Control Center.

The reason for a sole source purchase is that Technology Integration Group (TIG) has the current contract for the City's network storage.

S.S. Technology Integration Group (TIG) ^(D) \$ 68,733.00

Funds are available in the 2012 Budget, DHS/GA the PTSEC Grant/Computer Hardware/Software/DHS/GA Tech Project 1 (212-3118-51510-GT0018). ^(D)Indicates non-local non-minority owned business. Recommend approval.

30. Meter Boxes and Lids – Annual Contract – Event No. 123. Recommend approval to award an annual contract for meter boxes and lids to Consolidated Pipes & Supply in the amount of \$151,870.00. The meter boxes and lids are maintained in inventory at the Central Warehouse and are utilized by the Water Distribution Department for new connections to the water system and to replace those that are damaged.

Bids were received May 22, 2012. This bid has been advertised, opened and reviewed. Delivery: As Required. Terms: Net-30 Days.

The bidders were:

L.B. Consolidated Pipes & Supply ^(D)	\$ 151,870.00
Delta Municipal Supply Co., Inc. ^(D) (Partial Bid)	\$ 109,237.00
HD Supply Waterworks, Ltd. ^(D)	\$ 157,635.80
Ferguson Waterworks ^(D)	\$ 198,802.24

Funds are available in the 2012 Budget, Water Distribution/Construction Supplies and Materials (Account No. 521-2503-51340). A Pre-Bid Conference was conducted and no vendors attended. ^(D)Indicates non-local non-minority owned business. Recommend approval.

31. Truck and Tractor Tires – Annual Contract Renewal – Event No. 563. Recommend approval to renew an annual contract for truck and tractor tires to SOS Radial Tires in the amount of \$253,661.88. The truck and tractor tires will be utilized by the Vehicle Maintenance Department to replace worn or damaged tires on the City's vehicle fleet.

This bid has been advertised, opened and reviewed. Delivery: As Needed. Terms: Net-30 Days.

The bidder was:

L.B. SOS Radial Tires ^(B)	\$ 253,661.88
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Funds are available in the 2012 Budget, Internal Service Fund/Vehicle Maintenance/Vehicle Parts (Account No. 611-1130-51360). ^(B)Indicates local non-minority owned business. Recommend approval.

32. PGA Heritage of Golf Sponsorship – Savannah/Hilton Head International Airport. The Savannah Airport Commission requests approval of PGA Heritage of Golf Sponsorship for 2013 in the amount of \$28,350.00. In 2011, the Commission approved an extension of the contract to sponsor the PGA Heritage of Golf Tournament on Hilton Head Island until 2013. In support of the new sponsors, Royal Bank of Canada and Boeing, both of which have committed to the tournament thru 2016, the Airport Commission recommends continued sponsorship through the term of their commitment.

The Airport Commission has been offered a sponsorship extension at the same rate paid for the last six years. The sponsorship includes the skybox which provides an amenity to business and community leaders and stakeholders in both the Savannah and Hilton Head areas and help get the message out that Savannah/Hilton Head International is the airport of choice for the low country market area. The Airport Commission believes that the event is a perfect platform to show support for the community and to continue branding efforts to a large audience. Recommend approval.

33. Signage Replacement: Exterior Roadway – Event No. 434 – Savannah/Hilton Head International Airport. The Savannah Airport Commission requests approval of a contract with Architectural Graphics, Inc. in the amount of \$405,028.00 for the Signage Replacement: Exterior Roadway project. This project consists of, but is not limited to, furnishing all labor and materials to supply and install exterior roadway signage including foundation design, demolition, and all other items listed in the plans and specifications.

The bidders were:

L.B. Architectural Graphics, Inc. ^(D)	\$ 405,028.00
Henry, Inc. ^(D)	\$ 471,356.00

^(D)Indicates non-local non-minority owned business. Recommend approval.

34. Taxi Support Facility – Event No. 433 – Savannah/Hilton Head International Airport. The Savannah Airport Commission requests approval of a contract with Arentz General Contracting, LLC in the amount of \$187,295.00 for the Taxi Support Facility project. This project consists of, but is not limited to, furnishing all labor and materials to supply and install pre-fabricated booths with electrical, water and sewer per the plans and specifications.

The bidders were:

L.B. ^(B) Arentz General Contracting, LLC	\$ 187,295.00
^(E) Collins Construction Services, Inc.	\$ 214,700.00
^(D) First City Utilities, LLC	\$ 219,975.00
^(E) Pioneer Construction, Inc.	\$ 232,951.00

^(B)Indicates local non-minority owned business; ^(D)Indicates non-local non-minority owned business; ^(E)Indicates woman owned business. Recommend approval.

City of Savannah
 Summary of Solicitations and Responses
 For July 26, 2012 Agenda

<u>Bid Number</u>	<u>Annual Contract</u>	<u>Description</u>	<u>Local Vendor Available</u>	<u>MWBE Vendor Available</u>	<u>Total Sent</u>	<u>Sent to MWBE</u>	<u>Total Received</u>	<u>Received From MWBE</u>	<u>Estimated Award Value</u>	<u>Estimated MWBE Value</u>	<u>Low Bid Vendor Type</u>	<u>MWBE Sub</u>	<u>Vendor Type</u>
Event #123	X	Meter Boxes and Lids	Yes	Yes	40	4	4	0	\$151,870.00	0	D	0	0
Event #583	X	Traffic Controllers	Yes	Yes	121	24	11	3	\$30,495.00	0	B	0	0
Event #563	X	Truck and Tractor Tires	Yes	Yes	33	3	4	0	\$253,661.88	0	B	0	0
Event #599		Docket Repairs	Yes	No	3	0	3	0	\$29,400.00	0	B	0	0
Event #598		HVAC for City Hall	Yes	No	1	0	1	0	\$56,700.00	0	B	0	0
Event #597		Streetcar Repairs	No	No	1	0	1	0	\$27,003.00	0	D	0	0
Event #603		CommandPro Software	No	No	1	0	1	0	\$50,000.00	0	D	0	0
Event #604		Network Storage for Video Conferencing	No	No	1	0	1	0	\$68,733.00	0	D	0	0
Event #394		Gamble Building Roof Replacement	Yes	Yes	109	30	2	0	\$110,860.00	0	D	0	0
Event #433		Taxi Support Facility	Yes	Yes	48	21	4	2	\$187,295.00	0	B	0	0
Event No. 434		Signage Replacement: Exterior Roadway	Yes	Yes	57	11	2	0	\$405,028.00	0	D	0	0

Vendor(s)*

- A. Local Minority Owned Business
- B. Local Non-Minority Owned Business
- C. Non-Local Minority Owned Business
- D. Non-Local Non-Minority Owned Business
- E. Woman Owned Business
- F. Non-Local Woman Owned Business



CHATHAM COUNTY - SAVANNAH
METROPOLITAN PLANNING COMMISSION

110 EAST STATE STREET, P.O. BOX 8246, SAVANNAH GEORGIA 31412 - 8246 PHONE 912-651-1440 FACSIMILE 912-651-1480

To: City of Savannah Mayor and Aldermen

Thru: Rochelle Small-Toney, City Manager

From: Thomas L. Thomson, MPC Executive Director

Date: July 19, 2012

Issue: Reclaiming Old West Broad Street- The I-16 Exit Ramp Removal Study- Resolution of Support

As you are aware, the MPC, in partnership with the City of Savannah, Chatham County and the Coastal Region Metropolitan Planning Commission (CORE MPO), have been studying removing the exit ramps of I-16 at MLK and Montgomery Streets and restoring the traditional and historic street patterns of downtown Savannah.

