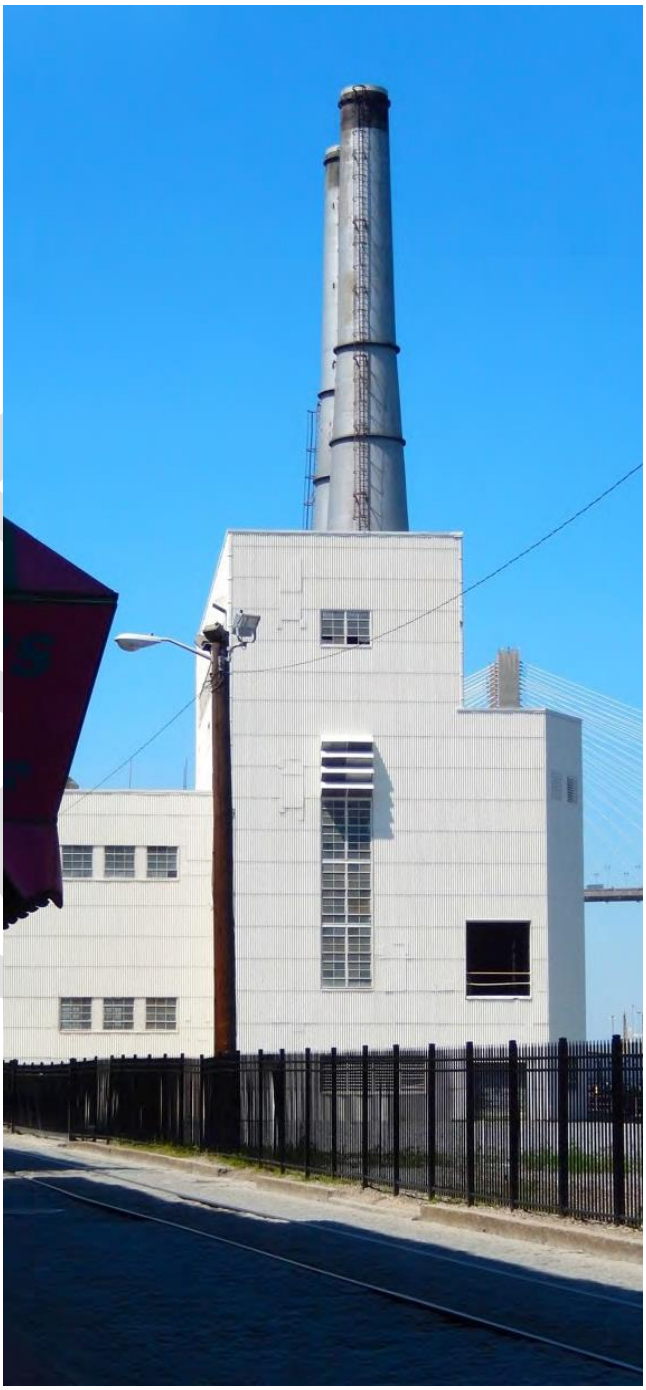
WEST DOWNTOWN URBAN REDEVELOPMENT PLAN

For Public Review until December 10, 2015



Prepared for

The Mayor and Aldermen
City of Savannah

Presented

December 2015

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EXECUTIVE SUMMARY

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

Acknowledging the need for redevelopment tools to aid local governments to address the conditions of urban blight and create job opportunities, the Georgia General Assembly adopted The Urban Redevelopment Act. Under the act, local governments must confirm the blight within a defined area and complete an Urban Redevelopment Plan to become authorized to exercise certain powers and offer certain private development incentives not available otherwise. This document will provide the necessary findings to enable the City of Savannah to seek approval of necessary designations. While the subject of this plan focuses on the West Downtown area in Savannah, a mix of primarily industrial and commercial redevelopment opportunity on the western fringe of the National Landmark Historic District, the City may amend the plan and add other qualified areas in the future.

Urban Redevelopment Area Boundary

Chatham County/City of Savannah includes 22 "Less Developed Census Tracts" (LDCT), a classification by the Georgia Department of Community Affairs to target distressed areas and pockets of poverty. Qualifying a Census tract for this notoriety follows a formula of poverty and unemployment rates. While any or all of these 22 LDCTs may be the subject of future Urban Redevelopment Plans, this document focuses on the West Downtown Urban Redevelopment Area.

The redevelopment area consists of two segments (for presentation purposes only because of the distinction of uses). The North Segment extends from the area north of Bay Street to the Savannah River and between Jefferson Street on the east and the Springfield/S&O Canal on the west. It includes part of Census Tract 1/Block Group 1 and Census Tract 3/Block Group 1. The South Segment extends south of Bay Street to Oglethorpe Avenue and between Martin Luther King, Jr. Boulevard on the east and the Springfield/S&O Canal on the west. It includes part of Census Tract 1/Block Group 1.

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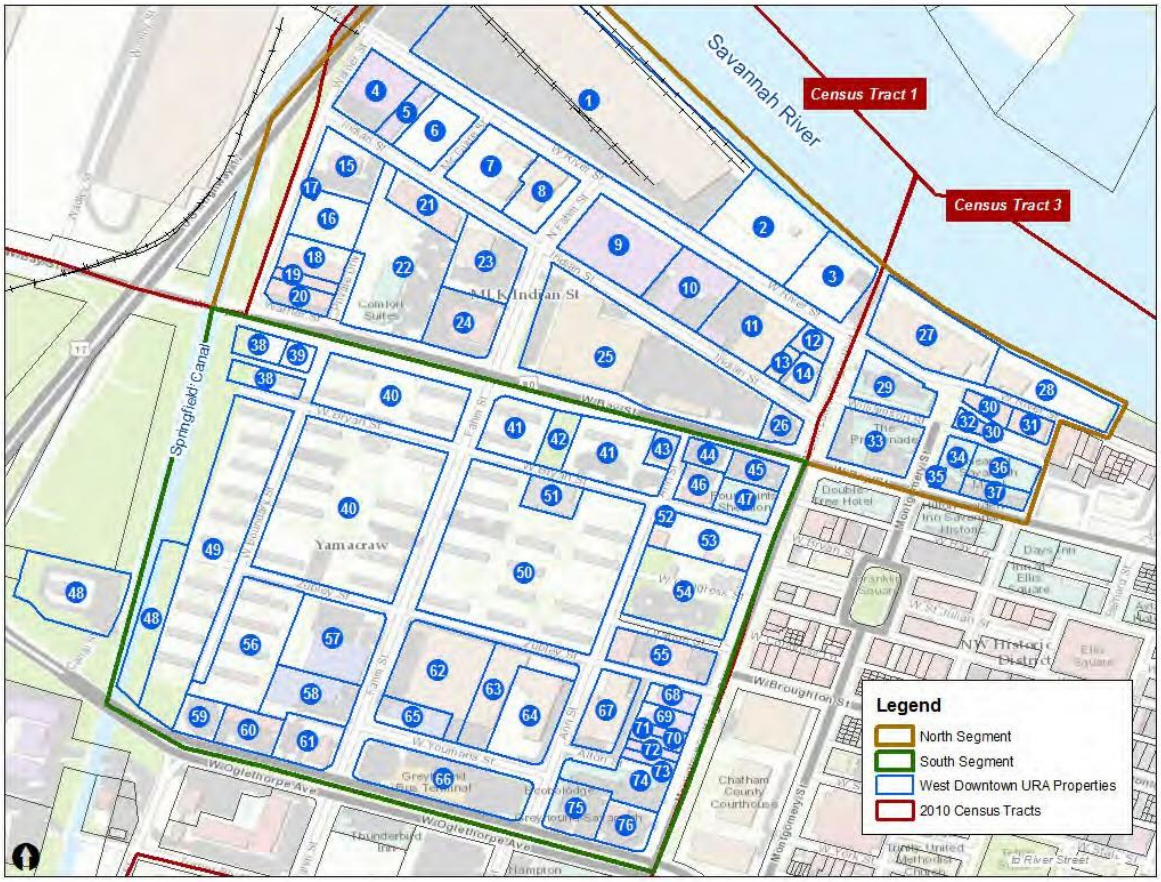

The West Downtown Urban Redevelopment Area includes parts of Census Tract 1, 3

(Larger map provided as Appendix 1 in the Appendices)

Why this area? While small in size compared to most redevelopment areas, the West Downtown Urban Redevelopment Area presents two compelling factors. First, the redevelopment area is comprised of parts of Census Tract 1—with a poverty rate of 91.9%, among the highest rates in Georgia. The startling demographic profile of the South Segment, attributed largely to clustered public housing (Yamacraw Village), identifies an opportunistic workforce in need of jobs, which complements the employment needs for promising commercial redevelopment across the street in the North Segment.

Second, the West Downtown Urban Redevelopment Area offers an opportunity to help transform the North Segment—dotted with abandoned industrial properties, some underdeveloped and obsolete commercial properties into an upscale commercial destination for visitors and residents and transform the area into a vibrant neighborhood on par with other comparable locations just blocks away in downtown Savannah. While some plans for hospitality and other commercial development continue to emerge in the North Segment, future development to realize full potential throughout the redevelopment area remains a patchwork of developed and underdeveloped properties. However, not all properties in the

redevelopment area can be classified as blighted or obsolete. The best of the properties are productive and in good condition; the worst of the properties need attention and represent construction and investment challenges (i.e., transform from industrial to commercial use, underdeveloped commercial and underdeveloped clustered public housing tracts). Together the good and bad represent a development opportunity to create a new destination and promote vitality in this mixed-use neighborhood in Savannah. The *West Downtown Urban Redevelopment Plan* focuses on parcels in need of attention, but the best of the properties should not be affected by the implementation of strategies and would benefit by the improvement of adjacent parcels and job creation.

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

The *West Downtown Urban Redevelopment Plan* also remains consistent with the City of Savannah's Martin Luther King, Jr. Boulevard & Montgomery Street Revitalization Report (1998) and the adopted MLK, Jr. Boulevard and Montgomery Street Corridor Urban Redevelopment Plan (2002). While the 1998 report also touched on the strategic importance of the "Downtown Crossroads" (i.e., approximately same area as West Downtown Urban Redevelopment Area), the 2002 Urban Redevelopment Plan placed the geographical focus along MLK and Montgomery Street from Jones Street to North 52nd Street. It should be noted that the 2002 urban redevelopment area and approved urban redevelopment plan are situated about one-half mile away from south boundary of the *West Downtown Urban Redevelopment Plan*.

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

Summary of Findings

While adjoining Census tracts separated by Dr. Martin Luther King, Jr. Boulevard, Census Tract 1 and Census Tract 3 are a study in contrast. Census Tract 3 comprises the northern half of the Landmark Historic District, among the nation's largest urban historic districts. Its demographic data reflect the economic vibrancy of its residents and businesses. Notwithstanding a poverty rate of 19.4%, Census Tract 3's economic profile significantly

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exceeds similar data for the City of Savannah and Chatham County. Census Tract 3's key data show an unemployment rate of 8.4% and per capita income of $35,930 (Census Bureau 2009-2013 American Community Survey 5-Year Estimates).

In comparison, Census Tract 1's economic data (identified as a LDCT by Georgia Department of Community Affairs) rank it among the five worst Census tracts in the state. Within its labor force, Census Tract 1 has an unemployment rate of 38.1%, while 76.4% of the tract's population is *Not in the Labor Force* (i.e. not looking for employment). The true indicators of a 91.9% poverty rate, per capita income of $1,992 and mean household income of $5,530 illustrate Census Tract 1's economic distress (Census Bureau 2009- 2013 American Community Survey 5-Year Estimates). The West Downtown Urban Redevelopment Area encompasses Block Group 1 of Census Tract 1 and Block Group 1 of Census Tract 3. Census Tract 1/Block Group 1's poverty rate totals 91.9%, while Census Tract 3/Block Group 1 totals 20.8% (Census Bureau 2009-2013 American Community Survey 5-Year Estimates). Improving the economic outlook of Census Tract 1 can be tied to the redevelopment opportunity of the West Downtown Urban Redevelopment Area.

COMPARISON OF KEY ECONOMIC INDICATORS

	County	City	CT1	CT3
Population—Total	271,102	139,620	1,856	1,805
Population >16	216,467	112,140	1,246	1,763
Poverty rate	19.1%	26.0%	91.9%	19.4%
Unemployment	6.0%	7.2%	38.1%	8.4%
Not in Labor Force >16	37.7%	39.6%	76.4%	44.2%
Median HH Income	$45,794	$36,198	$3,411	$54,940
Mean HH Income	$62,966	$52,099	$5,530	$85,052
Per Capita Income	$25,093	$19,900	$1,992	$35,930

Source: Census Bureau, 2009-2013 American Community Survey 5-Year Estimates

Today, the redevelopment area remains a patchwork of parcels in varying conditions, but as an area or district, few are developed to their highest and best use. During the past 20 years, the redevelopment area's North Segment benefitted from three new construction projects (hotel, apartment complex, retail), while the South Segment benefitted from three new construction improvements (one retail, two hotels), which helped to infuse some economic recovery. In addition, plans are underway for hotel development on the periphery in Census Tract 3 on Martin Luther King, Jr. Boulevard, also the eastern boundary of

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Census Tract 1.

Yet, chances are slim that market forces alone could overhaul the entire area to its full potential despite its waterfront location and adjacency to the Landmark Historic District. Many of the properties meet the criteria under the Georgia Code for classification as blight due to underdevelopment, obsolescence, inadequate pedestrian accessways and structures or buildings of relatively low value as compared to the value of structures or buildings in the vicinity. Consider the following:

- ✓ Of the 72 total parcels (5 parcels are combined into one for the recently-developed apartment complex), 30 parcels suffer from vacancy, underutilization and/or obsolescence. This represents 42% of the parcels. Of the 11 vacant buildings, vacancy in 10 of them date from two to eight years.
- ✓ 18 parcels suffer from underutilization or vacancy. In terms of land use, they represent 571,632 SF, or 16% of the available land.
- ✓ 18 parcels suffer from obsolescence (50% or higher depreciation rate of physical property). In terms of land use, they represent 705,857 SF, or 19.8% of the available land.
- ✓ 61 of the properties are situated within Census Tract 1/Census Block Group 1 with a 91.8% poverty rate; 11 of the properties are situated within Census Tract 3/ Census Block Group 1 with a 20.8% poverty rate, which adjoins Census Tract 1/Census Block Group 1.

The goal remains to transform the western area on the fringe of the Landmark Historic District into a mixed-use destination for visitors and residents with vibrant compatible commercial and residential uses but also to create employment opportunities for residents who live in poverty across Bay Street.

Closing Summary

In summary, the *West Downtown Urban Redevelopment Plan* presents the following goals:

- ✓ Transform abandoned industrial plants, some underdeveloped and obsolete commercial properties and clustered public housing areas, into a vibrant commercial and residential neighborhood as an extension of downtown Savannah on par with other comparable nearby locations, and continue the goals espoused in the Martin Luther King, Jr., Boulevard & Montgomery Street Revitalization Report (1998).
- ✓ Utilize public and private partnerships to redevelop the subject redevelopment area and create new employment opportunities, especially for residents of Census Tract 1, to help reduce the 91.9% poverty rate.

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- ✓ Fund through incremental new public revenues improved infrastructure, including pedestrian accessways, streetscape, lighting, utility improvements and other public amenities, to complement the private investment and show public confidence that this partnership will create better mixed-use neighborhoods. The public infrastructure improvements will also provide connectivity to the National Landmark Historic District and especially to River Street, a main draw for tourism.
- ✓ Meet all requirements to enable the City of Savannah to apply to the Georgia Department of Community Affairs for designation of an Opportunity Zone. The Georgia Department of Community Affairs considers designation of an Opportunity Zone within or adjacent to a Census Block Group with 15% or greater poverty where an Urban Redevelopment Plan exists. Within the West Downtown Urban Redevelopment Area, Census Block 1/Block Group 1's poverty rate totals 91.9% and adjoins Census Block 3/Block Group1 with a 20.8% poverty rate.
- ✓ Besides incentives authorized under the Georgia Urban Redevelopment Act, provide other local incentives to encourage private investment for parcels suffering from blight, underutilization, obsolescence and underdevelopment; and bring consistency to the patchwork of development opportunity to create a new area of commercial development that would also benefit investment opportunity in clustered public housing tracts nearby.

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1. INTRODUCTION

1.1 History and Background—Savannah

When King George II in April 1732 granted a charter for Georgia (his namesake), the annals of history began for the 13th and last of England's colonies in America. Ten months later, Savannah became Georgia's first settlement in 1733. Under the leadership of James Edward Oglethorpe, 35 families sailed on a mission to a land of promise for a fresh start for the working poor, farm the land, create a buffer between Spanish and English lands and establish trade and commerce in a seaport settlement. The colonists settled on bluff above a crescent-shaped river (Savannah River) and 15 miles inland from the Atlantic Ocean. From its pioneer beginnings in the 18th Century, Savannah through the passage of time has endured to maintain its egalitarian goals, unique city plan of lots in a grid pattern around public squares and its importance as a seaport—all important hallmarks from its founding.

Rich in history, not only important to Georgia but also to America, Savannah has evolved into a modern city of 142,772 (US Census July 1, 2013 estimate). Georgia's second largest city that is not part of a consolidated county government, Savannah provides a diverse economy as Chatham County's economic hub—seaport, manufacturing, tourism, military and service. Yet, the city's historic charm amidst prominent 18th, 19th and 20th century architecture belies a disconcerting socio-economic profile in comparison to Chatham County and the State of Georgia. According to the Census Bureau 2009-2013 American Community Survey 5-Year Estimates, while Chatham County's per capita income of $25,093 almost matches the State's $25,182, Savannah pales with $19,900, or 79% of the state's total. The poverty rate remains the most telling number. Chatham County's rate of poverty totals 19.1%, a percentage point or so higher than the State's 18.2%, but Savannah's poverty rate totals 26%.

These telling numbers serve as an introduction to this document, prepared and adopted as required by the Georgia Urban Redevelopment Act (O.C.G.A. 36-61-1 et seq.), to enable the City of Savannah to implement redevelopment powers authorized under state law. By adopting the *West Downtown Urban Redevelopment Plan*, the City focuses on the Census Tract with the most pervasive poverty. The plan matches an area in need of economic improvement with an adjoining commercial area just blocks away that could become a job generator through private investment—in part because of public investment in infrastructure as an economic catalyst.

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1.2 Legislative Background

The Georgia General Assembly adopted the Georgia Urban Redevelopment Act in 1955 and amended the law through the years as needed to meet community needs. The Act became codified as O.C.G.A. 36-61-1 et seq. The legislature authorized the powers to enable local governments to eliminate blight and encourage private investment to erase the conditions which precipitated the blight.

The authority afforded to local governments can range from extending development incentives and funding related public infrastructure to exercising powers for the purchase of blighted property and reselling to private interests under terms and conditions which best serve the community's interest; executing long-term contracts; issuing bonds; and waiving building codes and fees within the development area. However, in the case of the *West Downtown Urban Redevelopment Plan*, the City of Savannah would limit its plan to a broad range of public improvements and incentives to encourage private investment and community partnerships to remove blight while providing employment opportunities to adjoining distressed neighborhoods with high rates of poverty.

In accordance with the Georgia Urban Redevelopment Act, the City of Savannah adopted a resolution (see Appendix 9) that provides findings to qualify the redevelopment area as a "slum," which Georgia law defines to include not only dilapidation and deterioration but also underdevelopment and obsolescence, and that adopting and pursuing a redevelopment plan serve the community's best interests. This leads to the conclusion that the best legal course to this goal will be the exercise of redevelopment powers under the Act. Georgia Code Section 36-61-2, under the Georgia Urban Redevelopment Act, defines "slum area" as:

"…an area in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age, or obsolescence; inadequate provision for ventilation, light, air, sanitation, or open spaces; high density of population and overcrowding; existence of conditions which endanger life or property by fire and other causes; or any combination of such factors is conducive to ill health, transmission of disease, informant mortality, juvenile delinquency, or crimes and is detrimental to the public health, safety, morals, or welfare….or constitutes an economic or social liability and is a menace to the public health, safety, morals, or welfare in its present condition and use."

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1.3 Previous Report and Approvals

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

The *West Downtown Urban Redevelopment Plan* is consistent with the City of Savannah's Martin Luther King, Jr. Boulevard & Montgomery Street Revitalization Report (1998). The 1998 report included references to the strategic importance of the "Downtown Crossroads" (i.e., from Oglethorpe Avenue north to the Savannah River). The "Downtown Crossroads" approximates the same boundaries as the West Downtown Urban Redevelopment Area. The report cited as "Existing Features and Anchors:" Yamacraw Village, three SCAD buildings, power plant and Georgia Ports Authority's shipping terminal. The 1998 report also cited as "Future Scenarios" hotel upgrading and new construction, westward growth of city market dining and entertainment, gateway feature at West Bay Street and Martin Luther King, Jr. Boulevard and finding ways to reconnect the area to the waterfront. The West Downtown Urban Redevelopment Plan continues this vision.

