

A2. Stakeholder Feedback August Community Meeting

Phase III Truman Parkway Focus Area Report

Victory Drive Corridor Study

December 14, 2016



STAKEHOLDER COMMENT CARD SUMMARY

1. What is your vision for Victory Drive 50 years from now?

- I see Victory Drive continuing to be congested over time. The age and health of trees as well as the road will be a problem. I hope it remains 4-lane but with the other E/W options nearby.
- Protection of existing
- Better mobility for local and Island traffic. Less “Businesses”, there are too many as it is! Return to the beautiful, longest palm drive in the U.S. (if not the world!)
- A tree lined limited access medium speed corridor; buildings should be controlled as far as size and mass not to exceed what is there now.
- I would like to see it remain a beautiful tree lined road. The ugly commercial development near the Truman redeveloped.
- Strong, healthy, evergreen canopy; Sustainable residential; Form-based commercial in highly-restricted areas.
- A viable road servicing residents and visitors; not a pass through from 516/16 to the Islands.
- Smaller commercial parking lots; better bicycle access. Less congestion, foot traffic!
- Reduced congestion, especially in the corridor 1-mile E & W of Skidaway. No road flooding.
- Emergency Ambulance heading Victory West should not have to weave around back(ed) up traffic from Thunderbolt Parkers Gas Station to Kroger-Home Depot light. You have \$1 million dollars your 1st Priority should be computerized lights east Truman.
- More landscape, better flow of traffic, less run-down looking.
- GDOT and MPC forced to restore palms and azaleas to their original numbers, spacing and glory from US 17 to the old turn table at South end of Tybee.
- Mixed – use corridor with healthy balance of residential, commercial retail, institutional any recreational uses.
- A revitalized corridor that brings back the incredible beauty of the street.
- It will look like something from the 1964-65 World’s Fair and then 50 more years, we’ll be in the 22nd century.
- Revitalize, improve landscaping, improve aesthetics, reduce traffic congestion
- A beautiful local street with slow traffic, shade or plenty of places where pedestrians can cross walk or bike.
- Less dense development than presently exists. A return to landscaped median with reduced commercial development on the borders, pockets parks and greenspace.
- Healthy tree canopy – live oak and palmetto, safe pedestrian corridor, bike corridor on 42nd st. Traffic reduced and move entrance to new development off of Victory Drive.
- Minimal traffic flour, beautiful landscape and safe neighborhood.

- I would like to see it as a scenic byway with more destination traffic and less local/commercial traffic provide access to businesses from alternate route.
- Beautiful, well-tended medians. Lovely flowers.
- Victory Drive pays homage to the soldiers who lost their lives in WWI. This history must be preserved. Development should be kept to a minimum.
- Small shops – green spaces – al fresco dining
- I would like to see the historical part – the median with palm trees and flowering shrubs – kept in the picture. There needs to be a good plan for the heaviness of traffic on the corridor – this will only increase with growth on each end. I would like to see the growth – new businesses, etc. held to the minimum. No huge structures and no structures that would require more heavy truck traffic.
- Palm trees and azaleas. A beautiful boulevard. No sprawl. Use New Urbanist principles and a Form-based Code.
- An attractive, green, sustainable avenue that would make a fitting memorial, reflect the local charm and flavor of historic Savannah and the south, be friendly and accessible to pedestrians, cyclists, families, people with disabilities, and older folks, by integrating smaller pockets of local, mixed-use commercial spaces with lots of green areas. I would not like to see a giant strip of generic national corporate brands as islands in a sea of baking parking lots choking in the heat and smog of tens of thousands of cars.
- A safe, accessible corridor for commercial and residential activity, based on smart growth principles and featuring bicyclist, pedestrian, and motor vehicle access and crossings.
- More thriving retail. I have spent 22 years working out of an office and overseeing a retail business on Victory Drive. 40 years ago it was more promising for retailers. I watched the demographics shift away and the area became more run down. The Truman Parkway has helped retail return. Let it continue to shift in a favorable manner without government intervention.
- As a commercial transportation corridor connecting West Savannah with Tybee
- A walkable and pedestrian landscaped road. Small retail, recreation, housing and cultural amenities
- Savannah is a town that loves history so it'd be nice to preserve that. It'd be great to redo the landscaping and make it all palms, oaks and azaleas to fit with the rest of the city's landscaping theme. Furthermore, it'd be wonderful to see some of the historic charm of Savannah brought through all of Victory – buildings, streetcars, etc.
- Greener, fewer chain stores
- I envision a thoughtfully landscaped, palm-tree lined drive with better traffic management and pedestrian friendly features.
- In order to envision Victory Drive 50 years from now, we must accept the likelihood of technological advancement in driving technology that will become dramatically different over the next half-century. As driving moves from more of an active to a passive activity, it is imperative that we invest our time and energy into beautification and land use projects that