The project scope includes a Civic Master Plan, Economic Strategy, Transportation Analysis, and Implementation Plan.

We have had extensive public outreach on this project with a three day charrette on February 27-29, 2010; an in-progress Open House on October 12, 2010; and just recently a culminating Open House on July 18, 2012.

Additionally, we have provided updates to City Council at three workshops: June 2, 2011, June 28, 2012, and July 11, 2012.

We are ready to move forward into the next phase of the project which will include developing the technical documents (such as the Interchange Modification Report and preliminary engineering drawings) which will be required for Georgia Department of Transportation (GDOT) and Federal Highway Administration (FHWA) approval.

A copy of the Civic Master Plan and Executive Summary is attached. We will provide Council copies of the full report by July 24, 2012. The reason for the slight delay is because we wanted to have adequate time to incorporate the public comments and information from the July 18th open house.

As we move forward with the next phase, we respectfully request that City Council show support of this project through the adoption of a Resolution of Support for the project (see attached).

Thank you in advance for consideration.

RESOLUTION OF SUPPORT
Reclaiming Old West Broad Street: I-16 Exit Ramp Removal Project

A RESOLUTION IN SUPPORT OF RECLAIMING OLD WEST BROAD STREET: I-16 EXIT RAMP REMOVAL PROJECT.

WHEREAS, the I-16 exit ramps at MLK and Montgomery Street create a physical, social, economic, and psychological barrier to the area; and

WHEREAS, removing the flyover has been recommended in multiple planning documents for the area dating back to 1998; and

WHEREAS, extensive public involvement and participation guided the development of the Civic Master Plan and Economic Strategy; and

WHEREAS, removing the flyover will restore 8.2 acres of developable land to the City, reestablish 350 linear feet of blockface to Montgomery Street, and 650 linear feet of blockface to MLK Jr. Blvd.; and

WHEREAS, a new pedestrian and bicycle-friendly street network and new public square would be created in the area; and

WHEREAS, the economic strategy includes establishing a mixed-use, mixed-income neighborhood on the newly reclaimed land, with more commercial along MLK and around the square and more residential further west; and

WHEREAS, the transportation analysis indicates that traffic flow will continue to function safely and effectively; and

WHEREAS, current cost estimates indicate the project will cost \$38 million and multiple funding sources are being pursued simultaneously; and

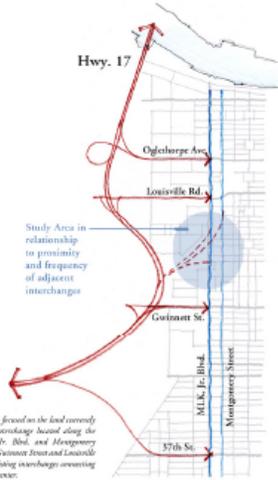
WHEREAS, the MLK Jr. Blvd. will no longer be the "edge" of downtown but incorporated into the heart of the City; and

WHEREAS, Gwinnett Street and restored Roberts Street will become the gateway entrance into downtown; and

WHEREAS, the Metropolitan Planning Commission, in partnership with the City of Savannah, is ready to move forward into the next phase of the project which will include developing the technical documents (including the Interchange Modification Report and preliminary engineering drawings) required for Georgia Department of Transportation and Federal Highway Administration approval;

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and Aldermen of the City of Savannah declare their full support for the Reclaiming Old West Broad Street: I-16 Exit Ramp Removal project.

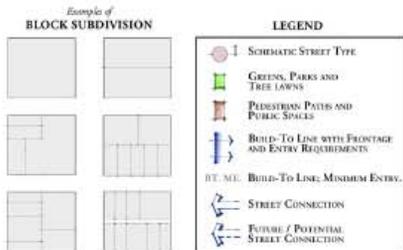
The land area occupied by the existing I-16 interchange at Martin Luther King, Jr. Blvd. was formerly home to Union Station and a vibrant mixed-use neighborhood in Savannah's west boundary. The goal of the plan is to reclaim this significant land resource and restore it as a well-connected district, integral to Savannah's city center.



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

Mixed Uses & Subdivision of Blocks

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



Adjustments and revisions to the street and block plan by the Metropolitan Planning Commission are anticipated due to final project engineering, property transfers and unforeseen environmental and regulatory conditions.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of the conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile



CIVIC MASTER PLAN

West Boundary - Interstate 16 Flyover Area

SAVANNAH GEORGIA

July 15, 2012

Block Plan

The single most important defining element of the Civic Master Plan is the street and block plan, reconnecting this large open property to the historic patterns of the City of Savannah. The street and block plan organizes the site, improves circulation, and creates small blocks to accommodate a range of uses and open spaces. It is the basis for the official mapping of streets, parks, and other public spaces that will shape the future of the public realm.

Streets and Parking

A network of interconnected streets provides circulation throughout the area. Street sections are compact with 10 foot travel lanes on most streets. Curb radii are minimized to between 6 and 12 feet. Parallel parking is provided on all streets on either one or two sides. Parallel parking is accommodated in 8 x 20-22 foot bays. Additional off-street parking may be provided in surface lots with screened edges or in structured decks. Off-street parking may not front a build-to line.

Sidewalks and Street Trees

A network of continuous sidewalks on all streets promotes connections and pedestrian-oriented development. Sidewalks are generally 5 to 6 feet in width, ranging up to 18 feet along retail frontage. Street trees are provided in tree lawns or tree wells along all streets. Tree lawns are 4 to 8 feet in width and are located between the sidewalk and the street. Regularly spaced and aligned street trees provide human scale, visual continuity, shade for pedestrians, and a barrier between moving traffic. Trees should be Live Oaks at 40 to 50 foot intervals, or other species compatible to those found in the city center.

Public Spaces

In addition to the network of high quality, pedestrian oriented streets, a number of additional public spaces have been created, including a linear park space within the historic Selma Street / Stewart Street corridor, as well as a large public square on Martin Luther King, Jr. Blvd. across from the Ralph Mark Gilbert Civil Rights Museum. The western portion of this public square is envisioned as an appropriate site for a future landmark civic building.



The 1901 Savannah Union Station was demolished in 1963 to make way for the I-16 entrance and exit ramp.

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA
 City of Savannah
 Chatham County
 Metropolitan Planning Commission
 CORE Metropolitan Planning Organization
 Savannah Development & Renewal Authority

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

Background

The I-16 exit ramp at Martin Luther King, Jr. Boulevard and Montgomery Street has long been recognized as a physical and psychological barrier to economic development, pedestrian activity and neighborhood revitalization along these corridors. While the area to the north of the flyover has thrived in recent years, the area to the south has not seen the same rate of revitalization.