In follow up to the 1998 report, the Mayor and Aldermen in 2002 adopted the Martin Luther King, Jr., Boulevard and Montgomery Street Corridor Urban Redevelopment Plan. While the 1998 report included the "Downtown Crossroads" as an area of focus, the approved 2002 plan placed the geographical emphasis along Martin Luther King, Jr. Boulevard and Montgomery Street from Jones Street to North 52nd Street. The 2002-approved urban redevelopment plan's district is situated almost one-half mile from the southern boundary of the West Downtown Urban Redevelopment Area.

1.4 Goals

The City of Savannah's goals in implementing this Urban Redevelopment Plan are to:

- ✓ Transform abandoned industrial plants, some underdeveloped and obsolete commercial properties and clustered public housing areas, into a vibrant commercial and residential neighborhood as an extension of downtown Savannah on par with other comparable nearby locations, and continue the goals espoused in the Martin Luther King, Jr., Boulevard & Montgomery Street Revitalization Report (1998).

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- ✓ Utilize public and private partnerships to redevelop the subject redevelopment area and create new employment opportunities, especially for residents of Census Tract 1, to help reduce the 91.9% poverty rate.
- ✓ Fund through incremental new public revenues improved infrastructure, including pedestrian accessways, streetscape, lighting, utility improvements and other public amenities, to complement the private investment and show public confidence that this partnership will create better mixed-use neighborhoods. The public infrastructure improvements will also provide connectivity to the National Landmark Historic District and especially to River Street, a main draw for tourism.
- ✓ Meet all requirements to enable the City of Savannah to apply to the Georgia Department of Community Affairs for designation of an Opportunity Zone. The Georgia Department of Community Affairs considers designation of an Opportunity Zone within or adjacent to a Census Block Group with 15% or greater poverty where an urban redevelopment plan exists. Within the West Downtown Urban Redevelopment Area, Census Block 1/Block Group 1's poverty rate totals 91.9% and adjoins Census Block 3/Block Group1 with a 20.8% poverty rate.
- ✓ Besides incentives authorized under the Georgia Urban Redevelopment Act, provide other local incentives to encourage private investment for parcels suffering from blight, underutilization, obsolescence and underdevelopment; and bring consistency to the patchwork of development opportunity to create a new area of commercial development that would also benefit possible investment opportunity in clustered public housing tracts nearby.

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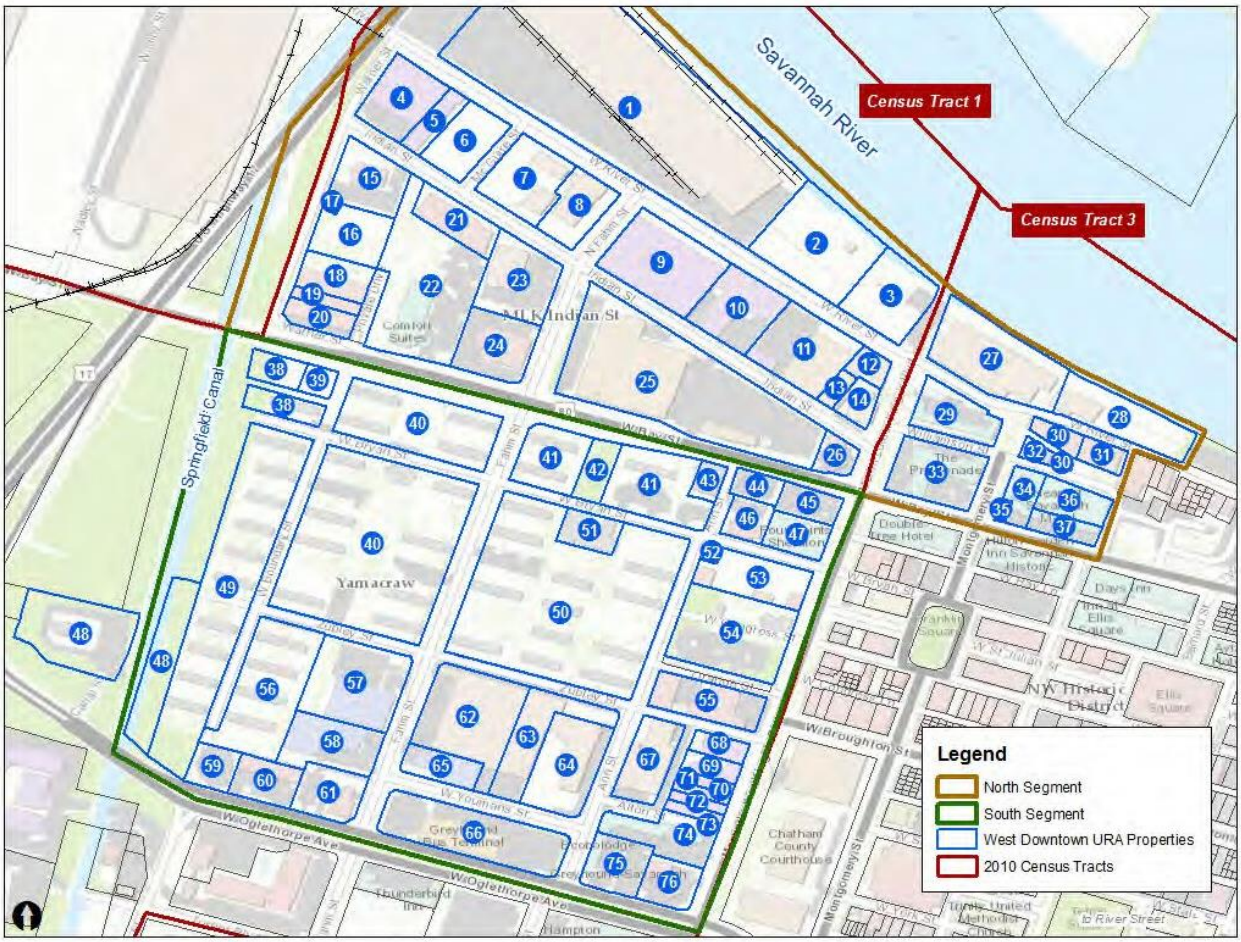
2. DESCRIPTION OF REDEVELOPMENT AREA

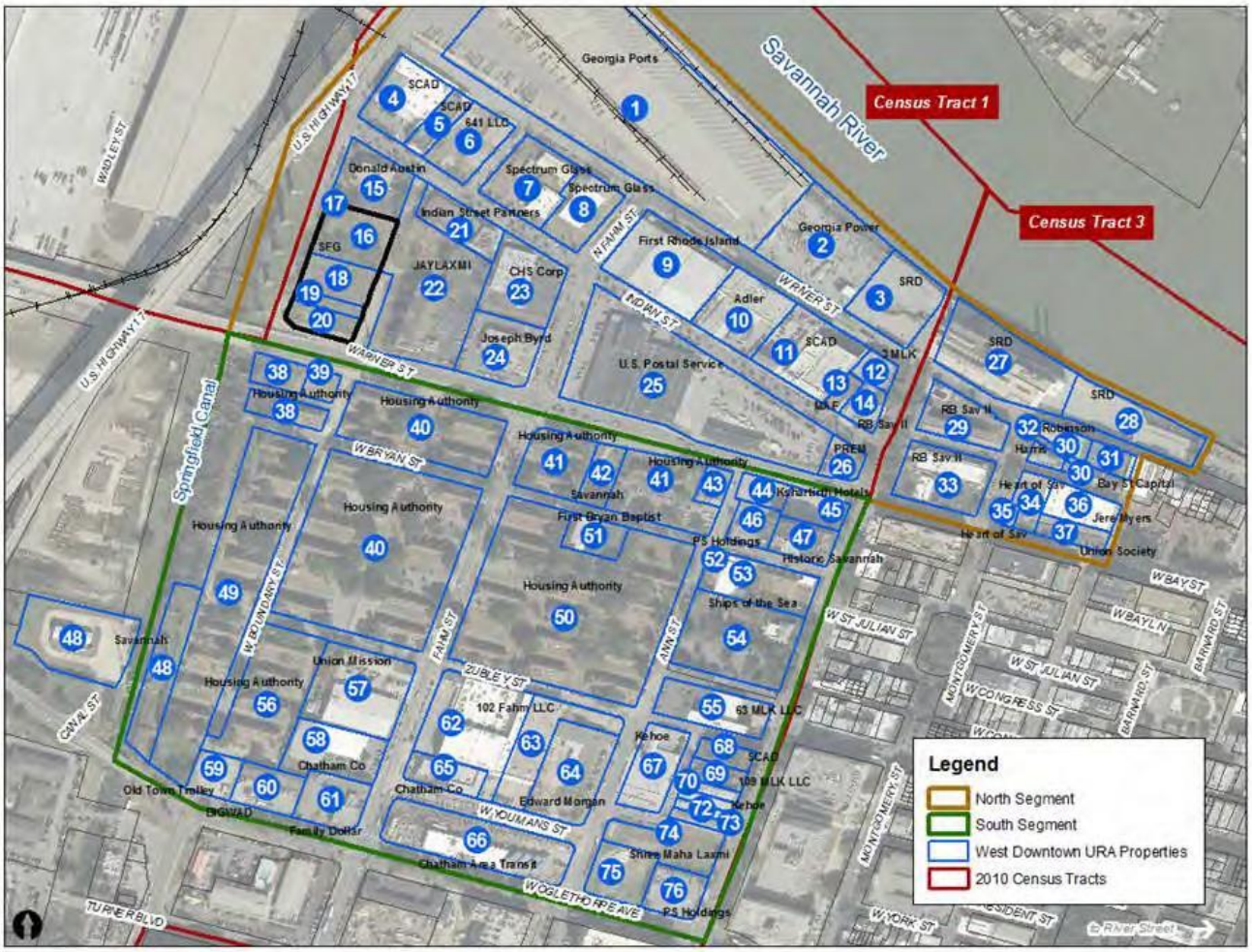
2.1 Boundary Description

The West Downtown Urban Redevelopment Area consists of two segments (for presentation purposes only because of the distinction of uses). The North Segment extends from the area north of Bay Street to the Savannah River and between Jefferson Street on the east and the Springfield/S&O Canal on the west. It includes part of Census Tract 1/Block Group 1 and Census Tract 3/Block Group 1. The South Segment extends south of Bay Street to Oglethorpe Avenue and between Martin Luther King, Jr. Boulevard on the east and the Springfield/S&O Canal on the west. It includes part of Census Tract 1/Block Group 1.



The West Downtown Urban Redevelopment Area includes parts of Census Tract 1, 3

(Larger map provided as Appendix 1 in the Appendices)



The West Downtown Urban Redevelopment Area includes parts of Census Tract 1, 3
(Larger map provided as Appendix 3 in the Appendices)

Why this area? While small in size compared to most redevelopment areas, the West Downtown Urban Redevelopment Area presents two compelling factors. First, the redevelopment area includes a portion of Census Tract 1—with a poverty rate of 91.9%, among the highest rates in Georgia. The startling demographic profile of the South Segment, attributed largely to the clustered public housing (Yamacraw Village), identifies an opportunistic workforce in need of jobs, which complements the job needs for promising commercial redevelopment across the street in the North Segment.

Second, the West Downtown Urban Redevelopment Area offers an opportunity to help transform the North Segment—dotted with abandoned industrial properties and some underdeveloped and obsolete commercial properties into an upscale commercial destination for visitors and residents and vibrant neighborhoods on par with other comparable locations just blocks away in downtown Savannah. While some plans for hospitality and other commercial

development continue to emerge in the North Segment, future development to realize full potential throughout the redevelopment area remains a patchwork of developed and underdeveloped properties.

However, not all properties in the redevelopment area can be classified as blighted or obsolete. The best of the properties are productive and in good condition; the worst of the properties need attention and represent construction and investment challenges (i.e., transform from industrial to commercial use, underdeveloped commercial and underdeveloped public housing tracts). Together the good and bad represent a development opportunity to create a new destination and promote vitality in this mixed-use neighborhood in Savannah. The West Downtown Urban Redevelopment Plan focuses on parcels in need of attention, but the best of the properties should not be affected by the implementation of strategies and would benefit by the improvement of adjacent parcels and job creation.

2.2 Historic Development Patterns

The West Downtown Urban Redevelopment Area consists of 72 properties (total of 76 parcels but five parcels were combined into one property for an apartment complex—see Appendix 2: Chart 1—Property List). The parcels remain a patchwork of uses, past and present, with eight different zoning classifications primarily related to today's commercial uses but also with two large residential areas (see Appendix 4, Chart 2: Buildings Age and Condition). Uses within both the North and South Segment of the West Downtown Urban Redevelopment Area emanated from the pattern of growth during the late 19th and early 20th Century.

<u>Shipping Dictates the Early Economy and Land Uses.</u> Throughout Savannah's history, its times of economic prosperity and downturns could be attributed to the economic vibrancy of its riverfront and harbor. The ebb-and-flow of the seaport's economic well-being also correlates with the investment in architectural splendor, both commercial and residential buildings, another hallmark today. During its first 150 years, the export of agricultural products became the seaport's economic engine, especially the global, high-throttle economic-driver of cotton exports in the early part of the 19th century and again during the first decade of the 20th century. The Ocean Steamship Company altered the profile in the latter part of the 19th century with the first marketing of steamship vessels for leisure travel (i.e., tourists), which continued prior to World War II. In its heyday, the company's Savannah Line offered five trips weekly to and from New York and three trips weekly to and from Boston for passengers and freight.

The boll weevil's decimation of Georgia's cotton crop circa 1915, and its rippling effect on exports from Savannah, ushered in an era of replacements exports. By the 1920s, industrial plants, including sugar, chemical and paper, began to expand the shipping lanes along the

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Savannah River to the west, a trend which continued for decades. Import/export companies changed from smaller, locally-owned companies to larger shipping corporations.

The seaport's landscape also changed. Through the years as Savannah's exports/imports increased, companion landside development matched the growth. Storefronts and warehouses, which began to appear first in 1739 along the riverfront near the central landmark of Bull Street, expanded east and west along River Street and Factor's Walk as exports/imports grew and needed more warehouse space. As river commerce began to shift up river in the 1920s, the need for storefronts and warehouses decreased along the central riverfront east and west of Bull Street. The State of Georgia also began its investment up river. In 1945, the Georgia General Assembly created the Georgia Ports Authority, and in 1947 the state bought a 407- acre site in Garden City as its initial investment in seaport commerce. In 1965, the arrival of container cargo began a new era of port traffic. Today, the Port of Savannah ranks among the top five nationally in container cargo export and import.

The west end of the riverfront, a key focus of this redevelopment plan, also changed dramatically in 1912. The west end of River Street became anchored by an industrial use, known as *Riverside Station*, a power plant which generated electricity from that site for almost a century. The fact that the power plant dedicated much of its initial output for the streetcar rail system tells of how times change. As demands for electricity increased, major additions to the plant followed in 1926, 1944, 1952, and 1954. Georgia Power, successor in ownership, officially decommissioned the plant in June 2005.

For 10 different decades, *Riverside Station* assumed an important role in providing Savannah's continually growing electrical demand. With the dedication of Rousakis Plaza in 1977, River Street began to transform from its past use as the central hub of Savannah's maritime use. Rousakis Plaza invited people to the riverfront by creating pedestrian access, adding public spaces, welcoming streetscape and encouraging the riverfront's use for festivals. Previously a mix of dilapidated storefronts and warehouses with some retail, River Street became a commercial center to an increased number of retail shops and restaurants. Urban redevelopment to create a public place replaced the maritime presence of yesteryear with a new brand of economic engine catering to Savannah's growing tourism business, now one of the community's primary economic engines. According to Visit Savannah, the economic impact of tourism exceeds $2 billion because of the spending of some 12.5 million visitors annually.

While *Riverside Station* pre-dated retail and restaurants by decades, and still served a valuable public service need for electricity in downtown Savannah, the plant presented an industrial look and feel to West River Street. *Riverside Station* loomed as the bookend to the west end of River Street with its large smokestacks and an adjoining substation of transformers. Other industrial-type businesses also set up shops west of *Riverside Station*, which became a dividing line between businesses catering to visitors and locals, and businesses offering heavier commercial services.

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Riverside Station's decommissioning in 2005 left a void but also created an opportunity to redevelop the west end of River Street to match the look of its east end.

The Chadbourne Guidelines (1997 *Manual for Development in the Savannah Historic District*) noted the importance of the rehabilitation of *Riverside Station* several years before the decommissioning. Christopher Chadbourne believed redevelopment of the "Edge District" from its industrial roots was dependent on the conversion of the power plant to a tourist-related use. He suggested that this scenario would open up redevelopment of sites adjacent to it for commercial purposes, especially related to tourism—a vision shared by this redevelopment plan.

North Segment. Around *Riverside Station,* the North Segment developed as industrial and businesses supporting industrial uses such as large warehouses, because of the dominance of an electrical-generating power plant and shipping terminal. Notwithstanding historic structures dating to the 18th, 19th and early 20th centuries, 15 of 32 buildings date back 40 years or more.

When the power plant ceased operations, the area began to transform to uses which could take advantage of larger tracts, re-use of older commercial buildings and higher density allowed (i.e., more areas of increased height) than within the Landmark Historic District. Within the North Segment of the West Downtown Urban Redevelopment Area, new construction accounts for only three new buildings during the past 20 years (convenience store, limited-service hotel, apartment building).

Major renovations during the past several years can be attributed to the influence of the Savannah College of Art and Design (SCAD), among the largest fine arts colleges and universities in America, and the availability of large parcels near the Landmark Historic District. SCAD purchased and renovated two older buildings (1850, 1910) for its educational halls, holds one vacant building for future use and leases two other buildings. The infusion of SCAD's investment in the area, an assemblage of available land and the addition of young consumers (i.e., students) became the catalyst for The Hue, a privately-developed 149-unit apartment building which can house 440 students. It opened in 2014. The other recent major renovation converted the former Coastal warehouse into a microbrewery, which took advantage of the building's large footprint.

Two announced private investments of additional hotels should prove transformational for the North Segment of the West Downtown Urban Redevelopment Area. The Kessler Collection announced plans and has received approvals (including rezoning riverfront parcels from Light Industrial to Bayfront Business) to redevelop the former electricity-generating plant and adjoining parcels into a hotel, entertainment and art complex with a parking garage—the type of uses contemplated by the Chadbourne report. Rockbridge Capital announced plans and has received approval for a limited-service hotel on Williamson Street to the south of the Kessler project. The Kessler's project straddles Census Tract 1 and 3, while the Rockbridge

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project will be situated within Census Tract 3 but on the cusp of Census Tract 1. Both projects realize their success will depend upon connectivity to River Street and downtown Savannah as well as the public recognition of the West Downtown area as a pedestrian-friendly, safe public place with uses similar to the urban setting of the Landmark Historic District.

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

South Segment. The pattern of growth in the South Segment followed two distinct courses in the 20th Century. The Martin Luther King, Jr. corridor, because of its proximity across from the Landmark Historic District, and Oglethorpe Avenue, as a major gateway into Savannah, developed similarly with the predominant use as commercial-retail. Notwithstanding three historic buildings within the South Segment dating to the 19th and early 20th centuries, of the 38 buildings, 11 date back 40 years or more. Similar to the North Segment's lack of investment, the South Segment experienced construction of only four new buildings within the past 40 years (expected 2016, limited service hotel; 2015, retail; 2009, limited service hotel; 1999, retail-convenience store). The recent development of two limited-service hotels along the Martin Luther King, Jr. corridor also demonstrates the shrinking capacity of the Landmark Historic District for any new hotels and the search by investors for nearby visible locations with connectivity.

As with the North Segment, SCAD's investment in the South Segment helped to spur other private investment in redevelopment. After SCAD purchased and renovated The Atrium (1910) at 101 Martin Luther King, Jr. Boulevard, as an educational hall for photography, other nearby buildings, also historic, began to transform into commercial-retail. As of 2015, these uses include restaurants, coffee shop and art supply company (just vacated). The addition of young consumers, who live nearby in SCAD-supported student housing and private housing, as well as the area's proximity to the Courthouse and Landmark Historic District, and a visible location within proximity of the Landmark Historic District offer a glimpse into the potential of redevelopment with an anchor investment. Yet, despite Chatham Area Transit's purchase of the Greyhound Station and its renovation into an intermodal transit center, including intercity and intracity bus transportation, almost all of the remaining commercial properties just one street west of Martin Luther King, Jr. Boulevard have remained unchanged and remain predominantly

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vacant space.