are distinctively Savannahian in order for Victory Drive to return to its' former status of world-renown.

- I see one or two lanes in each direction at the center divided by a narrow median that is for through traffic with minimal traffic lights. I also see frontage roads as complete streets with bike and pedestrian accommodations along each side of the throughway with lower speed limits and access to businesses.
- Victory Drive should remain as a memorial to WWI veterans with the boulevard of palms. Any development should be limited to small, local businesses that would not cause an increase in traffic. Green space needs to be preserved along the corridor and in the adjacent area. With the climate change already impacting the route to Tybee and the prospect of increased flooding in Parkside, increased paving of green space is irresponsible. The profits of a few developers and land owners is not a reason to diminish Savannah's neighborhoods which form the real basis for sustained economic development. Between Bee Road and Skidaway, the landscape should be restore. More pedestrian crossings need to be installed, many people are trying to get access to the bus stops and business that are there and there are not enough crossings and bike lanes.
- Business development should be focused on small locally owned, mixed use meaning it is nice to have auto supply stores, restaurants, florists, etc near a residential community. There are already enough large grocery stores and department stores in the area.
- A beautiful mix of landscaping, small commercial spaces, and homes. Akin to an historical main street. A road not for speeding through town but for enjoying. A place that inviting walking and biking over driving. Green space over asphalt. The center around which the rest of Savannah is built.

2. TRANSPORTATION

- a) Do you support the strategies presented (inter-parcel connections, access management, minimizing accel/decel lanes, sidewalk improvements, etc.)? Why or why not?

In favor (25 responses)

- Yes, all of these need to happen to the road. The most trouble, for there, will come from Bee Rd. Skidaway.
- Yes – context sensitivity
- Yes and particularly alternate East – West pathways and access.
- Access management is essential. Bike lanes throughout the corridor are needed especially toward Tybee.
- Yes I do. We need to provide for pedestrian connectivity and involving modes of transportation.
- Yes
- Yes, I am a homeowner on Victory.
- Yes. Minimize congestion and improve traffic flow.
- Yes, there's always a need for improvement.
- Yes, I believe all would improve traffic and safety.
- Keep it simple – keep traffic moving – easy /easy off – bike/pedestrian paths
- If this is done in a manner that would maintain a good traffic pattern. If the improvements were such that it would not impede rather make this easier. How you would do that, I do not know. It is difficult to see that situation for me.
- Yes
- Inter-parcel connections that extend the exiting grid. This is a must to maintain the fabric of the city. Sidewalk improvements (brick) – yes. An elegant pedestrian/bike bridge to get from one side of the street to the other.
- Connections, access management, and sidewalk improvements would, I think, help to alleviate traffic on Victory but should be considered as part of an overall plan to limit the size and type of commercial developments along the corridor
- Yes, more efforts to slow cars and increase the safety of people on foot and on bike.
- Yes, sidewalks definitely need to be improved; everything else will support better traffic flow.
- Victory Drive needs more sidewalks and to be pedestrian friendly. Victory Drive is becoming congested traffic-wise (cars).