The purpose of this study is to examine the feasibility of relocating and reconfiguring the entrance and exit ramps at MLK, Jr. Blvd. and Montgomery Street in order to reconnect this area with the urban core of Savannah. This will effectively extend the perceived edge of the city center further west to West Boundary Street and beyond. A number of new blocks will be created which will be pedestrian and bicycle-friendly and provide opportunities for mixed-use housing and retail.

This study builds on previous studies conducted by the SDRA in 1998, 2002, 2004 and 2009; and a 2008 GDOT study. This study is not intended to be definitive, but should be used as the basis for additional study and analysis such as preliminary engineering, and an Interchange Modification Report, which will be necessary before construction can begin on the project.

The project was managed by the Metropolitan Planning Commission with partners including Chatham County, the City of Savannah, SDRA and CORE MPO. The primary consultant for the project was Wilbur Smith Associates (now CDM Smith) and subconsultants included Sottile & Sottile, Urban Partners, Grice and Associates, McMillan and Associates, and Gilbert & Lattimore. Other key participants included Georgia DOT, Federal Highway Administration, business owners, neighborhood groups, stakeholders, and other interested parties.

History and Evolution

Savannah was founded in 1733 by James Oglethorpe with a vision of an egalitarian society. Each colonist was granted a relatively small plot of land within the city, a five acre garden lot in the area surrounding the city, and a 45 acre farm lot just beyond the garden lots. In the early days, no colonist was allowed to accumulate more than 500 acres of land. The area now known as MLK, Jr. Blvd. was originally within the garden lot area of the city. As the city continued to expand over time, it naturally expanded into the garden lots, as they were no longer necessary for their original agricultural purpose. By 1799, the city limits had expanded to Oglethorpe Avenue and in the early 1900s, the city encompassed the garden lots currently occupied by the I-16 exit ramp at MLK, Jr. Blvd.

The MLK, Jr. Blvd. (formerly West Broad Street) area developed in direct relation to the rise of the rail system. In 1833 the Central of Georgia Railroad Company was formed. In 1901, Union Station on West Broad Street was constructed and served as the transportation hub for the city. It was from this location that people or goods could travel within the city to local destinations,

to destinations reached by train throughout the United States, or to international locations via the Savannah River. This placed West Broad Street at the center of transient commercial and population destinations.

Local and national politics had an impact on West Broad Street. It was partially due to the prevailing segregation policies during the first half of the twentieth century that West Broad Street thrived as a commercial and entertainment district for the African American population in Savannah up until the 1950s.

In 1955 the West Broad Street area was targeted by the Urban Renewal Administration for two goals. The first was to improve substandard housing while the second was to increase traffic flow. Approximately 150 business owners signed a petition protesting the project location. However, it was too little too late and in 1960 the I-16 interstate project was unanimously approved. Union Station was demolished by 1963 in order to, literally, pave the way for the I-16 exit ramp.

The I-16 exit ramp on MLK, Jr. Blvd. created a physical, economic, social and psychological barrier on West Broad Street which persists to this day.

Urban Analysis and Current Conditions

This study analyzes an array of existing conditions on the corridor including street networks, historic resources, pedestrian networks, land use and zoning. The results of this analysis show a current street network that caters to high-speed automobile traffic, is hostile to pedestrians and bicyclists, and lacks connectivity in both the east-west and north-south directions. The results also show a fair number of historic resources in the immediate vicinity of the exit ramp, which speaks to the rich history of the site. The area is within the Savannah Historic District.

Public Process and Participation

There was an extensive public participation process for this study. After completing the historical research on the area, a three day charrette was held on February 17-19, 2010 in order to engage stakeholders. Over 250 people attended during the three day period with the primary purpose being to learn about the community's vision for this area. Participants were asked to break into small groups and put their ideas on paper, developing five different possible scenarios for the exit ramp removal. These ideas were further developed by the professional design team into three preliminary concepts which were presented on the last day of the charrette for additional feedback and comments.

On October 12, 2010 an open house was conducted with approximately 150 attendees. The three concepts which were developed at the February charrette were further refined and presented, in addition to a preliminary transportation analysis and economic strategy. A survey was conducted both at the open house and online for 30 days afterwards, focusing

essentially on whether the exit ramp should be removed, and if so, what concept would be preferable. Overwhelmingly, 90% of respondents felt that the exit ramps should be removed and most (55%) preferred Concept 3.

The final public meeting is scheduled for July 2012. The Preferred Concept (Concept 3) has been further detailed, the transportation analysis has been completed, the economic strategy has been refined, and an Implementation Strategy has been developed. These will be presented at the final public meeting.

In addition to public meetings, numerous individual stakeholder interviews were conducted throughout the planning process.

Civic Master Plan

The Civic Master Plan identifies a series of streets and blocks currently occupied by the existing flyover and on-ramps and develops a plan to restore larger connections between the city center, the downtown Expansion Area to the west, and surrounding neighborhoods.

More specifically, the plan removes exit ramps all the way to Gwinnett Street which will be enhanced as a primary entry into city center. It creates a new public square on MLK, Jr. Blvd. across from Civil Rights Museum, with the potential for a civic building within the square. Selma Street is expanded into an urban boulevard and a portion of historic Roberts Street is restored. This will create a neighborhood of small-scale blocks (total new land will be approximately 8.2 acres) and interconnected street pattern. The Plan restores four blocks between MLK, Jr. Blvd. and Montgomery Street, restores multiple active street frontages to MLK, Jr. Blvd., reconnects multiple streets across the MLK, Jr. Blvd./Montgomery Street Corridor, and provides multiple north/south connections.

Economic Analysis

The Economic Analysis includes assessing the potential for redevelopment of properties that could be made available through the demolition of the current I-16 exit ramp. Based on stakeholder feedback as well as City Council priorities, the new parcels will be developed to ensure mixed-use development to include mixed-income housing. More commercial uses would be accommodated along MLK, Jr. Blvd. and Montgomery Street, as well as around a new public square, and more residential would be located within the interior of the area, further west of MLK, Jr. Blvd.

Additionally, the study includes alternative development scenarios as determined through stakeholder meetings and charrettes; detailing potential phasing approaches to the development of these sites; and economic feasibility analyses of each major alternative for the study area.

EXECUTIVE SUMMARY
Reclaiming Old West Broad Street

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

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

Transportation Analysis

The Transportation Analysis includes the development and evaluation of different scenarios for the extension of the existing grid pattern, analysis of traffic redistribution and road realignments in the study area and the larger surrounding context.

The Analysis was a two part process. The first part was a Systems Level Analysis which examined the functionality of the roadways under a "no build" scenario predicted to 2035. This was compared with the Preferred Concept scenario in 2035. The results indicate that with both scenarios, there are opportunities for more efficient traffic flow.

The second part of the Transportation Analysis involved Synchro analysis, one of the leading traffic analysis applications, a microscopic signal analysis and optimization software application. It was conducted in order to better understand the impacts of potential traffic shifts on key intersections in the study area. The results of this analysis suggest that it would be potentially feasible from a traffic operations perspective to replace the current terminus of I-16 with the Preferred Concept, and return Montgomery Street to two-way operation. It is recommended that the project be carried on to the next phase, which will include a full interchange modification report (IMR). During the IMR, a detailed project level traffic analysis will be required to meet state and federal requirements.