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

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

2.3 Current Conditions

The Georgia Urban Redevelopment Act defines a "redevelopment area" as any urbanized or undeveloped area which contributes in a detrimental way to the public health, safety and welfare of a community and recovery to sound growth can be attributed to any combination factors, including a predominant number of substandard or deteriorating structures; predominance of defective or inadequate street layout, inadequate parking; or substantially underutilized by containing a substantial number of buildings or structures which are 40 years old; containing structures or buildings of relatively low value as compared to the value of structures or buildings in the vicinity.

Appendix 5, West Downtown URA—Uses and Conditions, provides a summary of a parcel-by-parcel survey within the subject redevelopment area to assess current conditions as they relate to Georgia Code and qualifying criteria. The most recognized of the vacant parcels and abandoned uses are four previously used for the Plant Riverside Station. Plans are underway for redevelopment but tied to the implementation of the *West Downtown Urban Redevelopment Plan*.

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Many of the properties meet the criteria under the Georgia Code for classification as blight due to underdevelopment, obsolescence, inadequate pedestrian accessways and structures or buildings of relatively low value as compared to the value of structures or buildings in the vicinity. In summary:

- ✓ Of the 72 total parcels (5 parcels are combined into one for the apartment complex), 30 parcels suffer from vacancy/underutilization and/or obsolescence. This represents 42% of the parcels.
- ✓ 18 parcels suffer from underutilization or vacancy. In terms of land use, they represent 571,632 SF, or 16% of the available land.
- ✓ 18 parcels suffer from obsolescence (50% or higher depreciation rate of physical property). In terms of land use, they represent 705,857 SF, or 19.8% of the available land.
- ✓ Vacancy - Of the 72 total parcels, 11 remain vacant. Of those vacant, 10 date from two to eight years on the market.
- ✓ Notwithstanding historic structures, 26 of the buildings date back more than 40 years since they were constructed. The underutilization of properties contributes to the lack of density and type of development which not only would contribute to employment but also loss of taxable value.
- ✓ Disconnection from River Street and the Landmark Historic District through inadequate pedestrian accessways. To most visitors and residents, West River Street ends at the abandoned power plant. Extending the river walk and adding pedestrian accessways with streetscape, including lighting, will make a more inviting redevelopment area.

The survey leads to the conclusion that the West Downtown Redevelopment Area's conditions today meet the requirements for an assessment of blight, due to distress and economic obsolescence, which severely impair growth and redevelopment by private market forces alone and deter employment opportunity.

2.4 Infrastructure

The City acknowledges needed infrastructure improvements to provide connectivity between the West Downtown Urban Redevelopment Area and the commercial areas of downtown Savannah where visitors and residents frequent. The City has identified a list of public improvements designed to improve accessibility and the visitor experience and to demonstrate its commitment to change the area's perception to upscale commercial development and attractions as an extension of downtown Savannah. The list includes continuing the river walk westward; improving pedestrian accessways from Bay Street to River Street and enhancing streetscape and lighting; upgrading utilities; and adding other public amenities to complement the private investment and show public confidence that this

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partnership will create better neighborhoods.

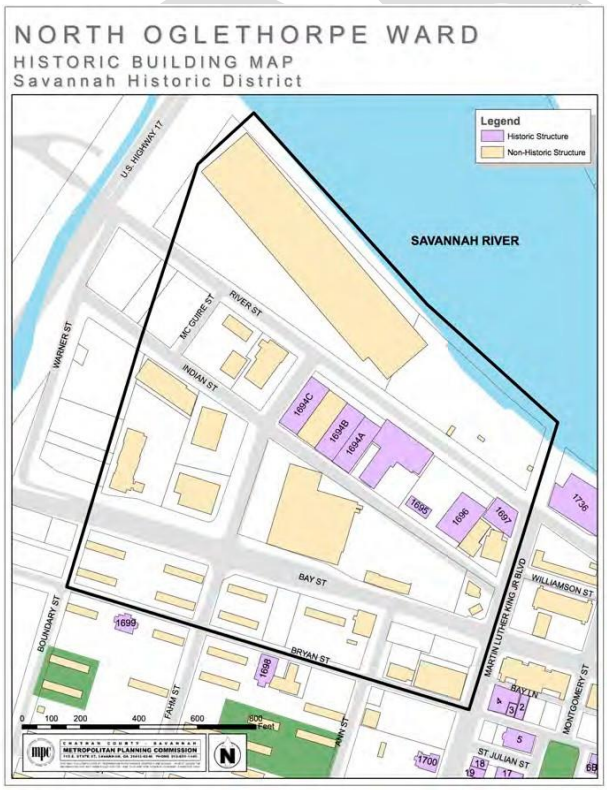
In all, the City of Savannah expects to commit public funding of about $14 million for these infrastructure improvements. Similar to the concept behind Tax Allocation Districts, the City of Savannah will use site-specific incremental new public tax revenues to fund these public improvements through issuance of tax-exempt bonds. To define the public and private investment and commitment, the City of Savannah will execute development agreements with private developers.

2.5 Historic Resources

The City of Savannah Historic District Ordinance (Section 8-3030) governs properties within the West Downtown Urban Redevelopment Area. The ordinance's purpose states, as follows:

> These provisions provide for the preservation and protection of historic buildings, structures, appurtenances and places that are of basic and vital importance for the development and maintenance of the community's vacation- travel industry, its tourism, its culture, and for the protection of property values because of their association with history; their unique architectural details; or their being a part of or related to a square, park, or area, the design or general arrangement of which should be preserved and/or developed according to a fixed plan based on economic, cultural, historical or architectural motives or purposes.

The West Downtown Urban Redevelopment Area includes the "North Oglethorpe Ward" and "Middle Oglethorpe Ward" as provided on the Historic Building Map with identified historic properties, as follows on this page and the next.



North Oglethorpe Ward

Map Number	Address	Date Added	Date Built	PIN No.
	645 Indian Street			
	641 Indian Street			
	630 Indian Street			
	2 Fahm Street (Post Office)			
	601 Indian Street			
	574 Indian Street		1920	2-0003 -06 -003
1694 A, B, & C	528-532 Indian Street	2010	1900	2-0003 -06 -003
1695	528 Indian Street (532)	2010	1920	2-0003 -06 -002
1696	522 Indian Street (518)	2000	1894	2-0003 -06 -004
	512 Indian Street		1945	
	502 Indian Street (Firehouse)			
	101 Fahm Street		1940	
	7 Martin Luther King Jr. Boulevard			
1697	3 Martin Luther King Jr. Boulevard (31)	2000	1939	2-0003 -07 -001A
	502 West Bay Street		2003	
	1 North Fahm Street			
	630 West Bay Street		2001	

(Larger map provided in Appendix 6)

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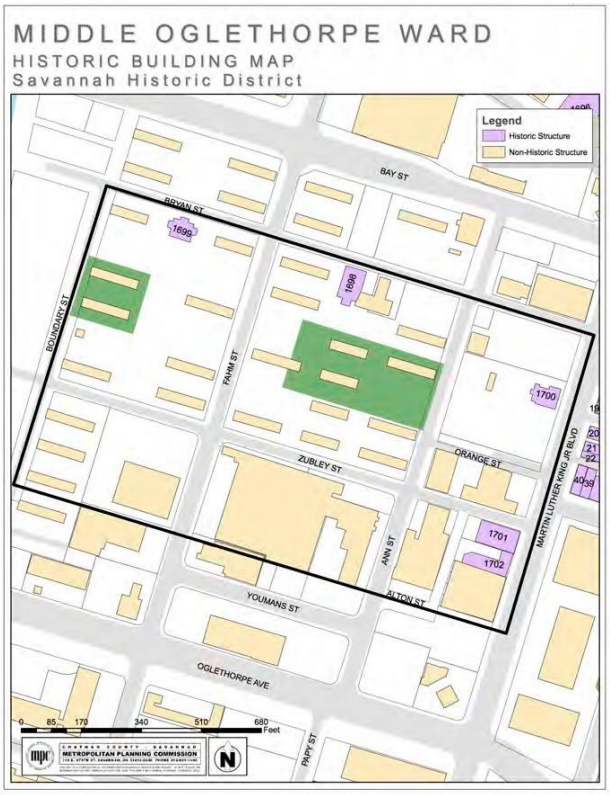

Middle Oglethorpe Ward

Map Number	Address	Date Added	Date Built	PIN No.
	Yamacraw 43 Rows			
1698	575 West Bryan Street	1973	1888	2-0016 -07-003
1699	349 West Bryan Street (651)	2000	1941	2-0016 -06-001
1700	41 Martin Luther King Jr. Blvd	1973	1819	2-0016 -08-010
	63 Martin Luther King Jr. Blvd			
	107 Fahm Street			
	102 Fahm Street			
	110 Ann Street			
1701	101 Martin Luther King Jr. Boulevard	2000	1926	2-0016 -22-001
1702	105-109 Martin Luther King Jr. Boulevard	2000	1939	2-0016 -22-002
	111 Martin Luther King Jr. Boulevard			
	125 Martin Luther King Jr. Boulevard			

(Larger map provided in Appendix 7)

Any impact on an historic building (as identified) will require conformance with the City of Savannah Historic District Ordinance. Non-historic buildings are defined as:

> A building or structure that does not add to the historic associations, historic architectural qualities, or archaeological values for which a property or area is significant because: it was not present during the period of significance, or does not relate to the documented significance of the property or area; due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity or is no longer capable of yielding important information about the period of significance; or it does not independently meet the National Register criteria for a contributing building.

Notwithstanding the historic structures identified within the Oglethorpe Ward and Middle Oglethorpe Ward, 26 other buildings within the West Downtown Urban Redevelopment Area date 40 years or older; however, the construction period of these buildings date to the mid-1950s and 1960s for commercial purposes, and most did not use high-quality materials or feature architectural hallmarks.

2.6 Transportation

Joe Murray Rivers, Jr. Intermodal Transit Center: In 2013, the Chatham Area Transit Authority opened the Joe Murray Rivers, Jr. Intermodal Transit Center, which is situated on Oglethorpe Avenue along the southern boundary of the West Downtown Urban Redevelopment Area. The transit center's central location within the heart of downtown

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Savannah, and with close proximity to Hutchinson Island, also provides a strategic placement within Census Tract 1. The public bus system not only serves routes within the City of Savannah and unincorporated area but also the free "dot" Express Shuttle provides easy access to downtown businesses, hotels, the River Street Streetcar, and the Savannah Belles Ferry (without charge). In addition, the intermodal center serves Greyhound busing. Other important services from the transit center include a bike sharing initiative, easier transfers and wayfinding signs with visual and verbal clues for easier accessibility.

Chatham Area Transit Authority has proposed a downtown streetcar plan. One major segment would connect River Street to the Central of Georgia Roundhouse via a route along Fahm Street, which connects the north and south segments. While not the plan's highest priority, the segment would provide a people mover along a fixed route for work, shopping, school and entertainment; however, the plan remains unfunded.

Highway and Gateways: The West Downtown Urban Redevelopment Area includes two important gateways as the first introduction to Savannah. Oglethorpe Avenue serves as the entry from U.S. 17 (Talmadge Bridge) for traffic from Hilton Head, Beaufort, Bluffton and Charleston. Despite recent replacement of the Back River Bridge, the entry remains a two-lane highway and mixes with heavy truck traffic because of the shorter travel distance to I-95 via I-516. Bay Street serves as an entry from I-516 and State Route 25 (U.S. Highway 21), both of which include traffic from I-95. Because of industry east of downtown Savannah, Martin Luther King, Jr., Boulevard (and to some extent Fahm Street) and Bay Street serve as primary crosstown thoroughfares for most industrial traffic. Just as the downtown area suffers from the mixed-use congestion, the West Downtown Urban Redevelopment Area will welcome thoughtful planning to address the needs of businesses along these corridors.

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3. DOCUMENTATION OF URBAN BLIGHT

3.1 Summary of Findings

Census Data:

While adjoining Census tracts separated by Dr. Martin Luther King, Jr. Boulevard, Census Tract 1 and Census 3 are a study in contrast. Census Tract 3 comprises the northern half of the National Landmark Historic District, among the nation's largest urban historic districts. Its demographic data reflect economic vibrancy of its residents and businesses. Notwithstanding a poverty rate of 19.4%, Census Tract 3's per capita income of $35,930 and other key economic data show its overall economic well-being remains significantly better than that of the City of Savannah and Chatham County (Census Bureau 2009-2013 American Community Survey 5-Year Estimates).

In comparison, Census Tract 1's economic data (identified as a Less Developed Census Tract by the Georgia Department of Community Affairs) rank it among the five worst Census tracts in the state. Within its labor force, Census Tract 1 has an unemployment rate of 38.1%, while 76.4% of the tract's population is *Not in the Labor Force* (i.e., not looking for employment). The true indicators of a 91.9% poverty rate and per capita income of $1,992 and mean household income of $5,530 illustrate Census Tract 1's economic distress (Census Bureau 2009-2013 American Community Survey 5-Year Estimates). The predominance of public housing within Census Tract 1 and the qualifying standards of low income for its residents largely remain responsible for the poverty rate.

COMPARISON OF KEY ECONOMIC INDICATORS

	County	City	CT1	CT3
Population—Total	271,102	139,620	1,856	1,805
Population >16	216,467	112,140	1,246	1,763
Poverty rate	19.1%	26.0%	91.9%	19.4%
Unemployment	6.0%	7.2%	38.1%	8.4%
Not in Labor Force >16	37.7%	39.6%	76.4%	44.2%
Median HH Income	$45,794	$36,198	$3,411	$54,940
Mean HH Income	$62,966	$52,099	$5,530	$85,052
Per Capita Income	$25,093	$19,900	$1,992	$35,930

Source: Census Bureau, 2009-2013 American Community Survey 5-Year Estimates

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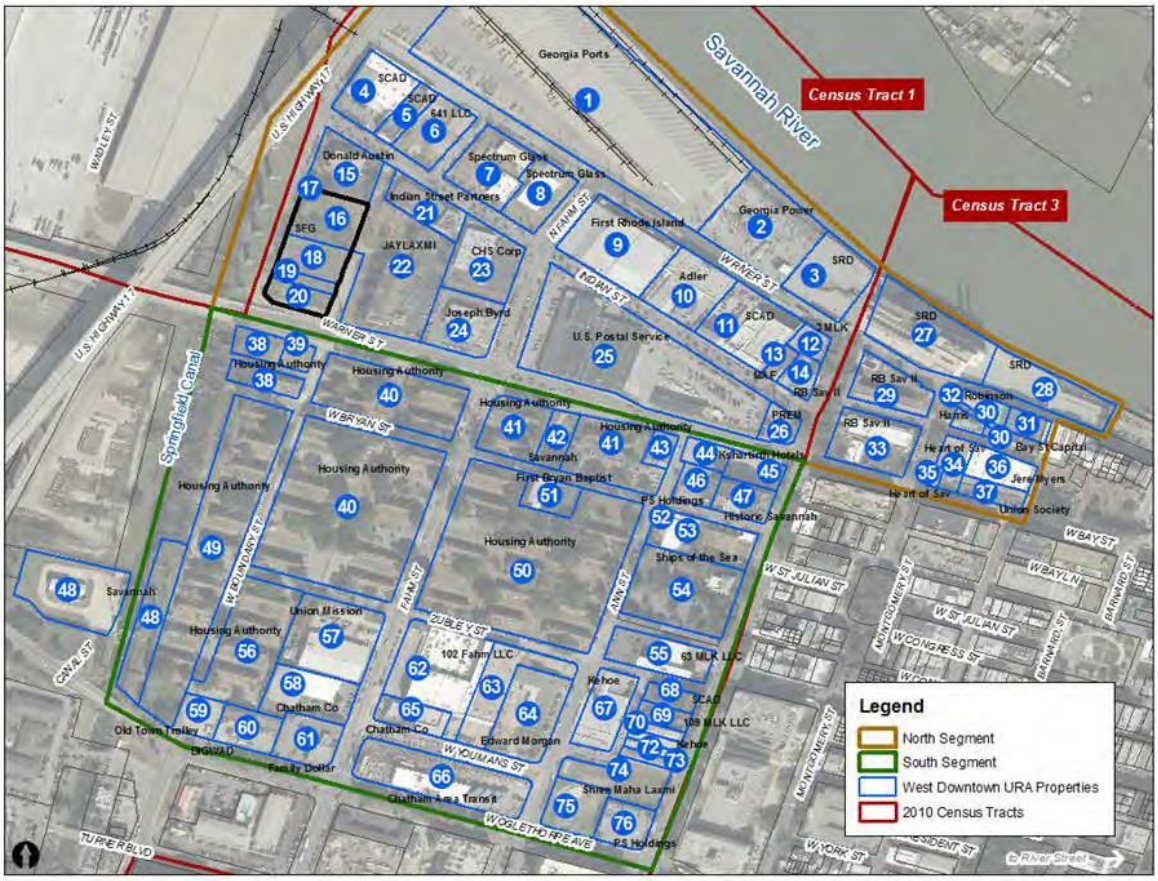

The West Downtown Urban Redevelopment Area includes parts of Census Tract 1, 3
(Larger map provided as Appendix 3 in the Appendices)

The West Downtown Urban Redevelopment Area also encompasses part of Block Group 1 of Census Tract 1 and Block Group 1 of Census Tract 3. Of the 72 parcels (including the combination of five parcels into one property for apartment complex), 61 are situated within Census Tract 1, while 11 parcels are situated within Census Tract 3. See Appendix 8 for list of addressing and the Census Tract and Census Block Group designation.

Census Tract 1/Block Group 1's poverty rate totals 91.9%, while Census Tract 3/Block Group 1 totals 20.8% (Census Bureau 2009-2013 American Community Survey 5-Year Estimates). The data for Census Block Groups approximate the data for their respective Census Tracts except that the poverty rate for Census Tract 3/Block Group 1 exceeds Census Tract 3's poverty rate by 1.4%.

Other Data:

Crime. Findings of slum conditions usually include the impact of crime on a redevelopment area. Census Tracts 1 and 3 include about half of the Savannah-Chatham Metropolitan Police Department's geographic Downtown Precinct, but the West Downtown Urban Redevelopment Area only includes select neighborhoods within each Census Tract. Because the West Downtown Urban Redevelopment Area includes mainly commercial properties, the number of residents within the redevelopment area totals fewer than 2,000. The small population base contributes to the difficulty in assessing crime rates since the two most common methods use: 1) Crime per 1,000 or 100,000 population (FBI methodology), which helps provide a common baseline; or 2) Per capita, which uses a ratio of crimes per a designated area's population. Both approaches can be useful for analysis, but they are not necessarily statistically significant because of the smaller base population. Nonetheless, the chart below provides data from the 2014 Part I Crime By Neighborhood, Savannah-Chatham Metropolitan Police Department.

Part 1 Crime--2014
Comparison by Precinct And West Downtown Urban Redevelopment Area

Precinct	Aggravated Assault	Auto Theft	Burglary	Homicide	Larceny	Rape	Robbery	Total
West Downtown	42	160	321	3	968	12	65	1571
Downtown	83	141	183	7	1311	14	101	1840
Central	122	227	495	14	1114	13	124	2109
Southside	39	100	278	2	1399	10	98	1926
Islands	85	127	404	6	1279	15	71	1987
Total	371	755	1681	32	6071	64	459	9433
Rate (per 1,000)	1.54	3.14	6.99	0.13	25.26	0.27	1.91	39.24
Per Capita	0.0015	0.0031	0.0070	0.0001	0.0253	0.0003	0.0019	0.0392
MLK/Indian Street	2	3	2	0	33	1	2	43
(Northern Segment)								
Yamacraw	4	3	12	1	31	0	2	53
(Southern Segment)								
Redevelopment Area	6	6	14	1	64	1	4	96
Rate (per 1,000)	4.66	4.66	10.88	0.78	49.73	0.78	3.11	74.59
Per Capita	0.0047	0.0047	0.0109	0.0008	0.0497	0.0008	0.0031	0.0746

Source: *2014 Part I Crime By Neighborhood, Savannah-Chatham Metropolitan Police Department*
Note: Per capita calculated based on 2014 Census Population Estimates

Given the caveat of the effect of smaller populations on statistical analysis as noted above, the West Downtown Redevelopment Area's crime rate in 2014 exceeded the community's crime rate (i.e., Savannah-Chatham Metropolitan Police Department's jurisdiction of the City of Savannah and unincorporated area) by almost two-to-one.