- I support this as long as it doesn't become a raze and pave situation. This city has a habit of piece-mealing things and if it's not a planned strategy it could do more harm than good.
- yes to pedestrian-safe sidewalks, biking options, and interparcel connections
- Yes, I believe it is advisable to look into strategies mitigating traffic issues and improving pedestrian safety.
- yes
- Victory Drive is desperate for a transportation intervention. In its current state, it is only truly accessible to autos, and dramatic steps should be made to promote a walkable and bike-friendly Drive in order to promote more access to residents and visitors. Sidewalks, where present, do not protect pedestrians from traffic. Same for bicycles. I support the strategies presented to provide a unified traffic approach.
- In general, I do. But I'm more concerned about setting these standards for future developments than spending all of our time focused on patching up the mistakes that were made in the past. Meaning, I'd rather have a good urban-style code in place that creates a beautiful commercial area in the space between Whole Foods and Bee Road than worry about better sidewalks around Home Depot.
- Sidewalks should be present along the entire corridor, at least to the Thunderbolt Bridge. A bike lane that goes to the beach would be great. There should be multiple pedestrian crossings. I see many people walking to the businesses and stores, crossing with the risk of being hit by traffic because the crossings are so few and far between.

Undecided (7 responses)

- Don't completely understand what is being proposed, so I am not prepared to comment.
- The plans are too ephemeral - I would like to see/hear concrete (excuse the pun) ideas.
- I did not hear hardly any strategy discussed. Just what the current situation is.
- I will have to review website to further explore the strategies present before committing my support.
- These strategies need to be more clarified and understood as they affect property rights before I could say that I support the changes.
- I agree with access management but I think you need to consider various traffic improvements. I don't know that minimizing accel/decel lanes is the answer. Any new commercial development should be required to include frontage roads to minimize access on the main road.
- The 8/25 presentation gave us so little detail about these that I cannot support or oppose them. I don't believe that any plan can be successful without considering zoning restrictions on further development in the parcels along Victory. No plan can preserve the beauty of this road if commercial development proceeds unabated.

Do not support (3 responses)

- NO! First hire “PROFESSIONALS” (Not available, obviously in Georgia); To sequence lights from US 17 to Tybee. Add 3rd lane to all segments.
- No, just not practical.
- Current guidelines are more than sufficient.

Miscellaneous (2 responses)

- I drive the entire length of Victory from Ogeechee Rd to (and beyond) River Rd (Thunderbolt). There should be no lane reductions anywhere!
- You need to have Victory Drive two lanes each way. The median with palm trees is not needed east of Truman.

b) Do you have other transportation (including bike, pedestrian, transit) ideas or suggestions we should explore?

Bike/Ped (18 responses)

- The road, as is, is not compatible with cyclists. I believe the planning should make it solely car and reroute bus and tractor trailer traffic.
- Walking and bike paths that weave through the properties bordering Victory Drive – they could access points to the corridor and shopping areas; coordinate with the Casey; Canal greenway – bridge Casey Canal.
- Opportunity? Pedestrian and/or auto crossing over Truman from between Target/Home Depot to behind Whole Foods?
- A bike lane is a must! Not every resident owns a car and even so, green transportation is desirable.
- Less cars – not more PLEASE! Change Truman exit if possible? Pedestrian streets and safe bicycle transportation.
- Rail to trail bike access?
- Would love to see bike connectivity from Historic District thru Midtown to Isle of Hope concord around Casey Canal bike path.
- Bike lanes a street off of Victory would be smart!! Price Street is a brilliant success.
- Take bike use off of Victory except its passage under the Truman Parkway. Suggest 42nd Street to link to drainage canal to Bonaventure Cemetery
- Sidewalks along roadway.
- Biking is very difficult on and around Victory as it presents a safety issue.

- Kerry Street should be modified to allow for safe and enjoyable pedestrian access.
*crosswalk light at Victory and Atlantic – Safety.
- Increase bicycle and pedestrian accessibility. Here is a far out idea, what about a people-mover system like they have in Las Vegas between the casinos on the strip?
- Protected facilities for people on bikes, e.g. barrier protected bike lane or multi-use path. Sheltered bus stops, hi-vis ped crossings and speed tables. hybrid flashing beacons to make ped crossings safer.
- Protected bike paths and sidewalks are improvements that could be made to the space to make it more attractive to residents. 'Bump outs' near intersections could provide a safe space for pedestrian crossing, and could be used in conjunction with mass-transit options. The median on Victory Drive presents the opportunity for a future light-rail network.
- more bikes, pedestrian options, especially linking the surrounding neighborhoods to businesses
- More bike lanes and pedestrian crossings.
- Also – developments that encourage walking – not shopping centers like Home Depot, Target, Kroger, etc. Make the units smaller, add sidewalks, bike lanes, etc. and open it up to the option of not needing a car.