Implementation Plan

The Implementation Plan outlines the steps necessary to implement the Civic Master Plan and includes potential funding options. The approximate cost of implementing the Preferred Concept is \$37,200,000 which does not include right-of-way costs.

Funding opportunities and eligibility will be dependent on the type, or category, of work completed.

The categories include:

- Infrastructure
- Development
- Special Consideration
- Maintenance and Operations (M&O).

The following are potential funding mechanisms that have various degrees of application or opportunity for funding for the I-16 Exit Ramp Removal Project.

- Community Improvement Districts (CIDs)
- Federal Sources and Grants
- Impact Fees
- Special Purpose Local Options Sales Tax (SPLOST)
- Special Service Districts (SSDs)

- Tax Increment Financing/Tax Allocation Districts (TIF/TAD)
- Transportation Investment Act (TIA) (Also known as TSPLOST)

Short Term Funding Strategy

The short term funding strategy centers on utilizing available funding resources to advance the planning of the project. By placing the project in the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), the project will have access to formula and discretionary grants to use for transportation planning and implementation of the federal-aid highway system.

Long Term Funding Strategy

Whereas the short term strategy is to advance the project as expeditiously as possible with available funding, the long term strategy anticipates ensuring access to funding along five tracks:

- Regular Federal Transportation Funding Track
- Transportation Investment Act Sales Tax (TSPLOST)
- Other Federal Grants
- Local Sources
- Private Investment

Multiple funding sources will have to be utilized to fund all elements of the project. It is recommended that the funding strategies outlined here be aggressively pursued simultaneously to help ensure the security of project funding.

Implementation Strategy

The section outlines the steps necessary to remove the I-16 exit ramps and implement the Civic Master Plan for the study area. It outlines the sequential steps and timeframe associated with each action.

The implementation plan includes four distinct segments:

- Planning Phase
- Required Documentation and Approval Phase
- Infrastructure Phase
- Development Phase

While these phases will be discussed individually, they may overlap both in scope and timeframe.

1. Planning Phase

The planning phase is currently underway and will be a background element throughout the project. To date, the planning phase has explored the feasibility of the project, developed different concepts, and refined the preferred concept. It has included extensive public involvement and garnering stakeholder and political support. This phase has also included

identifying funding sources, developing economic strategies and goals, and writing the scope of work for the next phase.

2. Required Documentation and Approval Phase

The next phase of the project will include elements of the project required by state or federal law. This phase will include a more detailed traffic study and producing reports and engineering documents required for GDOT and FHWA approval.

3. Infrastructure Phase

The infrastructure phase involves, engineering, the implementation of the Maintenance of Traffic plan, demolition of the existing flyover, construction of new street and sidewalk networks, improvements to existing streets and sidewalks, and installation of all necessary utilities for development. It is likely that the City of Savannah would be the project manager. It is anticipated that this phase will be complete by 2018, subject to available funding.

4. Development Phase

The development phase involves refining the development plan to identify and recruit investors and businesses to the area. Certain plans and codes may need to be updated to reflect the goals of the project. This phase also includes identifying and recruiting partners to implement the specific housing goals.

It is possible that the Civic Master Plan could be fully implemented by 2022, subject to available funding.

Conclusion

The social and economic benefits of the I-16 exit ramp removal will be significant. Highlights include: reclaiming more than eight acres of developable land, 650 linear feet fronting MLK, Jr. Blvd., and 350 linear feet fronting Montgomery Street; reclaiming MLK, Jr. Blvd. (Old West Broad Street) as a major economic mixed-use corridor, reinventing it as a gateway to the city instead of as the edge of downtown; establishing additional connectivity between the city center and west Savannah neighborhoods and to the potential civic center development; creating the opportunity to restore Montgomery Street to two-way; improving traffic flow with a new street grid; providing economic opportunities in the newly created city-owned land; bringing more people to the area which will in turn create a larger marketplace (the population may double or triple); and finally laying the groundwork for expansion of the streetcar system.

This study establishes the framework which will guide future, more detailed studies such as the preliminary engineering and the Interchange Modification Report. It successfully captures the vision of the community for the potential redevelopment of this area, reclaiming the neighborhood surrounding Old West Broad Street.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

EXECUTIVE SUMMARY

Reclaiming Old West Broad Street



Community Garden - Policy and User Agreement

PURPOSE

The City of Savannah recognizes **community gardens** as valuable recreational and educational activities that can contribute to community development, environmental awareness, positive social interaction and community education. The City will collaborate with interested groups in assisting with the development of community gardens on City-owned property.

DEFINITIONS:

- A "Community Garden" is defined as a single piece of land gardened collectively by way of designated plots. Each plot is cared for by an individual or shared by a group of people; to grow vegetables, fruits, and flowers for personal use and/or for donation.
- A "Qualifying Entity" is defined as a neighborhood resident, a public or private group of individuals or a nonprofit organization.
- "Suitable Lots" are defined as City-owned property that are surplus to the current needs of the City and are found to be environmentally safe, clear of debris and hazardous materials, within an appropriate zoning area, and found to be appropriate for the surrounding neighborhood.
- "Farmer of Record" is defined as the primary contact for an individual plot.
- A "FEMA Lot" is defined as a property that was purchased by the City of Savannah, as part of a flood mitigation grant program administered by the Federal Emergency Management Agency (FEMA).

ORGANIZATION RESPONSIBILITIES:

An approved Community Garden must be administered by a Qualified Entity represented by a Farmer of Record who shall be the point of contact for the Qualified Entity and Community Garden. A Qualified Entity, through its Farmer of Record, will submit an application for a Community Garden, a copy of which is attached, and if approved, the Qualified Entity will enter into a User Agreement with the City, setting forth the rights and responsibilities of the Qualified Entity respecting the Community Garden.

(Name of Organization)

(Authorized Representative of Organization, Print)

(Position/ Title)

(Authorized Representative of Organization, Signature)

(Date)

(This section to be used by City of Savannah only)

Approved: _____ Not Approved: _____ Date: _____



Community Gardens - FEMA Lot Guidelines/ Restrictions

A "FEMA Lot" is defined as a property that was purchased by the City of Savannah, as part of a flood mitigation grant program administered by the Federal Emergency Management Agency (FEMA). As such, certain restrictions are placed on the use of property. All plans relating to a FEMA lot will require approval on a case-by-case basis by the local FEMA administrator, prior to any construction. The property is to be used in a way to maintain open space in perpetuity in order to protect and preserve natural floodplain values.

ACCORDING TO FEMA'S TERMS AND CONDITIONS IN REGARDS TO THE PROPERTIES:

- The Property shall be dedicated and maintained in perpetuity as open space for the conservation of natural floodplain functions: parks for outdoor recreational activities; wetlands management; nature reserves; cultivation; grazing; camping; and other uses consistent with FEMA guidance for open space acquisition.
- No new structures or improvements shall be erected on the Property other than a public facility that is open on all sides that is compatible with open space and conserves the natural function of the floodplain.
- FEMA shall have the right to enter upon the Property, at reasonable times and with reasonable notice, for the purpose of inspecting the Property to ensure compliance with the terms.