Code Violations. A review of the City of Savannah's citations for code violations did not indicate any significant problem. None of the properties within the West Downtown Urban Redevelopment Area made the published list of "100 Worst Properties;" however, this could be attributed to the predominance of commercial properties and maintenance of public housing by the Housing Authority of Savannah.

Property Valuation. In 2015, the Assessor's Office revalued properties within the downtown Savannah area, including properties situated within the West Downtown Urban Redevelopment Area. Despite the fact that most of the commercial properties in the West Downtown Urban Redevelopment Area decreased in value from 2008-2014, the increase in 2015 offset most of the lost values (see Appendix 9). In fact, some properties quadrupled in value in one year. While property sales within the West Downtown Urban Redevelopment Area did not contribute to the significant increase in value, the sale of other properties in the downtown market (Neighborhood Code D500) justified the steep re-evaluation, according to the Assessor's Office. The impact of the higher valuations on the marketability of properties within the West Downtown Urban Redevelopment Area will be judged by market sales in the near future.

Conclusion:

While relatively small in geographic size in comparison to other urban redevelopment areas in Georgia, the West Downtown Urban Redevelopment Area meets the requirements of *The Georgia Urban Redevelopment Act*. Many of the properties meet the criteria under the Georgia Code for classification as blight. As the data show:

- ✓ Poverty - Census Tract 1 ranks among the five worst Census Tracts in Georgia.
- ✓ Vacancy - Of the 72 total parcels, 11 remain vacant. Of those vacant, 10 date from two to eight years on the market.
- ✓ Underutilization and obsolescence - Of 72 parcels, 30 suffer from obsolescence (50% or higher depreciation) and underutilization. Notwithstanding eight historic structures, 26 of the buildings date back more than 40 years since they were constructed. The underutilization of properties contributes to the lack of density and type of development that not only would contribute to employment but also loss of taxable value.
- ✓ Disconnection from River Street and the Landmark Historic District through inadequate pedestrian accessways. To most visitors and residents, West River Street ends at the abandoned power plant. Extending the river walk and adding pedestrian accessways with streetscape, including lighting, will make a more inviting redevelopment area.

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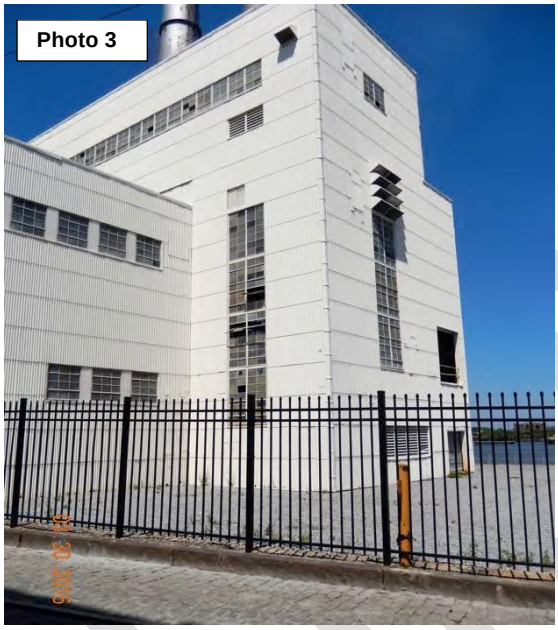
3.2 Photographic Evidence

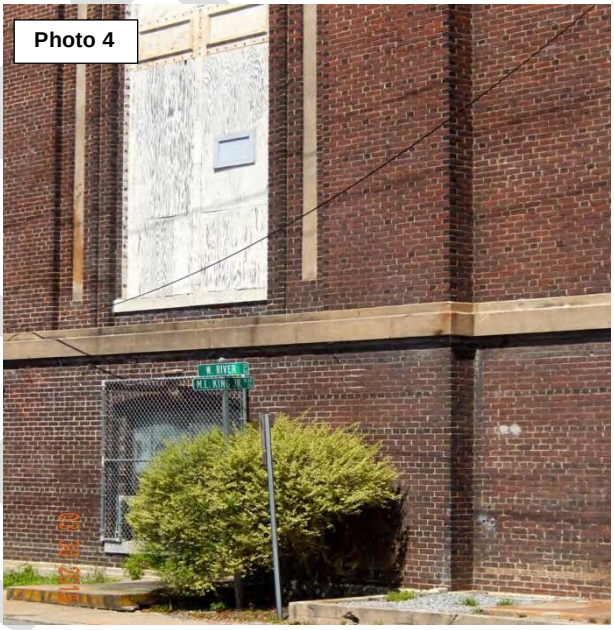
A ground survey of the West Downtown Urban Redevelopment Area confirms a patchwork of uses and conditions. The best of the properties remain productive, while the worst of the properties represent construction and investment challenges, especially as the former Riverside Plant remains an obstacle with its looming presence as a former industrial use. Other properties can be classified as economically-obsolescent but the inconsistency of uses makes redevelopment an investment risk compared to other areas.

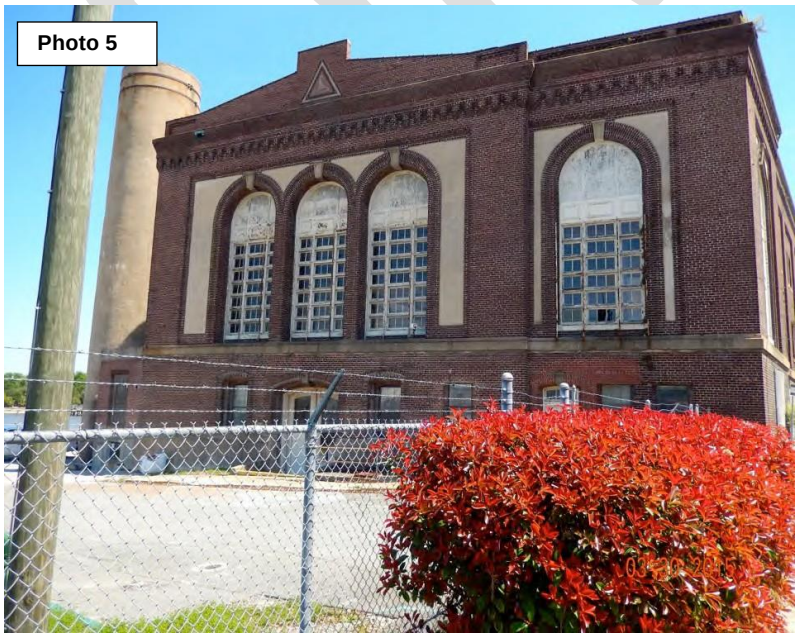
Photo 1 shows the view of pedestrians who walk west on River Street. For many, Plant Riverside Station indicates the end of West River Street—a false notion.

3.2 Photographic Evidence, cont.

Photos 2, 3, 4, 5 show Plant Riverside Station from three views as fronting River Street—the same view as seen by passersby today. Photo 2 shows the entire length of the brick-building section, including the original section built in 1912. Photo 3 shows an eastern addition with smokestacks. Photo 4 shows boarded windows and the road sign for River Street and MLK, Jr. Blvd., which divides Census Tracts 1 and 3. Photo 5 shows the architectural details of the building's west façade with its prominent Romanesque windows.







3.2 Photographic Evidence, cont.

Photos 6, 7, 8 show reminders today of Plant Riverside Station's prior use as an electrical generating utility at the west end of River Street. Despite the decommissioning of the plant in 2005, the transmission substation and transformer yard remain. For 10 different decades, Plant Riverside Station assumed an important role in providing Savannah's continually growing electrical demand. The start of a conflict between the old and new began with the dedication of Rousakis Plaza in 1977, which changed use of the properties along the Savannah River. Rousakis Plaza invited people to the riverfront by creating pedestrian access, adding public spaces and welcoming streetscape and encouraging the riverfront's use for festivals. Urban redevelopment to create a public place replaced the maritime and industrial presence of yesteryear with a new brand of economic engine catering to Savannah's growing tourism business, now one of the community's primary economic engines. Despite the public investment in Rousakis Plaza, the west end of River Street did not fare on equal economic footing to the east end. While Riverside Station pre-dated retail and restaurants by decades, and still served a valuable public service need for electricity in downtown Savannah, the plant presented an industrial look and feel. Riverside Station loomed as the bookend to the West End of River Street with its large smokestacks and an adjoining substation of transformers. Other industrial-type businesses also set up shops west of Riverside Station, which became a dividing line between businesses which catered to visitors and locals and businesses which offered other services. With the plant's decommissioning, the lines continue to blur but the historical reminders remain.

3.2 Photographic Evidence, cont.

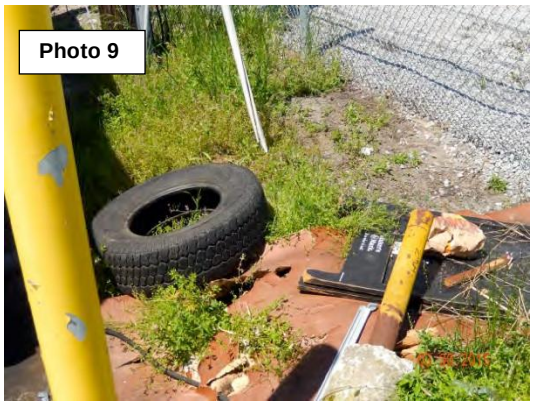


Photo 9

Signs of urban decay can be observed from the pedestrian accessways. Examples of litter deposits (Photos 9 and 10) and lack of maintenance (Photos 11, 12) show some realities of neglect and clearly a marked difference between east and west sections of River Street. The makeshift access from Williamson Street (Photo12) to West River Street would be replaced by a pedestrian-friendly staircase as one of the City's several planned projects as public investment to replace infrastructure in hopes of spurring more private investment. Nothing says vandalism more than graffiti (Photo 14).

Photo 10

Photo 11

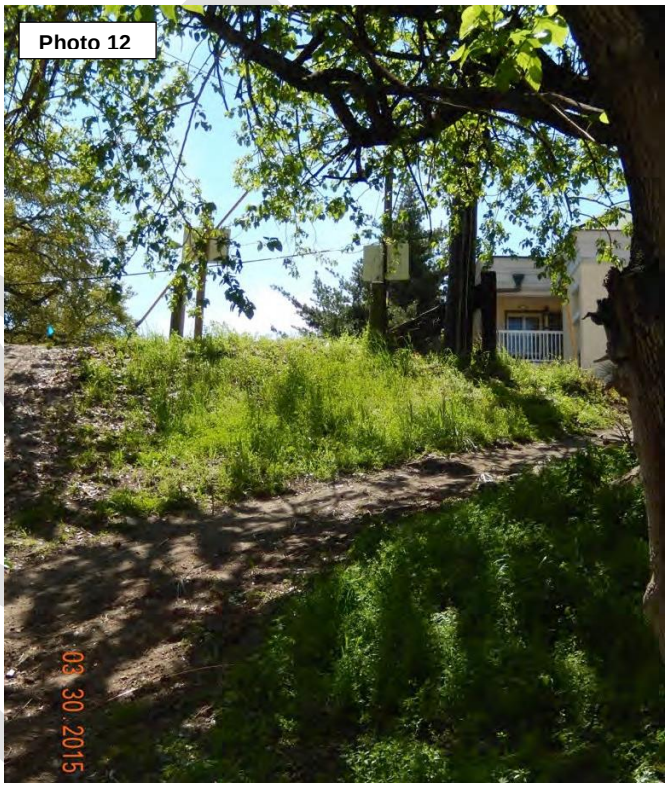


Photo 12

Photo 13

Photo 14

3.2 Photographic Evidence—cont.

As noted previously throughout this study, not all properties in the Urban Redevelopment Plan can be classified as blighted or slum conditions. The area remains a patchwork of various land uses from recently renovated buildings to vacant buildings and abandoned uses which reflect the area's industrial past, such as Plant Riverside. For example, marketing of long-vacant building on MLK, Jr. Boulevard (Photo 15) and a closed machine fabrication shop (Photo 16) on Indian Street remain within proximity of renovated Hamilton Hall (Photo 17), the Savannah College of Art and Design's film educational center, and adjoining properties leased by the college. The recent addition of a microbrewery also adds some vitality to the neighborhood. Meanwhile, the largest parcel within the Urban Redevelopment Area remains property owned by the U.S. Postal Service (Photos 18, 19). With recent realignment of distribution through Jacksonville, closing the Post Office would leave a major void. Other properties can be classified as economically-obsolescent but the inconsistency of uses makes redevelopment an investment risk.

Photo 15

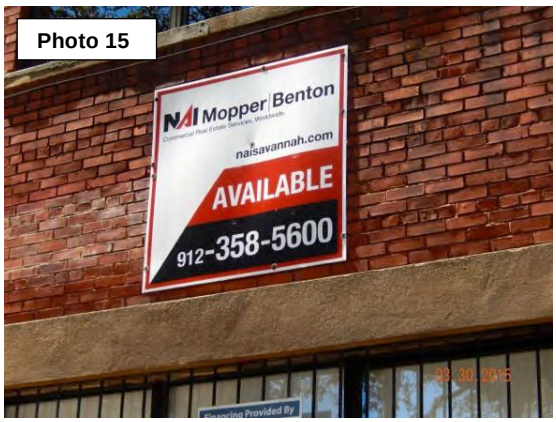


Photo 16

Photo 17

Photo 18

Photo 19

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3.2 Photographic Evidence—cont.

Other properties along the western boundary of the Urban Redevelopment Area show signs of underutilization and economic obsolescence. While River Street has become synonymous with tourism and festivals, West River Street remains disconnected and far removed. The photos show a vacant building for lease at 647 West River Street (Photo 20) and the only vacant lot in the North Segment of the URA at 641 West River Street (Photo 21). As noted previously, the most significant problem tends toward economic obsolescence—underutilization of buildings in need of investment for rehabilitation. The worse suffer mainly from neglect and discontinuous use through the years.

Photo 20

Photo 21

3.2 Photographic Evidence, cont.

Photo 22

Within the South segment, a number of large –space properties remain vacant. Photo 22 shows the largest vacant building, the former CitiTrends assembly and warehouse at 102 Fahm Street, which totals 115, 869 SF of building. The adjoining property, as shown in Photo 23, also remains vacant at 51,401 SF. Together, these two properties total more than 160,000 SF of buildings and more than 4 acres of land, just one street west of Martin Luther King, Jr. Blvd. They have remained vacant for 3-5 years.

Photo 23

Photo 24 shows 63 Martin Luther King, Jr. Blvd. Although vacant, the recent sale of the parcel indicates its future development for a hotel. Hotel development remains the major driver of land costs in and near Savannah's Landmark Historic District because of the continued growth of tourism and group meetings. As large tracts become scarcer within the Historic District, developers continue to seek suitable sites within proximity, such as the hotel under construction at 135 Martin Luther King, Jr. Blvd, Photo 25.

Photo 24

Photo 25

Photographic Evidence, cont.

Not all properties in the West Downtown Urban Redevelopment Area can be classified as blighted. As described in more detail in prior chapters, the best of the properties are productive and in good condition. As shown below in Photo 26, SCAD's renovation of an historic building for its photography department became a catalyst for other neighboring redevelopment along MLK, Jr. Blvd. and Zubly Street. In Photo 27, Chatham Area Transit purchased and renovated the former Greyhound Station into an intermodal center, the hub of intracity and innercity transportation. While the West Downtown Urban Redevelopment Plan focuses on parcels in need of attention, the best of the properties should not be affected by the implementation of strategies contained within this redevelopment plan and will benefit by the improvement of adjacent parcels and job creation.

Photo 26

Photo 27

Yamacraw Village (see Photo 28), developed in the 1940s with a multi-million dollar upgrade in the 1990s, provides 310 units of public housing. Homes are clustered with ample open space. Its approximate 25 acres of land represents the single largest land use (18%) and owner in the South Segment of the West Downtown Urban Redevelopment Area.

Photo 28

4. ZONING AND LAND USE CHANGES UNDER THE PLAN

The City of Savannah Zoning Ordinance designates land use through an adopted zoning map, which authorizes allowable land uses in designated areas and specifies development standards (e.g., minimum lot size, setback from property lines, density of units). As a goal, zoning districts should provide compatible uses but often regulations accompany uses to help avoid or limit nuisances such as noise, traffic, odor, sanitation and visual impact.

Current properties within the West Downtown Urban Redevelopment Area carry nine different zoning classifications (for a list of uses and zoning, please refer to Appendix 10). Of the 72 properties, 60 are zoned business-commercial but with varying classifications and development standards. Ten of the properties are zoned residential, but they relate principally to the high-density use within public housing tracts. Two zoning classifications relate to industrial use of publicly-owned property (i.e., I-L, shipping terminal, Georgia Ports Authority; and I-H, stormwater pumping station, City of Savannah), but they are situated on the western fringe of the redevelopment area where their impact becomes mitigated.

Efforts are underway to revise the City of Savannah Zoning Ordinance, which was last revised in 1960. Recent rezoning of several parcels from light industrial to commercial classifications demonstrate the transitional nature of the use of properties and the growing market demand to expand downtown Savannah to the west, based on the availability of larger tracts of land. In addition to the districts listed below, the portion of the redevelopment area east of W. Boundary Street falls under the Savannah Historic District, a zoning overlay district.

West Downtown Urban Redevelopment Area— Existing Zoning Classifications

# of Properties	Zoning	Identification	
1	I-H	Heavy Industrial	
1	I-L	Light Industrial	
1	RBC	Residential-Business	Transition Zone
2	PBC	Planned Community Business	
4	PBG-1	Planned General Business	
9	RM-25	Multi-Family 25 Units/Acre	
9	BB	Bayfront Business	
11	BG	General Business	Heavier Commercial
33	BC	Community Business	Retail And Services

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The Georgia Urban Redevelopment Act requires that an urban redevelopment plan identify changes in zoning or density and describe any exceptions to existing land use regulations. Because of the transitional nature of the North Segment and areas along Ann Street in the South Segment, land use and rezoning should be evaluated. The current regulations within the City's Zoning Ordinance may not be adequate to facilitate zoning requirements in the redevelopment area. For example, parking standards, density and other standards may need to be changed as part of a rezoning in this area. In addition, future zoning decisions in this area should also conform with the Downtown Expansion Area identified in the City of Savannah's Future Land Use Plan. Any changes in zoning will be consistent with current ordinances and the Chatham County-City of Savannah Comprehensive Plan and need to complement the westward expansion of downtown Savannah.

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5. STATEMENT OF CONFORMANCE

The *West Downtown Urban Redevelopment Plan* conforms with the *Chatham County-Savannah Comprehensive Plan*, a guide to the community's growth and development. The Comprehensive Plan provides the following required elements: Population, economic development, natural resources, historical resources, community facilities, housing and land use. As part of the Comprehensive Plan, the *Community Assessment* identified issues and opportunities. Th*e West Downtown Urban Redevelopment Plan* specifically addresses the following economic goals as presented in the Comprehensive Plan:

- ✓ Economic Development: "Reduction in poverty;" "The need for a wide range of substantial employment opportunities accessible to traditional neighborhoods and low and moderate income wage earners."
- ✓ Historic & Cultural Resources: "Preserving culturally and historically significant buildings within the city and unincorporated county."

More specifically, much of the redevelopment area lies within the Downtown Expansion Area, which is designated in the Future Land Use Plan as a vision for future development in this area. Specific projects initiated under the *West Downtown Urban Redevelopment Plan* will be added to the Comprehensive Plan's Short Term Work Program at each update.

The *West Downtown Urban Redevelopment Plan* also remains consistent with the City of Savannah's *Martin Luther King, Jr. Boulevard & Montgomery Street Revitalization Report* (1998). The 1998 report also touched on the strategic location of the "Downtown Crossroads" (i.e., from Oglethorpe Avenue north to the Savannah River). The "Downtown Crossroads" approximates the same boundaries as the West Downtown Urban Redevelopment Area. The report cited as "Existing Features and Anchors" Yamacraw Village, three SCAD buildings, power plant and Georgia Ports Authority's shipping terminal. The 1998's report also cited as "Future Scenarios" hotel upgrading and new construction, westward growth of city market dining and entertainment, gateway feature at West Bay Street and Martin Luther King, Jr. Boulevard and finding ways to reconnect the area to the waterfront. The *West Downtown Urban Redevelopment Plan* continues this vision.

In follow up to the 1998 report, the Mayor and Aldermen in 2002 adopted the *MLK, Jr. Boulevard and Montgomery Street Corridor Urban Redevelopment Plan.* While the 1998 report included the "Downtown Crossroads," the approved 2002 plan placed the geographical emphasis along MLK and Montgomery Street from Jones Street to North 52nd Street. Many of the goals match those needed for the West Downtown Urban Redevelopment Area.