Transit (3 responses)

- Transit stops need improvement!! Stopping in the middle of the road disrupts the flow of traffic.
- One issue with transit is the large buses. Why could you not go to a smaller vehicle – most of the time there are not enough people using buses to fill a large one.
- Give bus stops designated cut outs to avoid blocking traffic lanes. Reclaim as much right of way as possible for emergency lanes.

Road Section/Network (5 responses)

- Yes! I suggest there be a turn lane to access the parkway South in front of Whole Foods since there already is such a lane, but it's only used for access and exit to that strip mall area!
- Prevention of traffic backups (especially West) should be No. 1 priority. Sidewalks are secondary. Do away with median with its palm trees east of Truman.
- I think the study should review innovative options for intersections and urban streets such as diverging diamonds (DDI), one way pairs, grade separation and other innovative ideas to help with heavy traffic congestion in this area. A DDI might work at Victory Drive and the Truman Parkway. A Single Point Urban Interchange (SPUI) should also be considered.

- Create an exit off of the Truman that goes to Skidaway Road (but not towards Parkside) by traveling adjacent to the south end of the Home Depot/Target shopping center. The exit would travel between Dairy Queen and Precision Tune, allowing for people travelling to the center from Midtown and Southside to enter from the South instead of just onto Victory. Please note that I am strongly against converting 52nd into an exit because of the negative effect it would have on the surrounding residential area.
- Study adding an exit ramp north and southbound at 52nd Street to relieve Victory Drive.

Landscape (1 response)

- We should do the utmost to preserve the historic nature of Victory Drive. Preserve the palm trees and plant more flowers.

Traffic (6 responses)

- Avoid intentionally or unintentionally forcing Victory's traffic problems onto Washington, Parkside or 52nd St.
- No matter what the muffin-heads on State Street or in Jesup or Atlanta propose, any allowance for other than motor traffic will doom us to GRIDLOCK!!!
- Explore how applicable whatever is implemented will impact the next century.
- See above [same answer as for Question 2a: keep it simple – keep traffic moving – easy /easy off – bike/pedestrian paths]
- Jitneys, small vans, car sharing
- Bring the street cars back, add more bike lanes and trails and sidewalks.

3. LAND USE/URBAN DESIGN

a) What are the most critical land use/urban design issues?

Urban Design (14 responses)

- Need form-based code to encourage compatible design of commercial close to street with hidden parking behind buildings.
- Historic buildings (Johnny Harris) are being torn down. Shopping centers are prevailing too much.
- Utilizing state of the art urban design implementation. That means planned pedestrian, green and bicycle use. Not more traffic. Entry – ways to shopping could be from adjacent streets.
- No consistency in the shopping centers with turning lanes, layout, parking, etc. (very confusing).
- Equilibrium of mixed uses at appropriate scale density.
- Mixed use, as few "big boxes" as possible, no minimum parking requirements, buildings should be close to sidewalk w/ parking behind.
- It is time to rethink putting the Abercorn – style development of bright stores and huge parking lots on Victory Drive.
- No more sprawl. New Urbanist development, mixed use. Architecture that reflects old Savannah and that utilizes top-grade materials.
- Turning the VDC into a generic big-box parking lot, dotted by ugly signs, thereby totally destroying the local character, dangerously increasing traffic in the surrounding area, increasing the heat impact from all the concrete. Savannah should be trying to set itself apart as an attractive, modern city while paying homage to its history and character.
- Scale of buildings proposed
- Development. No more concrete islands with massive box stores. If we keep paving over Savannah, then all that'll be left is downtown. Look what happened in mid-town – it's ugly and we already have plenty of big box.
- Design issues are most appropriate west of Bee Road, where actual historical structures and the Victorian motif dominate. The Phase III proposed study area has always been commercial. I question the intent of issuing new blanket land use, architectural standards or standards regarding scale or mass. On the architectural side, "unified standards" speaks to eventual design outcomes similar to Hilton Head, Highway 278 going into Hilton Head and Bluffton. These areas are pretty in their own way, but this look is inappropriate for Savannah. It seems to me that most of the sections of Savannah, including the historical section, River street and certain other areas, have garnered their beauty and reputation on the basis of a more of an eclectic look, not a

unified New Urbanism or Modernistic motif. As to the scale and mass question, I would advise extreme caution in blanket requirements because they can unwittingly close so many doors depending on how these are treated. What if someone grants land to SCAD for new facilities, or to the hospital for new facilities, in this section of town? Are these facilities too "big" according to the new standard? Clarity is required and caution is warranted. And it's difficult to precisely quantify the number of potential businesses and tenants who would be discouraged to coming to this part of Savannah based on additional rules, but my instinct is the outcome would not be a good one.