AS SUCH:

1. We acknowledge that this land may have flooded in the past and that it may do so in the future;
2. No structure, walkway or other alteration, permanent or temporary, will be constructed or erected on the lot without the prior knowledge and written permission of the City of Savannah and the Federal Emergency Management Agency;
3. Parking, repair work or other similar use of the land is strictly prohibited;
4. No fence which would prohibit 24 hour access by the City of Savannah will be permitted;
5. The land shall not be used for any commercial purpose. Occasional fund raising events may be permitted with the prior approval of the City of Savannah; and
6. Upon expiration or termination of the contract, the property shall be restored back to its original state.
7. We will submit a plan for use of the property prior to any construction or cultivation, knowing that the property-use must be approved by the local FEMA administrator.

1. Initial application

- a. Applicant shall provide a Community Garden - Application for Use.
- b. Applicant shall provide a letter of intent.

2. Policy and User Agreement:

- a. Qualifying entity shall provide documentation of neighborhood support by providing a signed letter of approval from the appropriate neighborhood association and a signed letter from the abutting property owner's consent of the use of the land for a community garden. If a neighborhood association does not exist, a signed letter from neighbors within 100' ft. of the property must be provided.
- b. Qualifying entity shall provide a drawing of the proposed layout of the gardens that includes the layout of the plots (raised beds), water tap locations, fences, existing trees and roadways. Garden boundaries must meet the setbacks according to the proper zoning of the property. This site plan must be approved by the City of Savannah prior to development.
- c. Qualifying entity shall provide a proposed building materials list to include products intended for the design of the raised beds and fencing.
- d. Qualifying entity shall provide a schedule of proposed fees to be collected from individuals wishing to use a plot. All fees must be pre-approved by the City.
 - i. Allotment fees are intended to cover garden costs and improvements only, and shall not exceed the amount necessary to cover the normal operating costs of the garden.
 - ii. Records of fees collected and expenditures related to the garden shall be maintained in a centralized location and available at the City's request.
- e. Qualifying entity shall sign a user's agreement which will serve as the binding agreement for the use and maintenance of the garden.

3. During Subsequent Growing Seasons

Qualifying entity shall be responsible for all garden activities including maintenance and upkeep of garden grounds, collection of allotment fees, and payment of water & electric charges if applicable.

GUIDELINES FOR USE:

- 1. **FEMA Lots:** Certain restrictions are placed on the use of property that was purchased by the City of Savannah under the FEMA flood mitigation grant, above and beyond the guidelines listed below. All plans relating to a FEMA lot will require approval on a case-by-case basis by the local FEMA administrator, prior to any construction.

2. **Terms:** The initial term of user agreement will be clearly defined with a start and ending date but not less than two years. The user agreement may be renewed annually for additional terms at the discretion of the City.
3. **Limits of Agricultural Use:** The garden area shall be limited to growth of vegetables, fruits and flowers. Planting of trees will be allowed only in containers. The garden shall not be used for any type of livestock or poultry.
4. **Chemicals:** The use of insecticides, herbicides and synthetic fertilizers is strictly prohibited. Only natural organic methods and products shall be used for the treatment of nuisances and to provide plant and soil nutrition. The Qualifying Entity is encouraged to reference the Environmental Protection Agency's National Organic Program.
5. **Plots:** Plots will be assigned to an individual or a group. Each plot can be shared by as many people as desired, with one person being designated as the plots' "farmer of record".
6. **Sale of Products:** Sale of products is prohibited; products grown are for personal use by the members of the garden or for donation only.
7. **Means of Planting:** Raised Beds with suitable commercial grade fabric barrier lying at the base and lower sides, to prevent disturbance of native soils and to protect new soils from contaminants. New soil should be brought to the site that is suitable for planting edible vegetation. No tilling of existing ground is allowed.
8. **Water Source:** In most cases potable water will be available on or in close proximity to the site. It is the qualifying entities responsibility to establish an account with the City of Savannah Water and Sewer Department and pay usage fees.
9. **Mechanical Equipment:** Mechanical equipment is limited to residential grade, restricted to use between sunrise and sunset, and must adhere to the Savannah Code of Ordinances, regarding noise control. No equipment shall be stored on-site.
10. **Trash:** No trash or debris shall be left on site at any time.
11. **Accessory structures:** No accessory structures are permitted, i.e. storage sheds, greenhouses, etc...
12. **Composting:** No composting activity will be allowed on-site without a pre-approved composting plan. Only one (1) composting area will be allowed on-site. Composting materials are generated from the site only, and outside materials will not be brought in.
13. **Fencing:** Fencing will be approved by the City of Savannah prior to construction, on a site-by-site basis. Fencing is meant to provide a visual delineation of the garden lot from the right-of-way and is not intended to provide security.
14. **Signage:** A decorative sign, meeting local zoning codes for the neighborhood and/or district, and no larger than 18"h x 24"w may be hung at the front of the garden to display

the name of the garden and associated entity. A laminated document 8.5" x 11" showing the Qualifying entity's contact information, including the primary and alternate contacts, along with the rules and guidelines for the garden will be posted within the garden boundaries, at a readable height.

15. **Boundaries:** Garden areas shall not encroach onto adjacent properties. The cultivated areas will meet the required setback(s) for the zoning district in which the garden is located.
16. **Maintenance:** The property shall be maintained free of high grass and weeds in accordance with the City of Savannah's Property Maintenance Ordinance. Dead garden plants shall be removed regularly. Rotting fruits and vegetables shall be collected from garden areas and properly disposed of offsite or in compost area.
17. **Miscellaneous Improvements:** Benches and trellises and will be permitted on site as miscellaneous improvements. Decorative ornamentation will be restricted to placement within an individual's plot. Items within the garden will be limited in height and will not block clear site lines into the garden from the right-of-way(s).
18. **Operating Hours:** Operating hours for community garden activities shall be restricted between sunrise and sunset, 7 days a week.
19. **Insurance/ Waivers:** While the City of Savannah does not require the qualifying entity to have liability insurance in order to utilize City-owned property for community gardening, the City encourages the qualifying entity to pursue waivers and/or insurance to provide adequate protection from liability involving individual plot farmers.
20. **Lighting:** No overhead lighting shall be permitted on site.
21. **Parking:** No parking will be permitted on the site.
22. **Existing Trees:** Removing or cutting of existing trees is strictly prohibited, unless otherwise approved by the City of Savannah.
23. **Fundraising:** Qualifying entities are free to undertake fundraising activities in order to build community support and resources to defray costs associated with operating a community garden. However, any fundraising activities involving use of the actual property must be pre-approved by the City of Savannah.
24. **Access:** The City of Savannah must have 24 hour access to the property.
25. **Exceptions:** Any use condition for a Community Garden may be modified by Special Exception upon approval by the City of Savannah.
26. **Termination of Agreement:** Should the City determine that the lot is not being used for its intended purpose or that it is not being maintained, this agreement shall terminate within two (2) weeks of a written notice from the City of Savannah. The qualifying entity has the right to terminate the agreement by submitting a two (2) week written notice to the City of Savannah. At termination of the agreement, the qualifying entity must return the site to its pre-garden condition.