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6. IMPLEMENTATION STRATEGY

6.1 Designation of Redevelopment Powers

The Mayor and Aldermen of the City of Savannah will serve as the redevelopment agency for the purposes of the *West Downtown Urban Redevelopment Plan* and will retain all powers and responsibilities outlined in *The Georgia Urban Redevelopment Act*, O.C.G.A. 36-44-5. Acting as the redevelopment authority, the Mayor and Aldermen through the City Manager's Office will coordinate with other public agencies and private entities necessary to meet the Plan's objectives. On public improvements, the City will follow its Purchasing Ordinance and Procedures Manual to secure professional services for planning, design and preconstruction and to bid public works contracts for construction of any public projects.

6.2 Private Property Issues

Purchase of Private Property: While the *Georgia Urban Redevelopment Act* authorizes certain powers for the governing authority to acquire private property, the *West Downtown Urban Redevelopment Plan* does not include any expectation of public acquisition of parcels. The Plan envisions that the City will invest in infrastructure and offer local incentives, coupled with possible federal and state incentives, for private investment and development. As redevelopment activities increase, and by evaluation of achieving goals, this section may be amended, if and as needed.

Demolition of Structures: Furthermore, the Plan does not contemplate demolition of any structures by the City of Savannah. The City of Savannah maintains an aggressive program of nuisance abatement and code enforcement, including the power to declare that certain dwellings, buildings, or structures as unfit for human habitation or for its current commercial, industrial, or business use if the (a) structure is found not to be in compliance with applicable codes; (b) is vacant, dilapidated, and being used in the connection with the commission of drug crimes; or (c) constitute an endangerment of the public health or safety as a result of unsanitary or unsafe conditions. As with any properties in the City of Savannah, properties within the West Downtown Urban Redevelopment Area which do not comply with City Code would be subject to this process.

Relocation of Residents: The West Downtown Urban Redevelopment Area includes three residential areas, a five-unit apartment building, an apartment complex opened in 2014 which markets to students, and clustered public housing. Therefore, neither the City of Savannah nor any private developer would need to consider any relocations since no residents would be displaced in the development of other parcels.

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6.3 Legislative and Statutory Tools—Incentives Authorized Under Federal and Georgia Law

Enterprise Zones: The City of Savannah has three approved Enterprise Zones, while Chatham County has one. The zones are designed to revitalize economically- depressed areas which suffer from disinvestment, underdevelopment and economic decline. Certain incentives are offered to encourage private developers to reinvest and rehabilitate these areas.

To qualify, the Enterprise Zone must meet at least three of five criteria:

- ✓ Pervasive poverty as confirmed by the most current United States decennial census as published by the U.S. Bureau of the Census.
- ✓ Unemployment rate (average for the preceding year) at least 10% higher than the state's average or demonstrated significant job dislocation.
- ✓ Underdevelopment evidenced by lack of building permits, licenses, land disturbance permits, etc. lower than that the same type of activity in other areas within the municipality or jurisdiction.
- ✓ General distress and adverse conditions such as population decline, health and safety issues, etc.
- ✓ General blight as evidenced by the inclusion of any portion of the nominated area in an urban redevelopment area.

Incentives include property tax exemptions (over 10 years from 100% reduced in two-year increments to 20%); abatement or reduction in occupation taxes, regulatory fees, construction permit fees; and other fees which would be imposed on qualifying businesses. However, only certain types of businesses can qualify, as opposed to an Opportunity Zone which provides tax credits to any qualified business (assuming other conditions are met).

The City of Savannah acknowledges that the use of property tax breaks as an incentive becomes counterproductive to the use of incremental new tax revenues to fund infrastructure. Use of any property tax breaks or offset of other public revenues will be mindful of this premise.

Opportunity Zones: Georgia's Opportunity Zone program provides job tax credits for businesses which create at least two new jobs. The law authorizes the Georgia Department of Community Affairs to designate a "less developed area" as an area within or adjacent to a Census block group with 15% or greater poverty rate where an enterprise zone or urban redevelopment plan exists. Opportunity Zones are intended to encourage development, redevelopment and revitalization in areas with higher levels of poverty and underdevelopment or suffer from blight. Opportunity Zone Tax Credits include:

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- ✓ A Job Tax Credit of $3,500 per job created for two or more jobs, as long as the jobs meet the threshold of annual salary payments and receive an offer of health care benefits.
- ✓ Use of the tax credit against state income tax liability, and if at 100%, then withholding taxes.
- ✓ Expanded definition of "business enterprise" to include all businesses of any nature.

The tax credits offered within an approved Opportunity Zone are among the highest incentives available. Qualifying areas must be areas with the highest levels of poverty in the state and which suffer from extreme blight. It is intended that parts of the West Downtown Urban Redevelopment Area will become an Opportunity Zone and offer the job tax credit to qualified job creators which meet the threshold of wages and benefits. The Georgia Department of Community Affairs considers designation of an Opportunity Zone within or adjacent to a Census Block Group with 15% or greater poverty where an Urban Redevelopment Plan exists. Census Block 1/Block 1's poverty rate totals 91.9% and adjoins Census Block 3/Block 1 with a 20.8% poverty rate within the West Downtown Urban Redevelopment Area.

Job Tax Credits complement the goal to create employment opportunity within Census Tract 1. While the keys to employment are an educated, skilled and job-ready workforce, the economic data indicate that employment opportunities for residents in Census Tract 1 remain limited for various reasons. Consider the following as an indicator of the challenge to provide preference for new jobs to residents of Census Tract 1 (Source: Census Bureau, 2009-2013 American Community Survey 5-Year Estimates):

- ✓ Poverty rate, 91.9%
- ✓ Per capita income, $1,992.
- ✓ Mean household income, $5,530
- ✓ Food stamps/SNAP Benefits (past year), 93.9%
- ✓ Female-head households (no husband), 96.7%
- ✓ Female high school graduate or higher, 61.4%
- ✓ Female college graduate, 0%

While not at the level of a living wage for a family with a single wage earner (Source: Step-Up Savannah, a community collaborative to reduce poverty), service jobs are important and require less educational standards and experience than higher- paying jobs in other job sectors. Additionally, service-level jobs pay significantly more among employers who want to take advantage of job tax credits. According to the Georgia Department of Labor, in 2014 the average weekly wage for employees in the "Accommodations and Food Service" category totaled $335, or an annual salary of $17,420 (Source: Employment & Wages, 2014).

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To qualify for the state Job Tax Credit of $3,500 for new jobs (Opportunity Zone), the job-creator (i.e. employer) must pay a weekly salary of at least $426 ($22,152 annually based on the average wage earned in the county with lowest average wage—Echols County). Employment must also be based on a minimum 35-hour work week and offer of health-care benefits. For employers to take advantage of Job Tax Credits, service and hospitality jobs would pay 27% more than the Chatham County average and four times the mean household income of Census Tract 1—in many instances at a sufficient level to remove a household from poverty (depending upon the number of dependents).

Tax Allocation District: Tax Allocation Districts (TAD) use tax increment financing to fund public improvements for specific public development serving a specific area. Per the procedural requirements under Georgia law, the voters authorized the City of Savannah to exercise certain redevelopment powers and create tax allocation districts. The City of Savannah has created the East River Tax Allocation District. However, the City does not foresee the use of a TAD for the West Downtown Urban Redevelopment Plan.

Community Improvement District (CID): A CID serves development within a defined area by self-imposing or self-taxing for public improvements which serve the area. The property owners within the district create a non-profit organization with membership from property owners and by public appointment. A Local Act of the General Assembly authorizes Chatham County and the municipalities within it to create CIDs. The West Downtown Urban Redevelopment Plan does not anticipate the use of a Community Improvement District.

Land Bank Authority: The Chatham-Savannah Land Bank Authority became the second created under Georgia law. Georgia law and enabling resolution by the City of Savannah and Chatham County authorize the LBA to acquire tax delinquent properties and return them to tax-generating status. The LBA can extinguish all delinquent city and county taxes, including those of the School Board with approval by resolution. To date, the LBA has focused on residential properties and does not anticipate any participation in the redevelopment plans of the West Downtown Urban Redevelopment Area.

Historic Rehabilitative Tax Incentives: More than two dozen buildings within the West Downtown Urban Redevelopment Area are designated as historic, some of which (those located east of Martin Luther King, Jr. Blvd.) qualify for federal and state tax incentives for renovating historic structures. Historic renovations must meet the guidelines set by the U.S. Department of the Interior and administered in Georgia by the State Historic Preservation Office. The state income tax credit totals up to $5 million for renovation of buildings which will be used for commercial purposes; however, for projects which will create 200 or more new jobs, up to $10 million can be credited against state income tax. The federal tax credit for qualified historic rehabilitation does not include a cap.

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6.4 Development Incentives (Local)

Incentives assume an important role in redevelopment since purely market forces alone cannot make investment attractive due to the general minimal return on distressed properties. Also, the cost to rehabilitate historic properties presents not only a construction challenge but also a higher net cost per square foot. Coupled with public investments in infrastructure improvements, and development incentives, the problem properties can be made attractive to investors. Besides the likelihood of seeking designation of an Opportunity Zone for some parts of the West Downtown Urban Redevelopment Area, the City of Savannah can offer the following:

Development Agreements: The City of Savannah will work with developers to fund infrastructure/public improvements (i.e. pedestrian accessways, streetscape, street lighting, parks, water and sewer extensions) through use of development agreements. Under a development agreement, private investment initially funds the public improvement, and the City of Savannah agrees to purchase the public improvement upon completion to City requirements with incremental new tax revenues. In principle the structure works similarly to tax increment financing but relies instead on the site-specific incremental new tax revenues generated by the development. This avoids any risk by the City but uses a creative way to finance public improvements which serve to benefit private development and public purpose.

The City acknowledges a fair balance must be maintained between incentives to attract private investment and incentives which may overly enrich private investors. Likewise, since incremental new tax revenues will be used to fund infrastructure, the City will be cautious to avoid overextending incentives which would offset revenue growth and incur risk.

Economic Development Tax Credit: For businesses located in an Enterprise Zone or designated targeted corridor, the City of Savannah offers a reduction in the cost to renew a Business Tax Certificate. The business must create and employ at least two full-time equivalent employees (non-spouse or dependents).

Workforce Development Program: Coastal Workforce Services administers job search, training, and placement services (see Appendix 11). Funded by the Workforce Innovation and Opportunity Act (WIOA) of 2014, the program provides services across 10 counties in the coastal Georgia region. On-the-Job-Training (OJT) is the primary workforce development contractual opportunity offered by Coastal Workforce Services to local businesses and employers to connect jobseekers and employers through training opportunities and permanent job placements. OJT provides reimbursements to employers to help compensate for the costs associated with skills upgrade training and loss of production for newly hired employees. OJT training can assist employers who are looking to expand

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their businesses and who need additional staff trained with job specific skills. OJT employers may receive up to 50% of the wage rate of OJT trainees to help defray personnel training costs.

Other: The City of Savannah will work with potential investors to identify the broad range of development incentives available on the federal, state and local levels, including but not limited to historic rehabilitation tax credit (federal and state), historic rehabilitation tax freeze (local), and various state job tax credits.

6.5 Redevelopment Strategies

Six focus areas have been identified for the redevelopment of the West Downtown plan area: land use, historic preservation, business and economic development, workforce development, public safety, and infrastructure and public improvements. Each focus area is presented below along with related goals, objectives and strategies. It is the intent of the City to work in collaboration with developers, businesses, non-profits, area residents and other stakeholders to implement these strategies and improve the quality of life in the redevelopment area.

Land Use

Goal: Promote compatible and appropriate land uses.

Objectives

Objective 1: Review existing uses and zoning districts and determine any changes needed that would promote revitalization within the redevelopment area.

Objective 2: Ensure planned redevelopment activities are consistent with the Downtown Expansion Area identified on the Future Land Use Map in the City's Comprehensive Plan.

Strategies

Strategy 1: Develop a vision and master plan to guide future zoning, infrastructure and streetscape improvements in the redevelopment area.

Strategy 2: Consider establishing a new mixed-use base zoning district for the redevelopment area similar to commercial areas within downtown Savannah (including development standards, performance standards and design guidelines).

Historic Preservation

Goal: Preserve the historical and architectural character of historic buildings within the redevelopment area.

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Objectives

Objective 1: Ensure compliance with the City of Savannah Historic District Ordinance (Section 8-3030).

Objective 2: Update the Historic Buildings Map to include all historic properties within the redevelopment area and to ensure any work on these properties does not compromise their historical and architectural integrity.

Strategies

Strategy 1: Conduct a survey of undocumented historic buildings and other resources within the redevelopment area and add newly identified properties to the Historic Buildings Map.

Strategy 2: Explore establishing local incentives, such as façade and other property improvement grants, to assist property owners with redeveloping and improving historic properties.

Business and Economic Development

Goal: Facilitate economic development activities that spur business and job growth and provide for a better quality of life in the redevelopment area.

Objective: Incentivize business development that results in the creation of 800 to 1,000 new jobs in the redevelopment area.

Strategies

Strategy 1: Develop or modify programs to aid in retaining compatible businesses and to encourage new and expanded businesses that create employment opportunities.

Strategy 2: Expand outreach through the City's Economic Development Department to educate businesses and to promote City business development programs and local, state and federal economic development incentives.

Strategy 3: Pursue an Opportunity Zone designation to provide state job tax credits for businesses that create jobs within the redevelopment area.

Workforce Development and Employment

Goal: Ensure the development of a qualified local work force that is ready and able to fill job openings and meet the needs of employers in the redevelopment area, with particular emphasis on connecting public housing and other low income residents to employment.

Objectives

Objective 1: Establish partnerships with developers, businesses, non-profits and the public housing authority resulting in written agreements to provide job readiness,

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training and other supportive services for low income residents with the goal of removing households from poverty.

Objective 2: Provide job training in demand occupations to low income residents to facilitate their readiness for employment opportunities.

Objective 3: Offer support services to low income residents to facilitate their participation in job training and employment opportunities.

Strategies

Strategy 1: Conduct assessment of resident employment needs, including adult basic education, soft skills, GED, work readiness and personal empowerment.

Strategy 2: Develop and implement training curricula that meets industry standards and occupation needs.

Strategy 3: Secure funding for training through agreements with private developers, Coastal Workforce Services and other sources.

Strategy 4: Execute agreements with local and regional job training providers.

Strategy 5: Work with Coastal Workforce Services to provide a concurrent mix of employment, training and support services (such as child care, transportation, and financial support).

Strategy 6: Work with Coastal Workforce Services, employers and other organizations to provide mentors to help low income workers continue to build skills once they are employed.

Strategy 7: Work with new and existing employers to provide customized training to ensure workers are trained in job-specific skills.

Strategy 8: Work with Coastal Workforce Services to help fund management training and other administrative support positions to create a career ladder for qualified individuals.

Strategy 9: Collaborate with the public housing authority, Coastal Workforce Services and employers to create a job recruitment and screening program.

Strategy 10: Execute agreements with child care providers to provide services to low income residents seeking job training and employment.

Strategy 11: Explore locations within and adjacent to the redevelopment area for the provision of child care services.

Strategy 12: Explore funding for childcare operating costs and subsidies to support creation and expansion of child care services within the redevelopment area.

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Strategy 13: Explore options to provide transportation assistance to low income job trainees and workers.

Public Safety

Goal: Provide an environment where residents and visitors feel safe and are free from crime, fire and other hazards.

Objectives

Objective 1: Reduce the crime rate within the redevelopment area.

Objective 2: Prevent damage to lives and property from fire and other hazards as redevelopment activities take place.

Strategies

Strategy 1: Outreach to the community to increase participation of neighborhood residents, businesses and other stakeholders in activities to reduce crime.

Strategy 2: Facilitate community involvement through programs administered by the Savannah-Chatham Metropolitan Police Department.

Strategy 3: Assess lighting, landscaping and other physical conditions in the redevelopment area and make environmental design improvements to prevent crime and positively affect public perceptions of safety.

Strategy 4: Provide the highest level of fire emergency services including rapid fire emergency response, public education, fire prevention, and effective mitigation of natural and man-made disasters.

Infrastructure And Public Space Improvements

Goal: Upgrade infrastructure and public space amenities in the West Downtown Urban Redevelopment Area to reflect those in the Landmark Historic District.

Objective: Support redevelopment through investment in infrastructure and public improvements.

Strategies

Strategy 1: Assess existing conditions to determine infrastructure and public space needs and plan for appropriate projects as part of the City's capital plan where feasible.

Strategy 2: Work with developers to fund public improvements such as pedestrian accessways, streetscape, signage, street lighting, parks/open space, and water and sewer extensions through the use of developer agreements.

Strategy 3: Explore opportunities for use of the City's Alternate New Employer Economic Development Rates where appropriate.

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APPENDICES
(West Downtown Urban Redevelopment Area=WDURA)

Appendix 1: WDURA Map 1--Location

Appendix 2: WDURA Chart 1—Property List

Appendix 3: WDURA Map 2—Ortho Map With Census Tracts

Appendix 4: WDURA Chart 2—Building Age and Condition

Appendix 5: WDURA Chart 3--Uses and Conditions

Appendix 6: WDURA Map 3—North Oglethorpe Ward

Appendix 7: WDURA Map 4—Middle Oglethorpe Ward

Appendix 8: WDURA Chart 4—Census Tracts and Block Groups

Appendix 9: WDURA Chart 5—Property Value Analysis

Appendix 10: WDURA Chart 6—Uses and Zoning

Appendix 11: Coastal Workforce Services OJT—Program Summary

Appendix 12: Notice of Public Hearing

Appendix 13: Adopted Resolution

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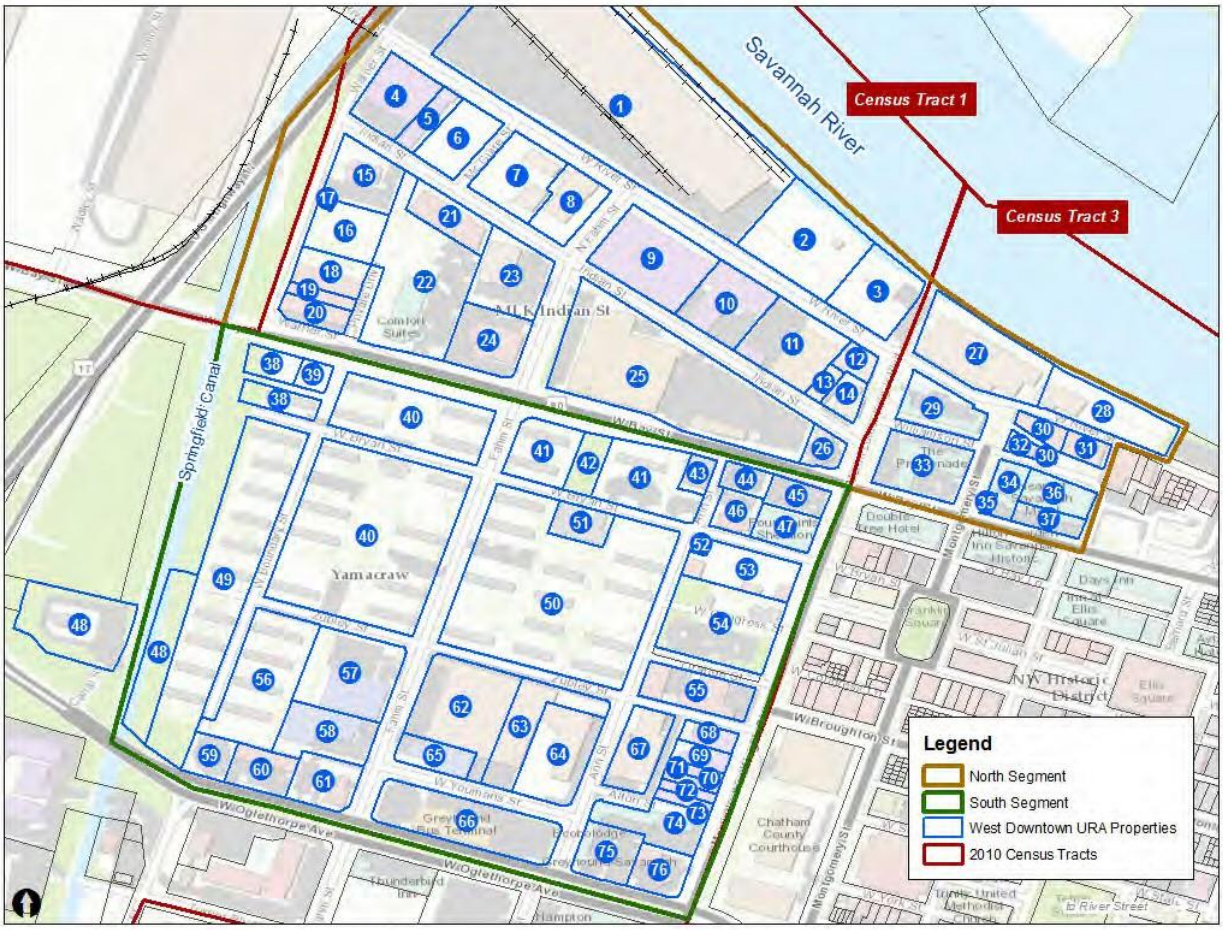
Appendix 1: Map 1— WDURA Location Map