- Land use and urban design must be kept to the same level of distinctive character that made Victory Drive once famous. Land use must incorporate elements borrowed from Savannah's architectural palate, and a similar scale must be utilized as well. Future land use should be centered around a human scale and promote walkable communities with a 'complete streets' approach.
- Inappropriate development. This area does not need a 70s style mall akin to the Home Depot center. It should be a mix of residential and commercial with a more urban feel. Think Broughton over Abercorn.

Commercial (8 responses)

- Too much commercial
- Pedestrians and future use first!
- More open space, less commercial development.
- Large scale commercial development. Keep parking lot off of Victory and put them at back of the commercial site. Take access off of Victory.
- Victory Drive is already saturated with traffic adding more commercial development will put additional strain on a road that can't be expanded.
- Too many stores. Too crowded.
- Our main concern with the new corridor plan is that it is classifying our parcel as commercial neighborhood vs. commercial Regional which is the proposed classification for the Home Depot parcel across the street from McAlpin Square. Our parcel is at this main intersection & has a great deal of frontage along Truman Parkway. Our parcel offers a prime location at the intersection of these two main thoroughfares. We submit that our parcel is also a Regional parcel.
- This total corridor began as a residential area. Large designed structures do not fit into the scene of keeping homes as well as businesses. I am most critical of trees being leveled and replaced with concrete. Other areas seem to be able to work with the landscape and add buildings that blend in. Do not allow so many businesses that it ruins the areas as we know them.

Landscape/Greenspace (4 responses)

- Canopy trees and Palms bordering low; mass to size of buildings.
- More green – less asphalt
- Restoration of Palms and Azaleas; 2) 3rd lane in all segments and 3) Cease and desist the wanton destruction of a National Historic Landmark.
- Green space needs to be preserved to maintain our quality of life. As stated previously, climate change is already impacting the road to Tybee. We are going to be dealing with increased flooding risks in all of Savannah. Paving large green areas near the canal which is supposed to take flood water away is irresponsible. Paving this area is going to only increase the flood risk in the residential neighborhoods.

Traffic (8 responses)

- Traffic signals from Bee Rd – Skidaway / too many sidewalk from MLK – Ogeechee / too close
- Traffic congestion!
- Flooding and increase of traffic in the residential areas.
- Flooding; over emphasis on automobiles; Landscaping
- Traffic congestion.
- Getting traffic through the corridor. Managing development so that it doesn't create traffic jams.
- Free flow of traffic thru this corridor while supporting existing and potential commercial development
- Traffic and pedestrian safety issues are most pressing.

Miscellaneous (3 responses)

- Developing and enforcing zoning or other requirements that implement whatever land use, landscaping & historic goals that are adopted
- Government intervention not necessary.
- ARCHAEOLOGY and historic preservation before development. fewer "big-box" businesses, more walkability and safe places to bike.

b) Are revised/new standards needed for each of the following?

	Absolutely!	Probably So	Not Sure	Probably Not	No Way
Building Scale/Massing	78% (25)	6% (2)	9% (3)	3% (1)	3% (1)
Setback/Build-to Line	71% (24)	15% (5)	6% (2)	6% (2)	3% (1)
Architectural Standards	68% (21)	19% (6)	3% (1)	6% (2)	3% (1)
Signage Standards	68% (23)	24% (8)	3% (1)	3% (1)	3% (1)
Landscape Standards	79% (27)	12% (4)	3% (1)	3% (1)	3% (1)
Parking Standards	75% (24)	13% (4)	0% (0)	9% (3)	3% (1)