27. Other Provisions Specific to this Site: Individual lots may have conditions not addressed in this policy. If deemed necessary, an attachment will be included as part of this policy, listing other provision(s) specific to the site and will be considered part of the agreement.

BY SIGNING BELOW, I AGREE THAT I have read and understand the City of Savannah's "Community Garden Policy and User Agreement"; accept the terms of the policy as set forth in the agreement; understand that the agreement is non-transferrable; agree to carry out the above functions with due care.

I further agree to indemnify the City of Savannah against any and all losses and liability arising out of the qualifying entity's actions and use of the requested property.

(Name of Organization)

(Address of Organization)

(Phone #)

(Authorized Representative of Organization, Print) (Position/ Title)

(Authorized Representative of Organization, Signature) (Date)

ATTACHMENTS:

- FEMA lot guidelines/ restrictions
- Other provisions specific to this site

(This section to be used by City of Savannah only)

Approved: _____ Not Approved: _____ Date: _____

Signed by City of Savannah Staff: _____

Start of Agreement Date: _____

End of Agreement Date: _____

Date of First Site Visit by City Staff: _____

Additional Notes:

Surplus Property: 114-116 East 39th Street



Subject Property North View



Eastwardly Direction from Subject Property



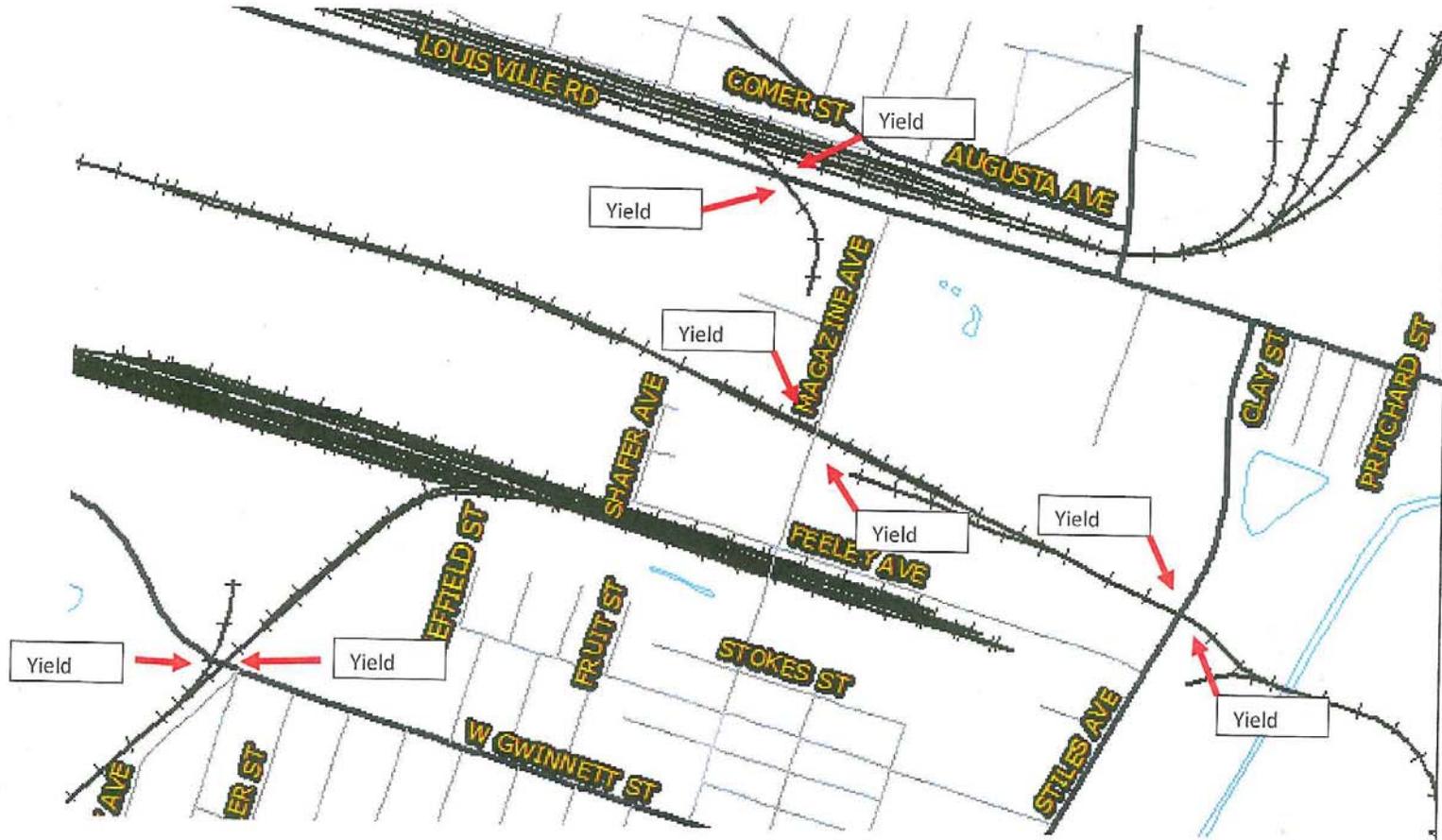
Southwardly Direction from Subject Property



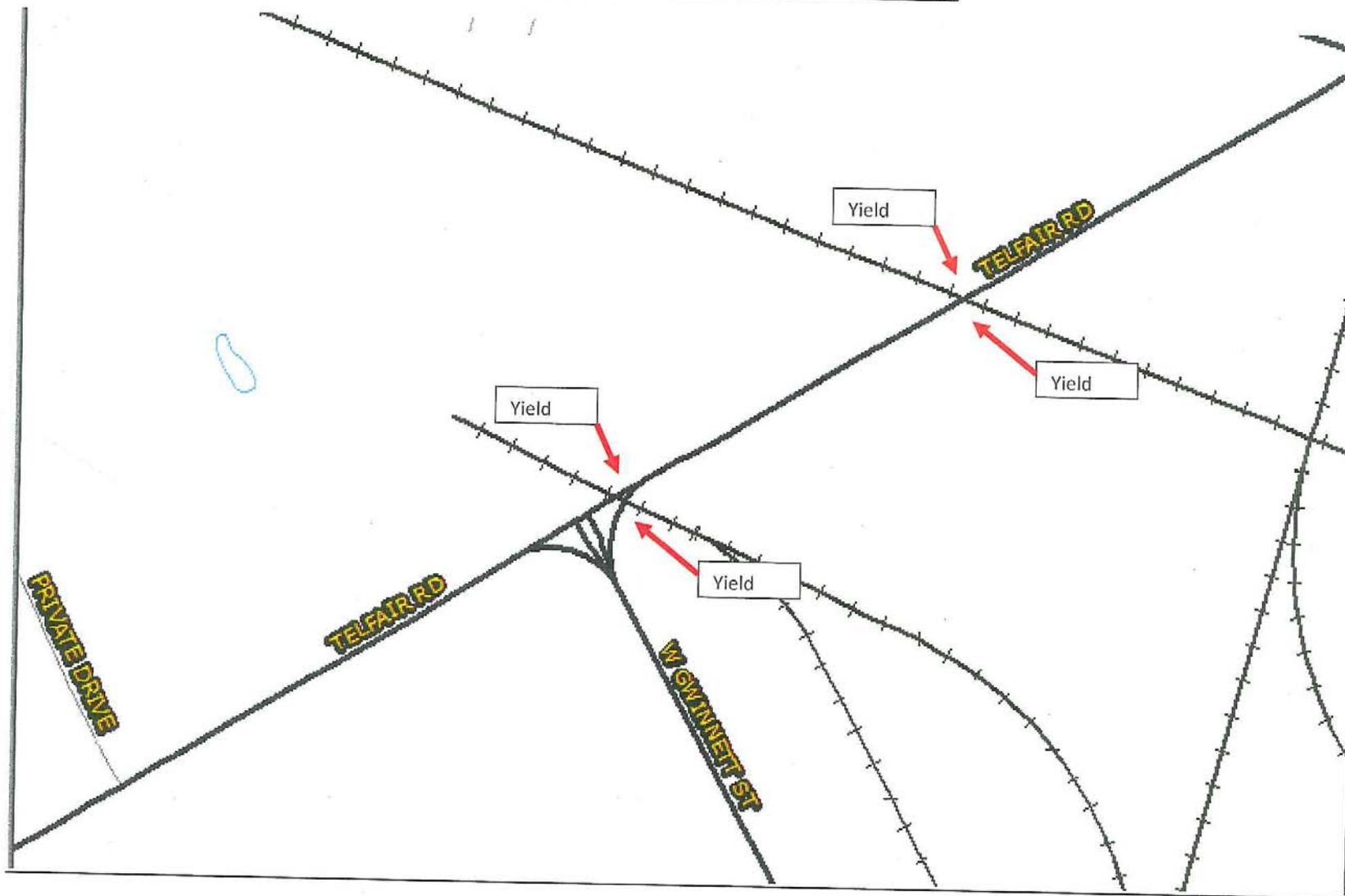
Westward Direction from Subject Property