Appendix 2: Chart 1—WDURA Area Property List

North Segment

	Parcel Number	Address	Description	Owner
1	2-0003-01-002	Ocean Terminal	State-owned terminal	Georgia Ports Authority
2	2-0003-01-001	0 River St.	Utility yard--vacant	Georgia Power
3	2-0003-01-003	0 River St.	Plant—vacant	SRD LLC
4	2-0003-03-003	666 Indian St.	College--Alexander	SCAD
5	2-0003-03-002	647 W. River St.	Building--for lease	SCAD Holdings
6	2-0003-03-001	641 W. River St.	Lot—vacant	641 W. River St LLC
7	2-0003-04-001	630 Indian St.	Office warehouse	Spectrum Glass
8	2-0003-04-002	101 N. Fahm St.	Offices	Spectrum Glass
9	2-0003-06-003	574 Indian St.	Microbrewery--new	First Rhode Island
10	2-0003-06-002	532 Indian St.	College—leased	Adler et al.
11	2-0003-06-004	518 Indian St.	College—Hamilton	SCAD
12	2-0003-07-001A	3 MLK, Jr. Blvd.	Building--for sale	3 MLK LLC
13	2-0003-07-003	512 Indian St.	Former machine shop	MAF
14	2-0003-07-002	7 MLK, Jr. Blvd.	Former fire station	RB Savannah II*
15	2-0003-11-011	645 Indian St.	Office building	Austin, Donald
16	2-0003-11-012	Water Street	see 646 W. Bay St.	SFG Housing I LLC
17	2-0003-11-002	10 Warner St.	see 646 W. Bay St.	SFG Housing I LLC
18	2-0003-11-010	14 Warner St.	see 646 W. Bay St.	SFG Housing I LLC
19	2-0003-11-009	8 Warner St.	see 646 W. Bay St.	SFG Housing I LLC
20	2-0003-11-008	646 W. Bay St.	Apartments—new	SFG Housing I LLC
21	2-0003-11-004	641 Indian St.	Bar	Indian Street Partners
22	2-0003-11-007	630 W. Bay St.	Comfort Suites	JAYLAXMI
23	2-0003-11-006	601 N. Indian St.	Warehouse	CHS Corp.
24	2-0003-11-001	1 N. Fahm St.	College (lease)	Byrd, Joseph
25	2-0003-12-001	2 Fahm St.	Post Office	United States
26	2-0003-16-001	502 W. Bay St.	Convenience store	PREM Krishna
27	2-0003-02-003	400 W. River St.	Power plant--vacant	SRD LLC
28	2-0003-02-004	350 W. River St.	Power plant--vacant	SRD LLC
29	2-0003-08-001	412 Williamson St.	Best Western/storage	RB Savannah II
30	2-0003-09-007	313 W. River St.	River Street--leased	Robinson, Paul
31	2-0003-09-006	304 W. River St.	River Street--leased	Bay Street Capital
32	2-0003-09-008	318 Williamson St.	Apartments (5 units)	Harris, Richard
33	2-0003-14-001	412 W. Bay St.	Best Western	RB Savannah II
34	2-0003-15-003	300 W. Bay St.	Quality Inn	Heart of Savannah
35	2-0003-15-004	326 W. Bay St.	Retail--for lease	Heart of Savannah
36	2-0003-15-001	9 Jefferson St.	Retail--Jere's Antiques	Myers, Jere
37	2-0003-15-002	300 W. Bay St.	Quality Inn--adjoining	Union Society

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South Segment

	Parcel Number	Address	Description	Owner
38	2-0003 -24-002	651 Bryan St.	Part of Yamacraw	Housing Authority
39	2-0003 -24-001	0 West Bay Street	Part of Yamacraw	Housing Authority
40	2-0016 -06-001	349 W. Bryan St.	Part of Yamacraw	Housing Authority
41	2-0016 -05-002	0 W. Bryan St.	Part of Yamacraw	Housing Authority
42	2-0016-05-003	0 West Bay Street	Part of Yamacraw	Mayor & Aldermen
43	2-0016 -05-001	533 W. Bay St.	Part of Yamacraw	Housing Authority
44	2-0016 -04-002	517 W. Bay St.	Hotel--future expansion	Kshartirth Hotels
45	2-0016 -04-003	501 W. Bay St.	Hotel--future expansion	Kshartirth Hotels
46	2-0016 -04-001	520 W. Bryan St.	Building—office	Historic Savannah LLC
47	2-0016 -04-004	510 W. Bryan St.	Hotel	PS Holdings
48	2-0017 -01-015	127 Canal St.	Pumping station	Mayor & Aldermen
49	2-0017 -02-001	0 W. Boundary St.	Part of Yamacraw	Housing Authority
50	2-0016 -07-001	0 West Bay Street	Part of Yamacraw	Housing Authority
51	2-0016 -07-003	575 W. Bryan St.	Historic church	First Bryan Baptist
52	2-0016 -08-002	0 W. Bryan St.	Ships of the Sea	Ships of the Sea Museum
53	2-0016 -08-006	37 MLK, Jr. Blvd.	Ships of the Sea	Ships of the Sea Museum
54	2-0016 -08-010	41 MLK, Jr. Blvd.	Ships of the Sea	Ships of the Sea Museum
55	2-0016 -17-006	63 MLK, Jr. Blvd.	Future hotel	63 MLK, LLC
56	2-0016 -18-002	0 W. Boundary St.	Part of Yamacraw	Housing Authority
57	2-0016 -18-001	107 Fahm St.	Union Mission	Union Mission
58	2-0016 -18-007	125 Fahm St.	Union Mission	Chatham County
59	2-0016 -18-003	730 Oglethorpe Av.	Trolley tour lot	Old Town Trolley Tours
60	2-0016 -18-004A	720 Oglethorpe Av.	Convenience store	BIGWAD Properties LLC
61	2-0016 -18-006	702 Oglethorpe Av.	Retail	Family Dollar Stores, GA
62	2-0016 -19-003	102 Fahm St.	former CitiTrends	102 FAHM LLC
63	2-0016 -19-004	102 Fahm St.	former CitiTrends	102 FAHM LLC
64	2-0016 -20-001	111 Ann St	former Bobcat/rental	Edward Morgan et.al.
65	2-0016 -19-001	120 Fahm St.	Union Mission	Chatham County
66	2-0016 -31-001	610 W. Oglethorpe	Transit Center	Chatham Area Transit
67	2-0016 -21-001	110 Ann Street	Restaurant	Kehoe-Morgan II LLC
68	2-0016 -22-001	101 MLK, Jr. Blvd	College facilities	SCAD
69	2-0016 -22-002	109 MLK, Jr. Blvd	Retail--art store	109 MLK Street LLC
70	2-0016 -22-003	111 MLK, Jr. Blvd	Retail—restaurant	Kehoe-Morgan LLC
71	2-0016 -22-004	113 MLK, Jr. Blvd	Retail—restaurant	Kehoe-Morgan LLC
72	2-0016 -22-005	119 MLK, Jr. Blvd	Retail—restaurant	Kehoe-Morgan LLC
73	2-0016 -22-006	125 MLK, Jr. Blvd	Retail—restaurant	Kehoe-Morgan LLC
74	2-0016 -22-010	135 MLK, Jr. Blvd	Hotel--in construction	Shree Maha Laxmi, Inc.
75	2-0016 -22-011	0 Oglethorpe Ave.	Hotel--in planning	Shree Maha Laxmi, Inc.
76	2-0016 -22-008	147 MLK, Jr. Blvd	Retail--gas/convenience	PS Holdings, LLC

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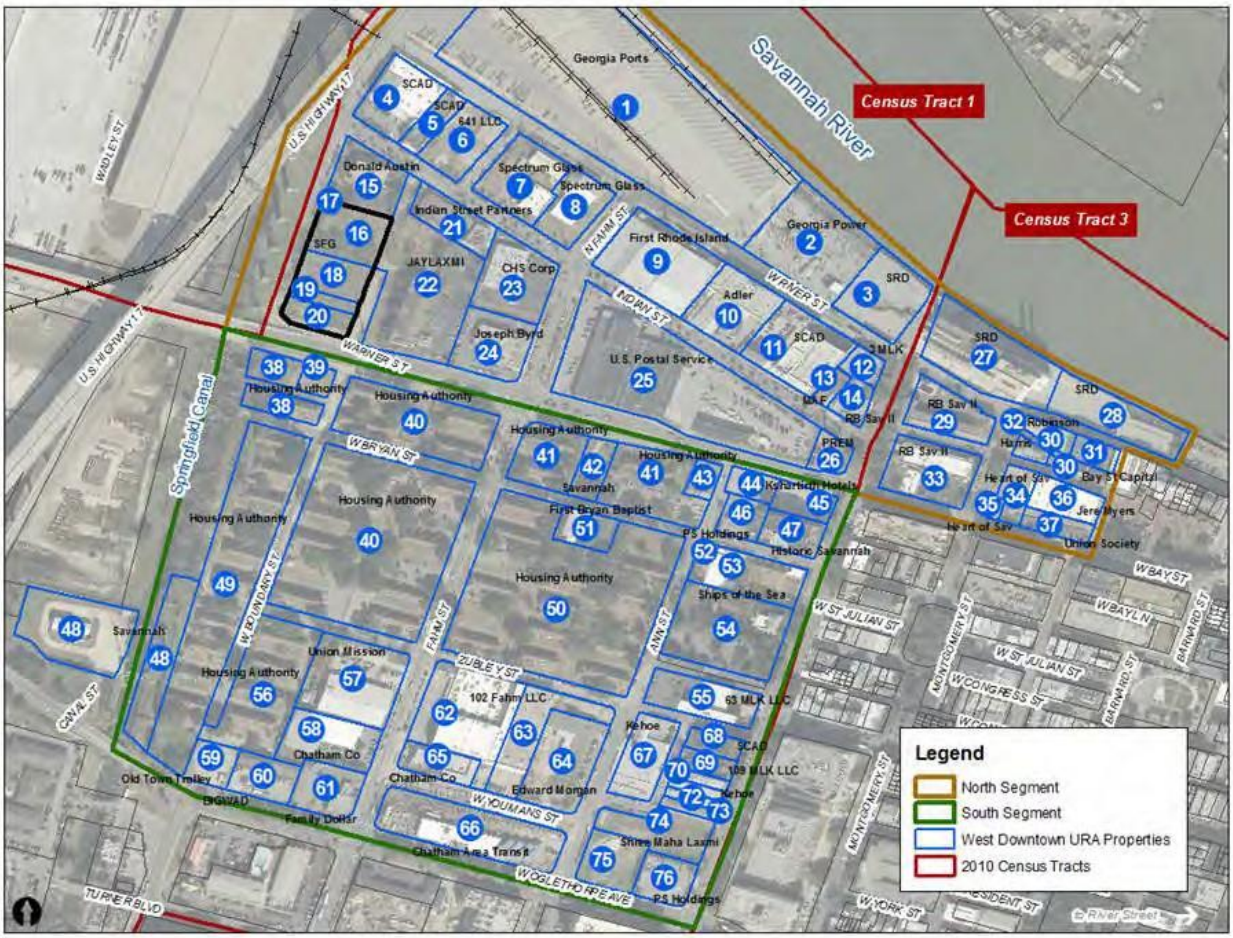
Appendix 3: Map 2—Ortho Photo with Census Tracts



Appendix 4: Chart 2— WDURA Area Building Age and Condition

North Segment

	Address	Use	Year Built	Renovation	Depreciation
1	Ocean Terminal	Building--warehouse	N/A	N/A	NA
2	0 River St.	Vacant--utility yard	N/A	N/A	100%
3	0 River St.	Building—vacant	1910	N/A	100%
4	666 Indian St.	Building—college	1900	1997	N/A
5	647 W. River St.	Building—vacant	1916	N/A	80%
6	641 W. River St.	Lot—vacant	N/A	N/A	Vacant lot
7	630 Indian St.	Building--for sale	1949	N/A	55%
8	101 N. Fahm St.	Building--for sale	1980	1999	68%
9	574 Indian St.	Building--renovated	1900	2015	15%
10	532 Indian St.	Building—college	1970	2012	25%
11	518 Indian St.	Building—college	1850	2013	23%
12	3 MLK, Jr. Blvd.	Building—vacant	1900	2005	68%
13	512 Indian St.	Building—vacant	1945	N/A	54%
14	7 MLK, Jr. Blvd.	Building—vacant	1966	N/A	100%
15	645 Indian St.	Building—offices	1968	N/A	81%
16	Water Street	combined parcel			
17	10 Warner St.	combined parcel			
18	14 Warner St.	combined parcel			
19	8 Warner St.	combined parcel			
20	646 W. Bay St.	Building--apartments	2014	new	0%
21	641 Indian St.	Building—bar	1958	1998	54%
22	630 W. Bay St.	Building—hotel	2004	N/A	12%
23	601 N. Indian St.	Building--warehouse	1969	N/A	70%
24	1 N. Fahm St.	Building—college	1970	2000/2014	16%
25	2 Fahm St.	Building—public	1968	1987	78%
26	502 W. Bay St.	Building—retail	2003	N/A	13%
27	400 W. River St.	Lot--vacant (hotel*)	1910	N/A	100%
28	350 W. River St.	Lot--vacant (hotel)*	1950	N/A	100%
29	412 Williamson St.	Building--hotel site*	1962	1980	18%
30	313 W. River St.	Building—retail	1780	2000/2007	68%
31	304 W. River St.	Building—retail	1780	2014	32%
32	318 Williamsn St.	Building--apartments	1850	1995	62%
33	412 W. Bay St.	Building—hotel	1973	2009/2010	24%
34	300 W. Bay St.	Building—hotel	N/A	2005/2007	31%
35	326 W. Bay St.	Building—vacant	N/A	above	31%
36	9 Jefferson St.	Building—retail	1880	2013	42%
37	300 W. Bay St.	Building—hotel	N/A	above	31%

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South Segment

	Address	Use	Year Built	Renovation	Depreciation
38	651 Bryan St.	Public housing	N/A	N/A	N/A
39	0 West Bay Street	Public housing	N/A	N/A	N/A
40	349 W. Bryan St.	Public housing		2012	N/A
41	0 W. Bryan St.	Public housing	N/A	N/A	N/A
42	0 West Bay Street	Public housing	N/A	N/A	N/A
43	533 W. Bay St.	Public housing	1985	N/A	42%
44	517 W. Bay St.	Lot—vacant	N/A	N/A	N/A
45	501 W. Bay St.	Lot—vacant	N/A	N/A	N/A
46	520 W. Bryan St.	Building—office	1970	1985	42%
47	510 W. Bryan St.	Hotel	2009	N/A	4%
48	127 Canal St.	Utility—pumps	1998	N/A	28%
49	0 W. Boundary St.	Public housing	N/A	N/A	N/A
50	0 West Bay Street	Public housing	N/A	N/A	N/A
51	575 W. Bryan St.	Building—church	historic	N/A	N/A
52	0 W. Bryan St.	Lot—vacant	N/A	N/A	N/A
53	37 MLK, Jr. Blvd.	Lot—museum	N/A	N/A	N/A
54	41 MLK, Jr. Blvd.	Lot—museum	1805	2005	4%
55	63 MLK, Jr. Blvd.	Building—vacant	1965	1985	68%
56	0 W. Boundary St.	Public housing	N/A	N/A	N/A
57	107 Fahm St.	Building—public	1966	2000	24%
58	125 Fahm St.	Building—public	1966	2000	24%
59	730 Oglethorpe Av.	Lot—vacant	N/A	N/A	N/A
60	720 Oglethorpe Av.	Building—retail	1979	2000	24%
61	702 Oglethorpe Av.	Building—retail	2014	N/A	0%
62	102 Fahm St.	Building—vacant	1964	1970-80	91%
63	102 Fahm St.	Building—vacant	1982	N/A	65%
64	111 Ann St	Building—vacant	1963	1977	80%
65	120 Fahm St.	Building—public	1963	1987	67%
66	610 W. Oglethorpe	Building—public	1964	2012	24%
67	110 Ann Street	Building—retail	1950	1981	80%
68	101 MLK, Jr. Blvd	Building—college	1926	2000	50%
69	109 MLK, Jr. Blvd	Building--restaurant	1910	2015	5%
70	111 MLK, Jr. Blvd	Building—retail	1900	2010	48%
71	113 MLK, Jr. Blvd	Building--restaurant	1900	2001	35%
72	119 MLK, Jr. Blvd	Building--restaurant	1900	2005	35%
73	125 MLK, Jr. Blvd	Building--restaurant	1900	2014	48%
74	135 MLK, Jr. Blvd	Building—hotel	N/A	N/A	0%
75	0 Oglethorpe Ave.	Hotel—planning	N/A	N/A	0%
76	147 MLK, Jr. Blvd	Building--retail/gas	1999	N/A	20%

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Source: Chatham County Board of Assessors Property Record Cards Property Survey

Summary:

72	Total Parcels (combined)
30	Parcels affected by vacancy/underutilization or obsolescence
18	Underutilized/Vacant Parcels (571632 SF, or 16%)
18	Obsolescence>50% Depreciation (705847 SF, or 19.8%%)
7	Both

*	Properties announced for redevelopment
**	New grantee (not recorded)

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Appendix 5: Chart 3—Current Uses and Condition

North Segment

	Address	Use	Land SF	Vacant SF	Bldg. >50%
1	Ocean Terminal	Building--warehouse	397,267		
2	0 River St.	Vacant--utility yard	77,972	77,972	
3	0 River St.	Building—vacant	46,174	46,174	
4	666 Indian St.	Building—college	39,273		
5	647 W. River St.	Building—vacant	15,410	15,410	15,410
6	641 W. River St.	Lot—vacant	33,961	33,961	
7	630 Indian St.	Building--for sale	42,231		42,231
8	101 N. Fahm St.	Building--for sale	29,092		29,092
9	574 Indian St.	Building--renovated	66,646		
10	532 Indian St.	Building—college	44,000		
11	518 Indian St.	Building—college	53,265		
12	3 MLK, Jr. Blvd.	Building—vacant	8,892	8,892	8,892
13	512 Indian St.	Building—vacant	6,500	6,500	6,500
14	7 MLK, Jr. Blvd.	Building—vacant	16,250		16,250
15	645 Indian St.	Building—offices	34,853		34,853
16	Water Street	combined parcel			
17	10 Warner St.	combined parcel			
18	14 Warner St.	combined parcel			
19	8 Warner St.	combined parcel			
20	646 W. Bay St.	Building--apartments	90,463		
21	641 Indian St.	Building—bar	27,683		27,683
22	630 W. Bay St.	Building—hotel	115,822		
23	601 N. Indian St.	Building--warehouse	46,173		46,173
24	1 N. Fahm St.	Building—college	36,100		
25	2 Fahm St.	Building—public	196,020		196,020
26	502 W. Bay St.	Building—retail	11,674		
27	400 W. River St.	Lot--vacant (hotel*)	71,135	71,135	
28	350 W. River St.	Lot--vacant (hotel)*	47,291	47,291	
29	412 Williamson St.	Building--hotel site*	30,876		
30	313 W. River St.	Building—retail	10,835		10,835
31	304 W. River St.	Building—retail	10,410		
32	318 Williamsn St.	Building--apartments	5,161		5,161
33	412 W. Bay St.	Building—hotel	43,560		
34	300 W. Bay St.	Building—hotel	14,200		
35	326 W. Bay St.	Building—vacant	2,030	2,030	
36	9 Jefferson St.	Building—retail	20,052		
37	300 W. Bay St.	Building—hotel	13,203		
		(Subtotal)	**1,704,474**	**309,365**	**439,100**
				18.2%	**25.8%**