- the more attractive the street the slower the traffic.
- Aesthetics should be mandated – puny crepe myrtles is not an aesthetic contribution, for example.
- Current landscape is not acceptable; needs work.
- Focus on traffic generation based on anticipated future uses.
- No construction debris on adjacent land to be stored on the roots of Live Oak. At Waters Avenue the Live Oaks are dying.
- It is a shame to drive along Victory and go from an area of ancient oak and shade trees and majestic historic homes to a dated-looking strip-mall area. Standards should be enforced to unify the aesthetic of Victory and keep it as an attractive and distinct avenue that highlights Savannah's history and tradition.
- No more massive parking lots. This is a design that doesn't work. Look at all the unused space at Target/Home Depot. Let's also make sure height restrictions are created to keep our skyline beautiful. Let's also make sure architecture fits with the rest of Savannah's historic district.
- Developers who are adding traffic to the corridor need to pay towards needed traffic improvements. Recommend requiring frontage roads in the development.
- Setbacks that allow for trees are essential. All parking lots should be permeable to allow for drainage. There should be a preservation of tree cover to help maintain tolerable temperatures in the surrounding area.

4. LANDSCAPE/ENVIRONMENT

a) What are the most critical landscape issues?

Trees/Median (23 responses)

- The age of the trees; their foliage and closeness to the road leading trucks to be caught in them.
- Protection/maintenance/replacement of dead palms and live oaks; Enhance subtropical theme – no more than one deciduous tree per 15 or 20 evergreens*; Plant true live oaks – not water oak hybrids.
- Replacing canopy trees that are dying and have been removed to accommodate development; Retain Palms; Landscaping median
- Please: No live oaks to block business entrance and business view.
- Preserve palm trees – Victory Drive.
- Restoration of Palms and Azaleas in their original numbers and spacing!
- Monitor median, protect special trees and import sustainable plantings
- Lack of City landscape in medians. I have postcards of what this looked like going back to the early 1900's that are stunning.
- Restore median – width and landscape; Landscape Truman underpass (add artwork on structure)
- Median is ugly. Oaks block views of oncoming traffic.
- Healthy live oaks and palms. Don't introduce new plants or new colors. Keep original azalea shrubs!
- Need more colors and small flowers/bushes; no more trees – take up too much room, too close to road, roots ruin roads.
- The medians
- Median must be reclaimed. Azaleas, palms, and groundcover. Live oaks on the sides. Where road has already been widened there must be a special effort to mitigate the effects of strip development (e.g. Walmart, Home Depot shopping center).
- Preservation and enhancement of shade trees and palm trees along the median. Not clear that there are any other issues to me at this time.
- The medians on Victory Drive
- No pointless strips of sod grass. We need shade trees for pedestrians and native, low-maintenance plants.
- Restoration of the palm-lined drive is a marquee issue for Victory Drive. In addition, measures must be taken to preserve existing live oaks and other specimen trees from being destroyed. Infill landscaping should be sympathetic to the existing landscaping. Upgraded street lighting should be examined along Victory Drive - carrying a common

theme from the more in-tact portions along Chatham Crescent throughout the rest of the Drive

- More trees, more LEED development
- Placing the right type of trees in the right location so that they won't get mangled by GA Power lines or damage sidewalks and pavement with root intrusion. Also so they don't impact visibility at intersections.
- Preserving the tree cover and green space to maintain tolerable living conditions in the area.
- Maintain the palms and expand the median back to its original specifications. This is a monument to our fallen heroes and should be treated as such.
- Medians sidewalks

Character/General Aesthetics /Seasonal Color (6 responses)

- Keeping trees, azaleas, and all signs of aesthetic concern present. Mandate appropriate facades and signage. No more tax stores which destroy area of greenspace that are ruined forever.
- Aesthetic issues
- Giving priority to landscape over traffic & development. This not I-95 and anyone who drives this must realize this. Preserve the trees, median landscaping & hedges to preserve the uniqueness of this street
- Plant more flowers – beautify.
- Maintain integrity of Historic Street.
- Keeping the Savannah image that we, who have lived here our entire lives, enjoy so much. I do not want to look like an urban jungle of buildings, parking lots (garages), neon lights, etc. We are a wonderful city that people come to enjoy – it is my home.

Maintenance (5 responses)

- Maintenance is insufficient
- Maintenance! Existing shrubs and trees are left to die.
- Over grown shrubs, trees, etc.
- Can the City at least maintain what they are responsible for?
- Maintenance. We have these large, beautiful medians out there but they aren't cared for and are reverting to sand. What's the point of putting in landscaping if we don't care for it?