- Gwinnett at Georgia Central Railroad
- Louisville Road at Norfolk Southern Railroad
- Magazine at Norfolk Southern Railroad
- Stiles Avenue at the Norfolk Southern Railroad

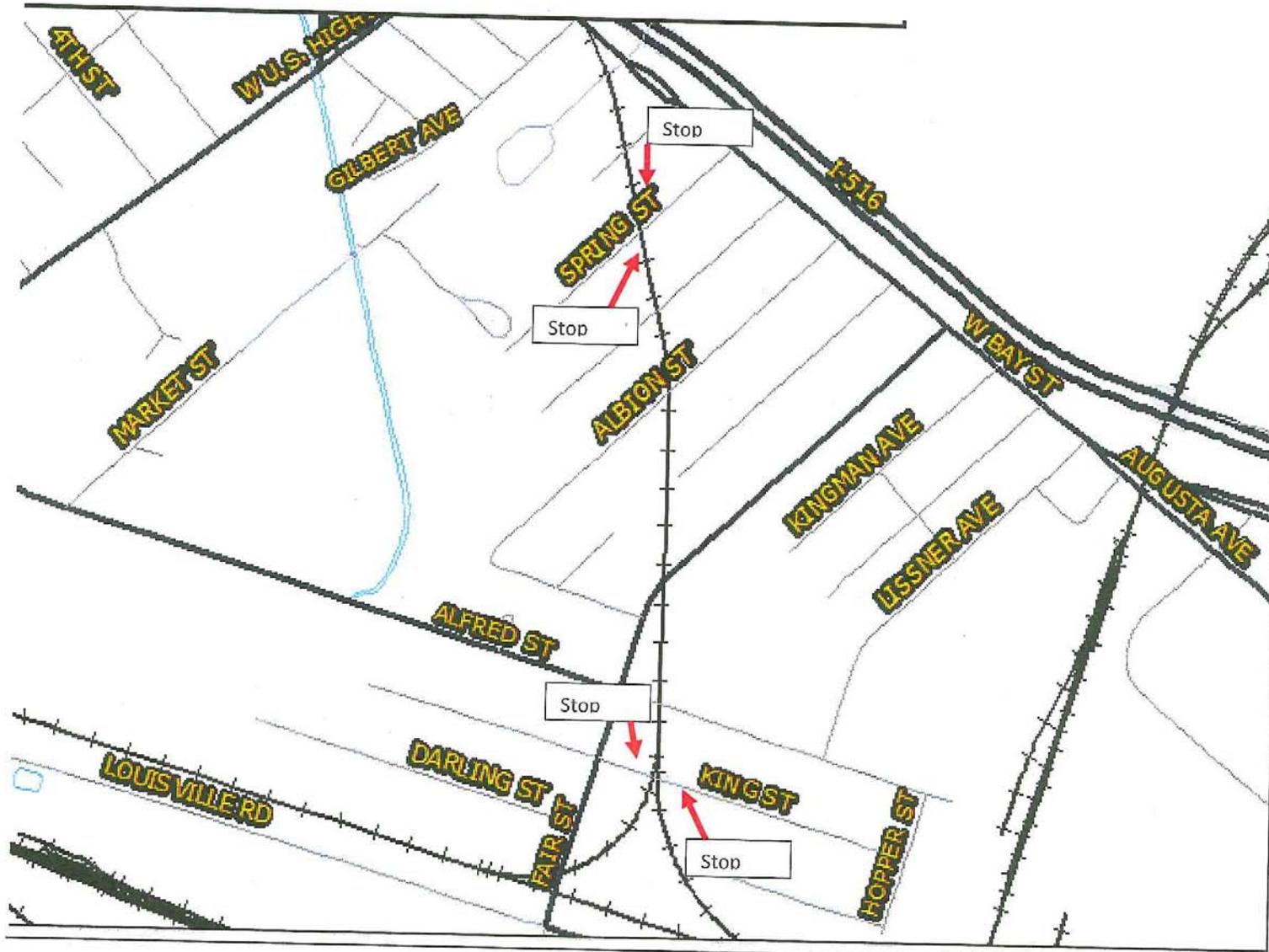


Telfair Road at the Norfolk Southern Railroad
Louisville Road and the Nexeo Solutions Railroad