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South Segment

	Address	Use	Land SF	Vacant SF	Bldg. >50%
38	651 Bryan St.	Public housing	30,500	8,100	
39	0 West Bay Street	Public housing	8,100	8,100	
40	349 W. Bryan St.	Public housing	303,240		
41	0 W. Bryan St.	Public housing	46,515		
42	0 West Bay Street	Public housing	15,682		
43	533 W. Bay St.	Public housing	4,573		
44	517 W. Bay St.	Lot—vacant	11,400	11,400	
45	501 W. Bay St.	Lot—vacant	15,900	15,900	
46	520 W. Bryan St.	Building—office	15,270		
47	510 W. Bryan St.	Hotel	19,946		
48	127 Canal St.	Utility—pumps	109,336		
49	0 W. Boundary St.	Public housing	167,466		
50	0 West Bay Street	Public housing	299,450		
51	575 W. Bryan St.	Building—church	9,350		
52	0 W. Bryan St.	Lot—vacant	2,600		
53	37 MLK, Jr. Blvd.	Lot—museum	38,039		
54	41 MLK, Jr. Blvd.	Lot—museum	75,460		
55	63 MLK, Jr. Blvd.	Building—vacant	34,997	34,997	34,997
56	0 W. Boundary St.	Public housing	61,630		
57	107 Fahm St.	Building—public	60,865		
58	125 Fahm St.	Building—public	39,204		
59	730 Oglethorpe Av.	Lot—vacant	16,500	16,500	
60	720 Oglethorpe Av.	Building—retail	23,718		
61	702 Oglethorpe Av.	Building—retail	28,444		
62	102 Fahm St.	Building—vacant	70,567	70,567	70,567
63	102 Fahm St.	Building—vacant	45,302	45,302	45,302
64	111 Ann St	Building—vacant	51,401	51,401	51,401
65	120 Fahm St.	Building—public	21,192		21,192
66	610 W. Oglethorpe	Building—public	73,151		
67	110 Ann Street	Building—retail	32,508		32,508
68	101 MLK, Jr. Blvd	Building—college	10,780		10,780
69	109 MLK, Jr. Blvd	Building--restaurant	10,780		
70	111 MLK, Jr. Blvd	Building—retail	5,389		
71	113 MLK, Jr. Blvd	Building--restaurant	5,389		
72	119 MLK, Jr. Blvd	Building--restaurant	5,389		
73	125 MLK, Jr. Blvd	Building--restaurant	5,389		
74	135 MLK, Jr. Blvd	Building—hotel	34,195		
75	0 Oglethorpe Ave.	Hotel—planning	28,639		
76	147 MLK, Jr. Blvd	Building--retail/gas	22,500		
		(Subtotal)	**1,860,756**	**262,267**	**266,747**
				14.1%	**14.3%**

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	Land SF	Vacant SF	Bldg. >50%
Totals	3,565,230	571,632	705,847
		16.0%	19.8%

Source: Chatham County Board of Assessors Property Record Cards Property Survey

Summary:

72 Total Parcels (combined)
30 Parcels affected by vacancy/underutilization or obsolescence
18 Underutilized/Vacant Parcels (571632 SF, or 16%)
18 Obsolescence>50% Depreciation (705847 SF, or 19.8%)
7 Both

* Properties announced for redevelopment
** New grantee (not recorded)

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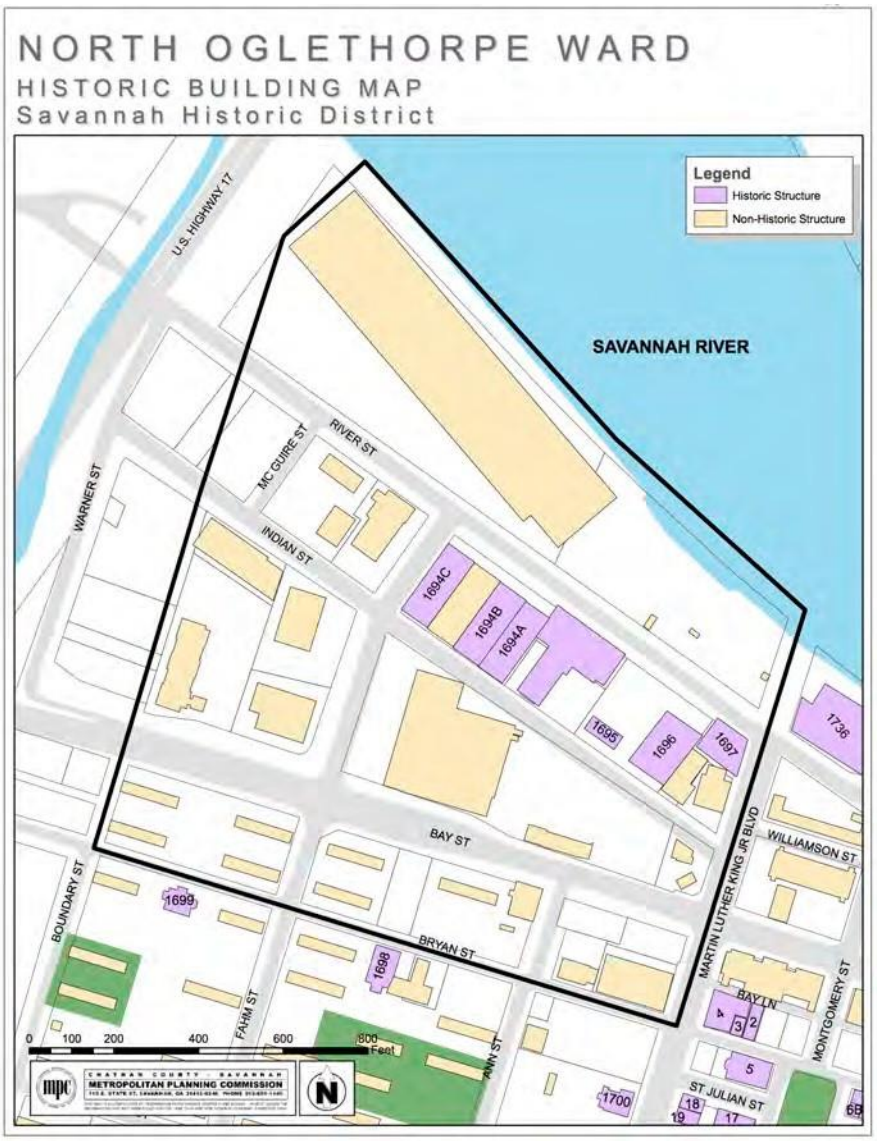
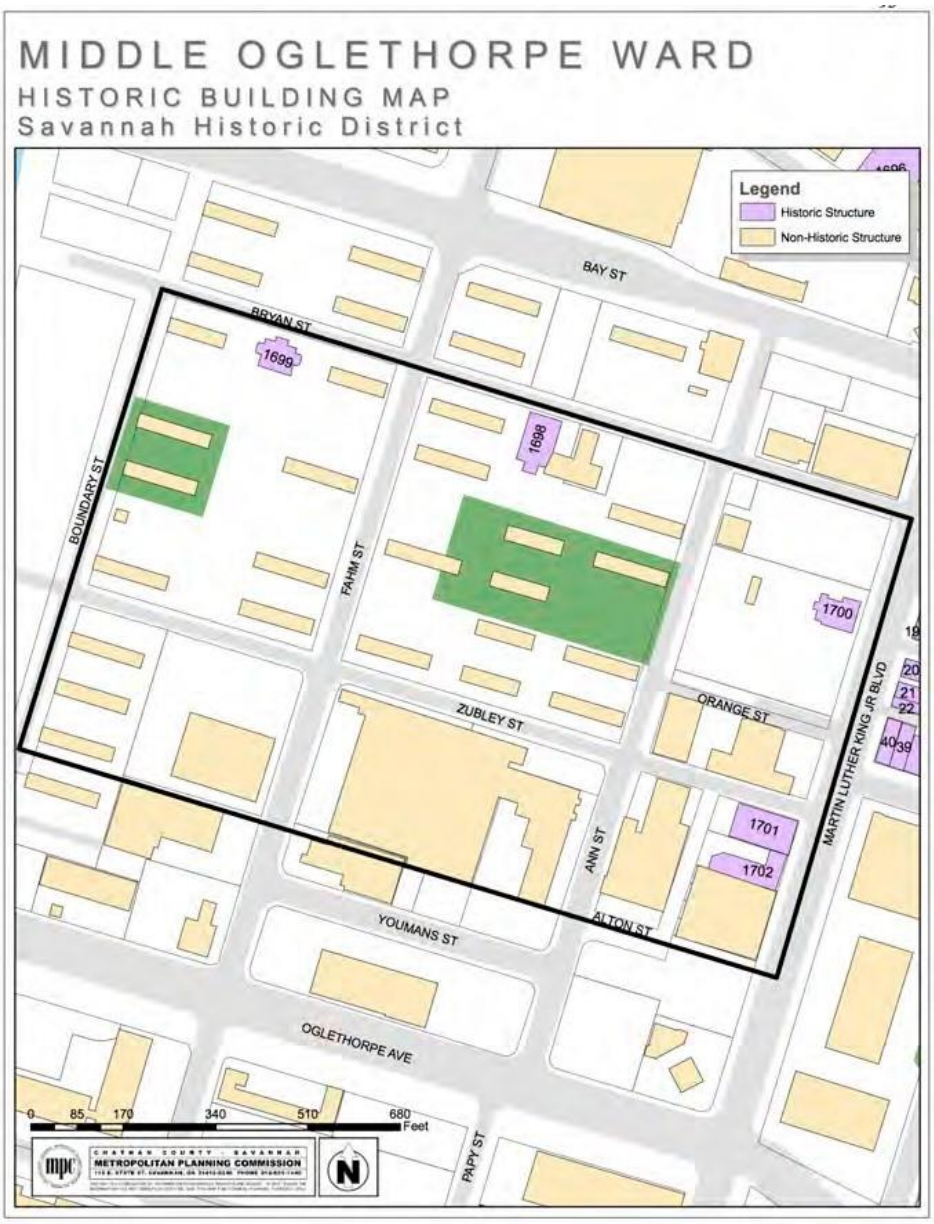
Appendix 6: Map 3—North Oglethorpe Ward



North Oglethorpe Ward

Map Number	Address	Date Added	Date Built	PIN No.
	645 Indian Street			
	641 Indian Street			
	630 Indian Street			
	2 Fahm Street (Post Office)			
	601 Indian Street			
	574 Indian Street		1920	2-0003 -06 -003
1694 A, B, & C	528-532 Indian Street	2010	1900	2-0003 -06 -003
1695	528 Indian Street (532)	2010	1920	2-0003 -06 -002
1696	522 Indian Street (518)	2000	1894	2-0003 -06 -004
	512 Indian Street		1945	
	502 Indian Street (Firehouse)			
	101 Fahm Street		1940	
	7 Martin Luther King Jr. Boulevard			
1697	3 Martin Luther King Jr. Boulevard (31)	2000	1939	2-0003 -07 -001A
	502 West Bay Street		2003	
	1 North Fahm Street			
	630 West Bay Street		2001	

Appendix 7: Map 4—Middle Oglethorpe Ward



Middle Oglethorpe Ward

Map Number	Address	Date Added	Date Built	PIN No.
	Yamacraw 43 Rows			
1698	575 West Bryan Street	1973	1888	2-0016 -07-003
1699	349 West Bryan Street (651)	2000	1941	2-0016 -06-001
1700	41 Martin Luther King Jr. Blvd	1973	1819	2-0016 -08-010
	63 Martin Luther King Jr. Blvd			
	107 Fahm Street			
	102 Fahm Street			
	110 Ann Street			
1701	101 Martin Luther King Jr. Boulevard	2000	1926	2-0016 -22-001
1702	105-109 Martin Luther King Jr. Boulevard	2000	1939	2-0016 -22-002
	111 Martin Luther King Jr. Boulevard			
	125 Martin Luther King Jr. Boulevard			

Appendix 8: WDURA Area Census Tracts and Block Groups

North Segment

	Parcel Number	Address	Description	CT	Block Group
1	2-0003-01-002	Ocean Terminal	State-owned terminal	1	1
2	2-0003-01-001	0 River St.	Utility yard--vacant	1	1
3	2-0003-01-003	0 River St.	Plant--vacant	1	1
4	2-0003-03-003	666 Indian St.	College--Alexander	1	1
5	2-0003-03-002	647 W. River St.	Building--for lease	1	1
6	2-0003-03-001	641 W. River St.	Lot--vacant	1	1
7	2-0003-04-001	630 Indian St.	Office warehouse	1	1
8	2-0003-04-002	101 N. Fahm St.	Offices	1	1
9	2-0003-06-003	574 Indian St.	Microbrewery--new	1	1
10	2-0003-06-002	532 Indian St.	College--leased	1	1
11	2-0003-06-004	518 Indian St.	College--Hamilton	1	1
12	2-0003-07-001A	3 MLK, Jr. Blvd.	Building--for sale	1	1
13	2-0003-07-003	512 Indian St.	Former machine shop	1	1
14	2-0003-07-002	7 MLK, Jr. Blvd.	Former fire station	1	1
15	2-0003-11-011	645 Indian St.	Office building	1	1
16	2-0003-11-012	Water Street	see 646 W. Bay St.		
17	2-0003-11-002	10 Warner St.	see 646 W. Bay St.		
18	2-0003-11-010	14 Warner St.	see 646 W. Bay St.		
19	2-0003-11-009	8 Warner St.	see 646 W. Bay St.		
20	2-0003-11-008	646 W. Bay St.	Apartments--new	1	1
21	2-0003-11-004	641 Indian St.	Bar	1	1
22	2-0003-11-007	630 W. Bay St.	Comfort Suites	1	1
23	2-0003-11-006	601 N. Indian St.	Warehouse	1	1
24	2-0003-11-001	1 N. Fahm St.	College (lease)	1	1
25	2-0003-12-001	2 Fahm St.	Post Office	1	1
26	2-0003-16-001	502 W. Bay St.	Convenience store	1	1
27	2-0003-02-003	400 W. River St.	Power plant--vacant	3	1
28	2-0003-02-004	350 W. River St.	Power plant--vacant	3	1
29	2-0003-08-001	412 Williamson St.	Best Western/storage	3	1
30	2-0003-09-007	313 W. River St.	River Street--leased	3	1
31	2-0003-09-006	304 W. River St.	River Street--leased	3	1
32	2-0003-09-008	318 Williamsn St.	Apartments (5 units)	3	1
33	2-0003-14-001	412 W. Bay St.	Best Western	3	1
34	2-0003-15-003	300 W. Bay St.	Quality Inn	3	1
35	2-0003-15-004	326 W. Bay St.	Retail--for lease	3	1
36	2-0003-15-001	9 Jefferson St.	Retail--Jere's Antiques	3	1
37	2-0003-15-002	300 W. Bay St.	Quality Inn--adjoining	3	1

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South Segment

	Parcel Number	Address	Description	CT	Block Group
38	2-0003 -24-002	651 Bryan St.	Part of Yamacraw	1	1
39	2-0003 -24-001	0 West Bay Street	Part of Yamacraw	1	1
40	2-0016 -06-001	349 W. Bryan St.	Part of Yamacraw	1	1
41	2-0016 -05-002	0 W. Bryan St.	Part of Yamacraw	1	1
42	2-0016 -05-003	0 West Bay Street	Part of Yamacraw	1	1
43	2-0016 -05-001	533 W. Bay St.	Part of Yamacraw	1	1
44	2-0016 -04-002	517 W. Bay St.	Hotel--future expansion	1	1
45	2-0016 -04-003	501 W. Bay St.	Hotel--future expansion	1	1
46	2-0016 -04-001	520 W. Bryan St.	Building--office	1	1
47	2-0016 -04-004	510 W. Bryan St.	Hotel	1	1
48	2-0017 -01-015	127 Canal St.	Pumping station	1	1
49	2-0017 -02-001	0 W. Boundary St.	Part of Yamacraw	1	1
50	2-0016 -07-001	0 West Bay Street	Part of Yamacraw	1	1
51	2-0016 -07-003	575 W. Bryan St.	Historic church	1	1
52	2-0016 -08-002	0 W. Bryan St.	Ships of the Sea	1	1
53	2-0016 -08-006	37 MLK, Jr. Blvd.	Ships of the Sea	1	1
54	2-0016 -08-010	41 MLK, Jr. Blvd.	Ships of the Sea	1	1
55	2-0016 -17-006	63 MLK, Jr. Blvd.	Future hotel	1	1
56	2-0016 -18-002	0 W. Boundary St.	Part of Yamacraw	1	1
57	2-0016 -18-001	107 Fahm St.	Union Mission	1	1
58	2-0016 -18-007	125 Fahm St.	Union Mission	1	1
59	2-0016 -18-003	730 Oglethorpe Av.	Trolley tour lot	1	1
60	2-0016 -18-004A	720 Oglethorpe Av.	Convenience store	1	1
61	2-0016 -18-006	702 Oglethorpe Av.	Retail	1	1
62	2-0016 -19-003	102 Fahm St.	former CitiTrends	1	1
63	2-0016 -19-004	102 Fahm St.	former CitiTrends	1	1
64	2-0016 -20-001	111 Ann St	former Bobcat/rental	1	1
65	2-0016 -19-001	120 Fahm St.	Union Mission	1	1
66	2-0016 -31-001	610 W. Oglethorpe	Transit Center	1	1
67	2-0016 -21-001	110 Ann Street	Restaurant	1	1
68	2-0016 -22-001	101 MLK, Jr. Blvd	College facilities	1	1
69	2-0016 -22-002	109 MLK, Jr. Blvd	Retail--art store	1	1
70	2-0016 -22-003	111 MLK, Jr. Blvd	Retail--restaurant	1	1
71	2-0016 -22-004	113 MLK, Jr. Blvd	Retail--restaurant	1	1
72	2-0016 -22-005	119 MLK, Jr. Blvd	Retail--restaurant	1	1
73	2-0016 -22-006	125 MLK, Jr. Blvd	Retail--restaurant	1	1
74	2-0016 -22-010	135 MLK, Jr. Blvd	Hotel--in construction	1	1
75	2-0016 -22-011	0 Oglethorpe Ave.	Planned Hotel	1	1
76	2-0016 -22-008	147 MLK, Jr. Blvd	Retail--gas/convenience	1	1

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Sources: US Census Bureau (Census Tracts, Block Groups, Blocks)
Property Identification Cards, Assessor's Office

Notes:
*New grantee (not recorded)
**Announced for redevelopment

Summary:

61	CT 1 Combined parcels
11	CT 3 Combined parcels
72	Total Combined Parcels

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Appendix 9: Chart 5—Property Value Analysis
5-Year History of Property Values of West Downtown Urban Redevelopment Area

North Segment

	Address	2014 Value	2015 Value	2008-2014 Change	2014-2015 Change
1	Ocean Terminal	$5,289,300	$4,916,700	$3,289,300	-$372,600
2	0 River St.	$140,842	$575,494	-$699,056	$434,652
3	0 River St.	$84,800	$4,986,700	above	$4,901,900
4	666 Indian St.	$6,276,300	$9,434,700	$2,004,300	$3,158,400
5	647 W. River St.	$247,600	$247,600	-$36,900	$0
6	641 W. River St.	$169,900	$169,900	-$110,600	$0
7	630 Indian St.	$596,300	$4,261,100	$64,800	$3,664,800
8	101 N. Fahm St.	$530,000	$2,265,300	-$76,500	$1,735,300
9	574 Indian St.	$1,680,900	$8,162,800	$825,400	$6,481,900
10	532 Indian St.	$3,891,400	$3,891,400	$3,205,900	$0
11	518 Indian St.	$3,694,000	$8,392,100	$209,000	$4,698,100
12	3 MLK, Jr. Blvd.	$1,059,700	$1,372,000	-$157,800	$312,300
13	512 Indian St.	$150,800	$150,800	$41,300	$0
14	7 MLK, Jr. Blvd.	$422,870	$422,870	$0	$0
15	645 Indian St.	$570,700	$1,327,800	N/A	$757,100
16	Water Street	$12,400	see below		
17	10 Warner St.	$159,900	see below		
18	14 Warner St.	$118,700	see below		
19	8 Warner St.	$38,300	see below		
20	646 W. Bay St.	$76,700	$25,704,000	$25,704,000	$25,627,300
21	641 Indian St.	$759,100	$759,100	$759,100	$0
22	630 W. Bay St.	$4,706,000	$14,988,700	$0	$10,282,700
23	601 N. Indian St.	$406,200	$3,442,800	-$183,800	$3,036,600
24	1 N. Fahm St.	$945,700	$4,000,800	-$112,800	$3,055,100
25	2 Fahm St.	$2,207,100	$6,880,900	-$771,400	$4,673,800
26	502 W. Bay St.	$603,000	$1,255,400	-$319,500	$652,400
27	400 W. River St.	$3,602,000	$5,121,700	split parcel	$1,519,700
28	350 W. River St.	$2,319,200	$3,405,000	split parcel	$1,085,800
29	412 Williamson St.	$1,963,000	$1,714,800	-$2,598,500	-$248,200
30	313 W. River St.	$1,545,600	$1,473,000	-$749,900	-$72,600
31	304 W. River St.	$3,000,000	$2,750,000	-$622,000	-$250,000
32	318 Williamson St.	$227,800	$282,500	-$197,200	$54,700
33	412 W. Bay St.	$4,400,000	$6,967,800	-$3,043,000	$2,567,800
34	300 W. Bay St.	$2,253,500	$2,043,200	-$254,500	-$210,300
35	326 W. Bay St.	$185,600	$367,600	$4,600	$182,000
36	9 Jefferson St.	$1,775,700	$3,650,100	-$948,800	$1,874,400
37	300 W. Bay St.	$1,931,600	$2,497,100	-$955,400	$565,500

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South Segment

	Address	2014 Value	2015 Value	2008-2014 Change	2014-2015 Change
38	651 Bryan St.	$60,100	$60,100	$0	$0
39	0 West Bay Street	$21,000	$21,000	$5,000	$0
40	349 W. Bryan St.	$6,018,900	$11,740,000	$0	$5,721,100
41	0 W. Bryan St.	837,300	$4,186,400	-$1,004,700	$3,349,100
42	0 West Bay Street	282,300	$1,411,400	-$338,700	$1,129,100
43	533 W. Bay St.	410,100	$657,700	-$216,900	$247,600
44	517 W. Bay St.	766,100	$1,026,000	-$233,900	$259,900
45	501 W. Bay St.	653,400	$1,908,000	-$346,600	$1,254,600
46	520 W. Bryan St.	450,000	$1,188,600	-$416,000	$738,600
47	510 W. Bryan St.	8,931,700	$19,379,700	$5,598,200	$10,448,000
48	127 Canal St.	269,700	$264,700	$219,700	-$5,000
49	0 W. Boundary St.	132,900	$132,900	$0	$0
50	0 West Bay Street	962,440	$8,750,000	$750,000	$7,787,560
51	575 W. Bryan St.	$102,570	$102,570	$0	$0
52	0 W. Bryan St.	88,400	$169,700	-$5,100	$81,300
53	37 MLK, Jr. Blvd.	1,333,600	$4,604,400	-$969,400	$3,270,800
54	41 MLK, Jr. Blvd.	4,236,700	$10,734,900	-$1,715,300	$6,498,200
55	63 MLK, Jr. Blvd.	1,605,400	$4,575,600	-$1,170,100	$2,970,200
56	0 W. Boundary St.	$114,900	$114,900	$0	$0
57	107 Fahm St.	2,248,700	$1,942,400	-$317,800	-$306,300
58	125 Fahm St.	2,017,900	$1,803,000	-$1,188,100	-$214,900
59	730 Oglethorpe Av.	176,700	$295,061	-$377,800	$118,361
60	720 Oglethorpe Av.	667,400	$662,400	-$386,600	-$5,000
61	702 Oglethorpe Av.	532,700	$1,250,300	-$533,800	$717,600
62	102 Fahm St.	1,827,087	$3,060,100	-$2,293,413	$1,233,013
63	102 Fahm St.	1,272,913	$1,784,000	-$1,446,087	$511,087
64	111 Ann St	1,067,200	$1,007,200	-$812,300	-$60,000
65	120 Fahm St.	1,294,800	$1,173,500	-$721,700	-$121,300
66	610 W. Oglethorpe	1,803,500	$2,832,000	-$1,740,500	$1,028,500
67	110 Ann Street	787,700	$1,386,000	-$760,800	$598,300
68	101 MLK, Jr. Blvd	3,223,000	$3,259,700	-$849,000	$36,700
69	109 MLK, Jr. Blvd	859,200	$974,100	-$142,800	$114,900
70	111 MLK, Jr. Blvd	898,500	$898,500	$307,000	$0
71	113 MLK, Jr. Blvd	868,800	$868,800	$266,800	$0
72	119 MLK, Jr. Blvd	868,600	$868,600	-$309,900	$0
73	125 MLK, Jr. Blvd	898,500	$898,500	$14,500	$0
74	135 MLK, Jr. Blvd	1,162,600	$1,641,400	-$1,121,400	$478,800
75	0 Oglethorpe Ave.	515,500	$515,500	-$739,500	$0
76	147 MLK, Jr. Blvd	1,777,500	$1,324,300	$135,500	-$453,200

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Sources: Chatham County Board of Assessors Property Record Cards

Summary:	**Combined parcels**
Decreased 5 Year	Lost value (2008-2014)
Decreased 2015	Lost value (2014-2015)

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Appendix 10: Uses and Zoning

West Downtown URA--Parcel Zoning Classifications (2015)

North Segment

	Parcel Number	Address	Description	Zone
1	2-0003-01-002	Ocean Terminal	State-owned terminal	I-L
2	2-0003-01-001	0 River St.	Utility yard--vacant	BB
3	2-0003-01-003	0 River St.	Plant--vacant**	BB
4	2-0003-03-003	666 Indian St.	College--Alexander	BG
5	2-0003-03-002	647 W. River St.	Building--for lease	BG
6	2-0003-03-001	641 W. River St.	Lot--vacant	BG
7	2-0003-04-001	630 Indian St.	Office warehouse	BG
8	2-0003-04-002	101 N. Fahm St.	Offices	BG
9	2-0003-06-003	574 Indian St.	Microbrewery--new	BG
10	2-0003-06-002	532 Indian St.	College--leased	BC
11	2-0003-06-004	518 Indian St.	College--Hamilton	BC
12	2-0003-07-001A	3 MLK, Jr. Blvd.	Building--for sale	BC
13	2-0003-07-003	512 Indian St.	Former machine shop	BC
14	2-0003-07-002	7 MLK, Jr. Blvd.	Former fire station*	BC
15	2-0003-11-011	645 Indian St.	Office building	BG
16	2-0003-11-012	Water Street	see 646 W. Bay St.	
17	2-0003-11-002	10 Warner St.	see 646 W. Bay St.	
18	2-0003-11-010	14 Warner St.	see 646 W. Bay St.	
19	2-0003-11-009	8 Warner St.	see 646 W. Bay St.	
20	2-0003-11-008	646 W. Bay St.	Apartments--new	RBC
21	2-0003-11-004	641 Indian St.	Bar	BG
22	2-0003-11-007	630 W. Bay St.	Comfort Suites	BG
23	2-0003-11-006	601 N. Indian St.	Warehouse	BG
24	2-0003-11-001	1 N. Fahm St.	College (lease)	BG
25	2-0003-12-001	2 Fahm St.	Post Office	BC
26	2-0003-16-001	502 W. Bay St.	Convenience store	BC
27	2-0003-02-003	400 W. River St.	Power plant--vacant**	BB
28	2-0003-02-004	350 W. River St.	Power plant--vacant**	BB
29	2-0003-08-001	412 Williamson St.	Best Western/storage**	BB
30	2-0003-09-007	313 W. River St.	River Street--leased	BB
31	2-0003-09-006	304 W. River St.	River Street--leased	BB
32	2-0003-09-008	318 Williamson St.	Apartments (5 units)	BB
33	2-0003-14-001	412 W. Bay St.	Best Western	BB
34	2-0003-15-003	300 W. Bay St.	Quality Inn	BC
35	2-0003-15-004	326 W. Bay St.	Retail--for lease	BC
36	2-0003-15-001	9 Jefferson St.	Retail--Jere's Antiques	BC
37	2-0003-15-002	300 W. Bay St.	Quality Inn--adjoining	BC

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South Segment

	Parcel Number	Address	Description	Zone
38	2-0003 -24-002	651 Bryan St.	Part of Yamacraw	RM-25
39	2-0003 -24-001	0 West Bay Street	Part of Yamacraw	RM-25
40	2-0016 -06-001	349 W. Bryan St.	Part of Yamacraw	RM-25
41	2-0016 -05-002	0 W. Bryan St.	Part of Yamacraw	RM-25
42	2-0016-05-003	0 West Bay Street	Part of Yamacraw	RM-25
43	2-0016 -05-001	533 W. Bay St.	Part of Yamacraw	BC
44	2-0016 -04-002	517 W. Bay St.	Hotel--future expansion	BC
45	2-0016 -04-003	501 W. Bay St.	Hotel--future expansion	BC
46	2-0016 -04-001	520 W. Bryan St.	Building--office	BC
47	2-0016 -04-004	510 W. Bryan St.	Hotel	BC
48	2-0017 -01-015	127 Canal St.	Pumping station	I-H
49	2-0017 -02-001	0 W. Boundary St.	Part of Yamacraw	RM-25
50	2-0016 -07-001	0 West Bay Street	Part of Yamacraw	RM-25
51	2-0016 -07-003	575 W. Bryan St.	Historic church	RM-25
52	2-0016 -08-002	0 W. Bryan St.	Ships of the Sea	BC
53	2-0016 -08-006	37 MLK, Jr. Blvd.	Ships of the Sea	BC
54	2-0016 -08-010	41 MLK, Jr. Blvd.	Ships of the Sea	BC
55	2-0016 -17-006	63 MLK, Jr. Blvd.	Future hotel	BC
56	2-0016 -18-002	0 W. Boundary St.	Part of Yamacraw	RM-25
57	2-0016 -18-001	107 Fahm St.	Union Mission	PBG-1
58	2-0016 -18-007	125 Fahm St.	Union Mission	PBC
59	2-0016 -18-003	730 Oglethorpe Av.	Trolley tour lot	BC
60	2-0016 -18-004A	720 Oglethorpe Av.	Convenience store	BC
61	2-0016 -18-006	702 Oglethorpe Av.	Retail	BC
62	2-0016 -19-003	102 Fahm St.	former CitiTrends	PBG-1
63	2-0016 -19-004	102 Fahm St.	former CitiTrends	PBG-1
64	2-0016 -20-001	111 Ann St	former Bobcat/rental	PBG-1
65	2-0016 -19-001	120 Fahm St.	Union Mission	PBC
66	2-0016 -31-001	610 W. Oglethorpe	Transit Center	BC
67	2-0016 -21-001	110 Ann Street	Restaurant	PBG-1
68	2-0016 -22-001	101 MLK, Jr. Blvd	College facilities	BC-1
69	2-0016 -22-002	109 MLK, Jr. Blvd	Retail--art store	BC
70	2-0016 -22-003	111 MLK, Jr. Blvd	Retail--restaurant	BC
71	2-0016 -22-004	113 MLK, Jr. Blvd	Retail--restaurant	BC
72	2-0016 -22-005	119 MLK, Jr. Blvd	Retail--restaurant	BC
73	2-0016 -22-006	125 MLK, Jr. Blvd	Retail--restaurant	BC
74	2-0016 -22-010	135 MLK, Jr. Blvd	Hotel--in construction	BC
75	2-0016 -22-011	0 Oglethorpe Ave.	Hotel--in planning	BC
76	2-0016 -22-008	147 MLK, Jr. Blvd	Retail--gas/convenience	BC

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Source: Chatham County Board of Assessors Property Record Cards
Metropolitan Planning Commission

Summary:

2 Industrial
10 Residential
60 Business/Commercial

* New grantee not recorded
** Announced redevelopment

West Downtown Urban Redevelopment Area--Zoning Classifications

#	Zoning	Identification	
1	I-H	Heavy industrial	
1	I-L	Light industrial	
1	RBC	Residential-business	Transition zone
2	PBC	Planned community business	
4	PBG-1	Planned general business	
9	RM-25	Multi-family 25 units/acre	
9	BB	Bayfront business	
11	BG	General Business	Heavier commercial
33	BC	Community Business	Retail and services

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Appendix 11: Coastal Workforce Services OJT—Summary of Services

An Opportunity for Businesses and Employers: A Summary of On-the-Training (OJT) Services

OJT is the primary workforce development *contractual* opportunity offered by Coastal Workforce Services to local businesses and employers to connect jobseekers and employers through training opportunities and permanent job placements.

OJT is one strategy for individuals to receive training funded through the Workforce Innovation and Opportunity Act (WIOA). The term "on-the-job training" means training provided by an employer to a paid participant while engaged in productive work on a job that:

- Provides knowledge or skills essential to the full and adequate performance of the job; and
- Receives reimbursement from Coastal Workforce Services for the costs associated with **training** an OJT trainee, which are usually calculated at 50%-75% of the pay rate for the agreed upon training period; and
- Has a limited program duration of up to 6 months, taking into account the type of job, the participant's prior related work and education, and the participant's individual training plan or strategy.

Objectives

- OJT provides a vehicle for individuals to build their skills, to re-establish themselves in new fields and to increase employment retention and self-sufficiency.
- OJT also provides an incentive to employers to hire using the public workforce system and to invest in employee skill development. Additionally, It is a very good option for job seekers who:
    - Have exhausted their unemployment benefits or need to earn a wage while learning an occupational skill; or
    - Are uncomfortable in a classroom setting; or
    - Prefer to learn by doing and can learn the skills necessary for the occupation more thoroughly on the job; or
    - Need supervision as they learn specific skills for an occupation.
- OJT provides an incentive to employers to hire, retain and upgrade employee skills, and trainees are gainfully employed while they are training or learning a new skill.

OJT Guidelines

OJT's are designed to the area's employment conditions and is required to be focused on high-demand and high-growth job sectors as identified by the Coastal Workforce

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Development Board (CWDB).

The length of the OJT contract is based on the type and complexity of the job, the participant's prior related work and education, and the participant's individual training plan.

OJT Employer and Trainee Requirements

All businesses and employers must agree to the terms and conditions of the contractual agreement.

Only those individuals who meet the WIOA eligibility requirements for training services, who have received an in depth basic skills/educational assessment, and for whom an Individual Employment Plan (IEP) has been developed may be considered for OJT, as well as any type of training under WIOA.

An individual referred to a Job/Career Center by an employer may be considered for OJT with that employer only after the individual has met WIOA eligibility requirements for training, has received an assessment, and for whom an IEP has been developed and indicates an OJT is appropriate.

Employer Pre-Screening for OJT

Prior to entering into an OJT agreement, a pre-screening must be conducted to ensure that the employer meets the minimum standards and can provide both training and long-term employment to an OJT trainee.

- Worker Adjustment and Retraining Notification Act (WARN) notices have not previously been filed.
- The company must have not exhibited a pattern of failing to provide OJT trainees with continued long-term employment.
- Company must verify that WIOA funds will not be used to relocate operations in whole or in part.
- Company must have operated at current location for at least 120 days. If less than 120 days and the business relocated from another area in the U.S and individual(s), employees were not laid off at the previous location as a result of the relocation.
- Company commits to providing permanent long-term employment for successful OJT trainees.
- If the company has a collective bargaining agreement, the OJT contract will not impair existing contracts for services or collective bargaining agreements. If, as a program authorized under title I of WIOA, the OJT would be inconsistent with a collective bargaining agreement, the program obtains written concurrence from the appropriate labor organization and employer before the OJT activity begins.
- OJT funds must not be used to directly or indirectly assist, promote or deter union organizing.

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- The OJT will not result in the full or partial displacement of employed workers.
- OJT trainee wages paid must be at least $10.00 per hour or compensated as other employees in the same occupation with similar experience.
- Trainees must be provided the same workers' compensation, health insurance, unemployment insurance, retirement benefits, etc. as regular, non-OJT employees.
- The employer must comply with the non-discrimination and equal opportunity provisions of WIOA and its regulations.

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Appendix 12: Public Hearing Notice

(On Following Page)

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Public Hearing Notice
West Downtown Urban Redevelopment Plan

The Mayor and Aldermen of the City of Savannah will conduct a public hearing on December 10, 2015, at 2:00 p.m. in the Council Chambers, 2nd Floor, City Hall, in the City of Savannah.

The purpose of the hearing will be to receive citizen comments and input on the West Downtown Urban Redevelopment Plan and the proposed designation of the West Downtown Urban Redevelopment Area. The Urban Redevelopment Area will be governed by the Plan, which focuses on redevelopment and revitalization of a blighted commercial and industrial area experiencing a high vacancy rate, economic obsolescence and underdevelopment and visual blight and improving neighborhoods. The proposed urban redevelopment area includes two segments. The North Segment extends from the area north of Bay Street to the Savannah River and between Jefferson Street on the east and the Springfield/S&O Canal on the west. It includes part of Census Tract 1/Block Group 1 and Census Tract 3/Block Group 1. The South Segment extends south of Bay Street to Oglethorpe Avenue and between Martin Luther King, Jr. Boulevard on the east and the Springfield/S&O Canal on the west. It includes part of Census Tract 1/Block Group 1.

The West Downtown Urban Redevelopment Plan can be reviewed by the public at the following locations beginning Tuesday, December 1, 2015:

- Department of Community Planning & Development, 2203 Abercorn Street
  Monday – Friday, 8:30 a.m. – 5:00 p.m.

- Live Oak Public Libraries:
  Main Library, 2002 Bull Street
  Southwest Chatham Library, 1407 Abercorn Street

- City of Savannah's Website:
  http/www.savannahga.gov/cpd

The West Downtown Urban Redevelopment Plan is scheduled to be adopted on December 10, 2015. All interested persons are invited to attend.

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Appendix 13: Adopted Resolution

(On following page)

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RESOLUTION TO ADOPT THE WEST DOWNTOWN URBAN REDEVELOPMENT PLAN

WHEREAS, the Mayor and Aldermen of the City of Savannah find that Georgia's *Urban Redevelopment Law*, codified as O.C.G.A 36-61-1 et. seq., can be used alone or in conjunction with other redevelopment tools to revitalize faltering commercial districts which suffer as slum areas from urban distress, blight, economic obsolescence and underdevelopment; generate new adaptive reuses from obsolete properties and then create new public places for visitors and residents; support small business; complement local comprehensive planning; and provide new employment opportunities.

WHEREAS, the Mayor and Aldermen of the City of Savannah have reviewed and considered an Urban Redevelopment Plan in accordance with Georgia's *Urban Redevelopment Law* with the goal to revitalize and redevelop a defined geographical area, known as the West Downtown Urban Redevelopment Area, and provide new employment opportunities to adjoining residential neighborhoods with the highest poverty rates and low household incomes in Savannah; and

WHEREAS, the Mayor and Aldermen of the City of Savannah find that properties exist within the urban redevelopment area which suffer from slum and blighted influences, such as high rates of vacancy, economic obsolescence and underdevelopment, visual blight and high property value losses which are detrimental to the public health, safety, and welfare, and their deterioration negatively affects sound growth and development of community (O. C. G. A 36-61-5) and fail to provide employment opportunities at the same level as more productive commercial areas; and

WHEREAS, the Mayor and Aldermen of the City of Savannah have identified new capital public improvements as a catalyst to attract private investment within the urban redevelopment area; and

WHEREAS, the Mayor and Aldermen of the City of Savannah commit to work with the other public, private and non-profit sector partners to ensure that appropriate redevelopment is achieved; and

WHEREAS, the Mayor and Aldermen of the City of Savannah do not plan to engage in any redevelopment projects that will result in the relocation of families or require use of eminent

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domain; and

WHEREAS, the *West Downtown Urban Redevelopment Plan* conforms to the *Chatham- Savannah Comprehensive Plan*, and especially as related to planned redevelopment of distressed properties and the community's economic goals; and

WHEREAS, the *West Downtown Urban Redevelopment Plan* will afford maximum opportunity, consistent with the sound needs of Savannah, for the rehabilitation or redevelopment of the urban redevelopment area by private enterprise; and

WHEREAS, the Mayor and Aldermen of the City of Savannah intend to apply for Opportunity Zone designation for areas within the urban redevelopment area, as well as establish itself or its designee as the Urban Redevelopment Agency for the administration and implementation of the *West Downtown Urban Redevelopment Plan*; and

WHEREAS, the Mayor and Aldermen of the City of Savannah held a public hearing to receive citizens' comments on the *West Downtown Urban Redevelopment Plan* and designated Urban Redevelopment Area.

NOW, THEREFORE BE IT RESOLVED by the Mayor and Aldermen of the City of Savannah, in a meeting duly assembled, pursuant to the authority granted by the Official Code of Georgia Annotated Section 36-61-7, that the attached *West Downtown Urban Redevelopment Plan* is hereby adopted.

SO RESOLVED this_____day of_____2015.

_____
Stephanie Cutter City Manager

Attest:

_____
Dyanne Reese City Clerk

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