King Street at the Norfolk Southern Railroad

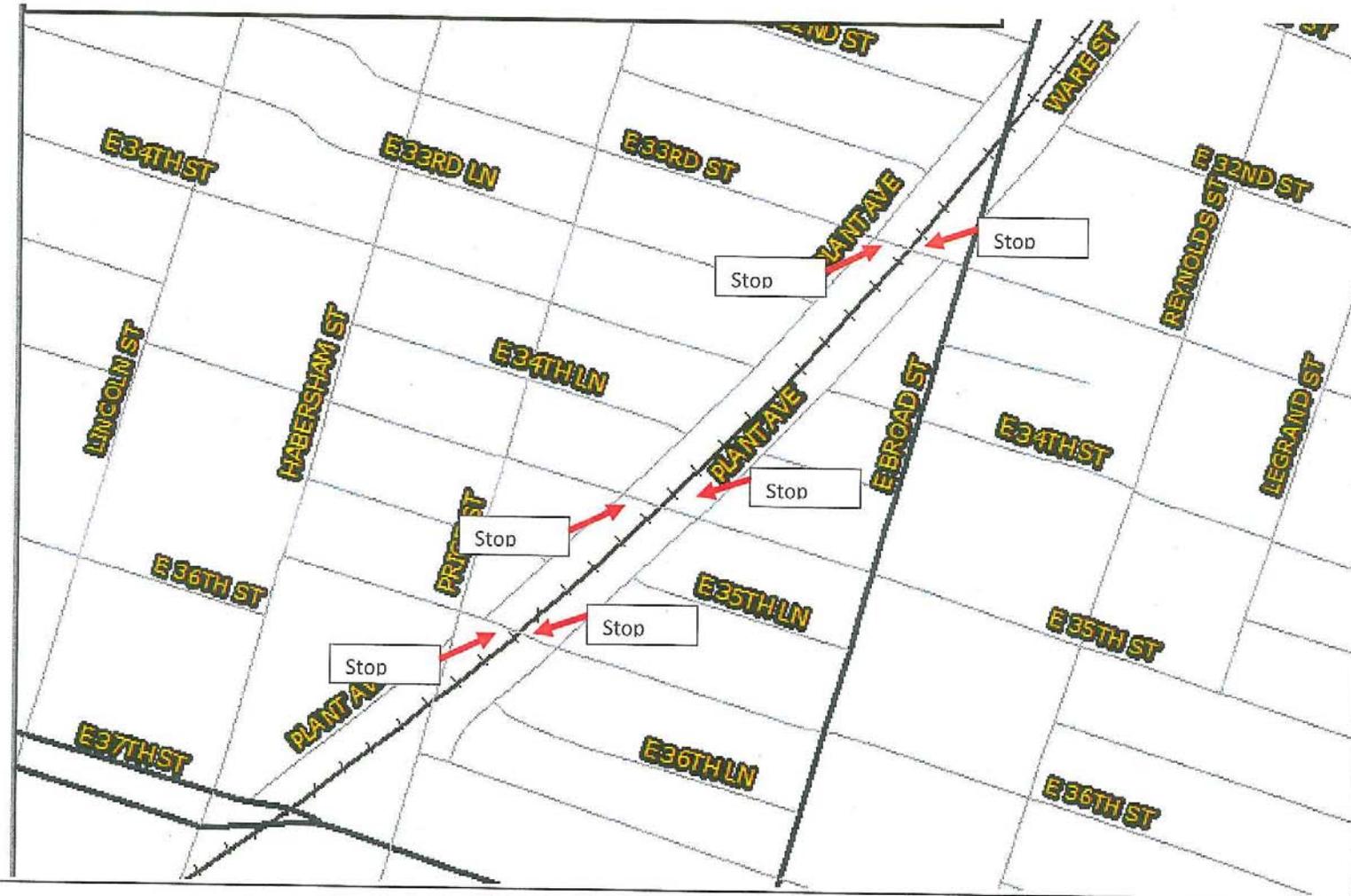
Spring Street and the Norfolk Southern Railroad



East 33rd Street and the Rail Link Railroad

East 35th Street and the Rail Link Railroad

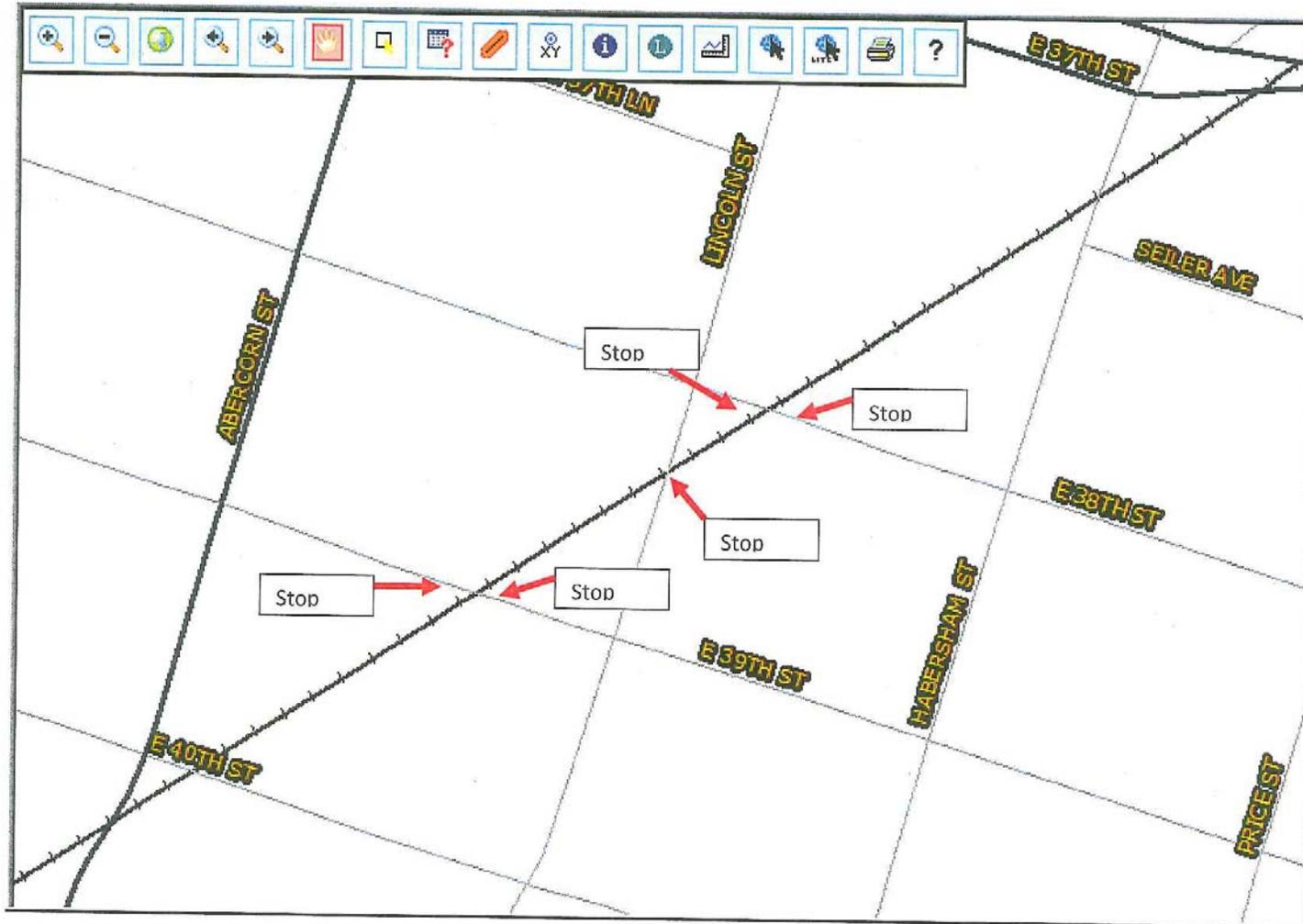
East 36th Street and the Rail Link Railroad



East 38th Street and the Rail Link Railroad

East 39th Street and the Rail Link Railroad

Lincoln Street and the Rail Link Railroad



East Bolton Street at the Rail Link Railroad

Park Avenue and the Rail Link Railroad

East Waldburg Street and the Rail Link Railroad