Traffic (5 responses)

- Too many businesses on a highway or what used to be a highway! This causes too much congestion for residents who live in this area. Traffic is sometimes a nightmare and tourists don't help!
- Skidaway area buffer.
- How to keep area scenic, historic, even though largely commercial
- Walking/bike paths. Green areas for sitting.
- Insufficient green-space requirements/allowances, both for aesthetics and environment (such as excess heat-retaining concrete). There seems to be a drive by developers to cram as much cheap/ugly building/parking lot into every square inch of a lot with no concern for the environmental impact/aesthetic appeal. Why would they, since they usually do not live in the area so have no concern about the local impact.

b) What type of landscape improvements would you like to see either along Victory Drive itself or along adjacent residential and commercial properties?

	More	About the Same	Less	No Opinion
Live oaks	61% (19)	23% (7)	16% (5)	0% (0)
Palms	56% (18)	38% (12)	6% (2)	0% (0)
Other shade trees	58% (15)	23% (6)	12% (3)	8% (2)
Screening hedges	69% (18)	23% (6)	8% (2)	0% (0)
Seasonal color	74% (23)	23% (7)	3% (1)	0% (0)
Consistent groundcover	63% (19)	23% (7)	7% (2)	7% (2)
Turfgrass	27% (7)	23% (6)	12% (3)	38% (10)

- Japanese evergreen oak; serenoa ve????;
- Environmental use and urban design do not have to be ugly. There will be fewer cars in the future not more. Making Victory Drive commercial segment contain green buffers.
- The City of Savannah & Chatham County will be sued if emergency ambulance held up by backed up traffic on West(bound?) Victory Drive.
- Colors will liven up road and make it look less run-down.
- Restore Victory
- Balance natural beauty with visibility/safety.
- Need bike access from Victory to Daffin Park. Need curb cut
- More seasonal color; More consistent groundcover;

- Live oaks are an important part of Savannah. Let's keep what we have and cultivate new ones. Also, palms are nice but they seem to be a cheap alternative that's turned to too often.

c) Is flooding problematic in this study area? If so, where?

Yes, In Phase III/Unspecified (6 respondents)

- Yes
- Yes! Too many places to specify.
- Yes. Just a heavy rain sends us all on side streets in several areas of this segment. Also imperils TREES.
- The issues of flooding down around the Home Depot entrance is greater than this spot.
- Portions of Victory Drive near Dixie avenue to Bee Road may be prone to flooding during extraordinary weather conditions.
- Yes. Bee Road

Yes, Outside Phase III (5 responses)

- Yes, Waters Avenue to Live Oak; MLK intersection
- I believe the main flooding problem is along Daffin Park West of this study area.
- With increased traffic from the Phase III area, comes more cars hitting the massive flooding at victory and Atlantic. More than 4 times a year we are calling police and ambulance!!!
- Yes. Between Victory Drive and Thunderbolt.
- Flooding is a risk in Parkside especially along Victory Drive near Daffin. The installation of the pumps has helped but if we continue to pave our green spaces and with climate change this system will be overwhelmed. I remember the last major flood and my home barely escaped extensive damage. Let's make smart choices that prevent future problems instead of creating problems to profit a few over the welfare of city residents.

Not to my knowledge (11 responses)

- Not to my knowledge.
- Haven't noticed, but possibly.
- No sure
- Not to my knowledge
- I am not qualified to assess this.
- None that I am aware of.

- No
- As I understand it, most of the water finds its way into the western "canal" along the Truman. The most affected areas are at the southern extremities of the proposed study area. However I'm not an expert in these matters.
- Not that I've noticed, maybe near Bee Road.
- I haven't noticed any particular problematic areas.
- It has not been a concern in my area of Victory between Paulson and Harmon.

Other (6 responses)

- It is critical for Tybee to have emergency access. Why is Daffin lake higher than Victory?
- When it rains you stay in left lane.
- The Dutch have been able to solve "overwatering" problems for centuries. I can't believe y'all can't fix this!!
- Probably
- There are some pocket areas that need work, but that is an issue with how the city maintains the sewer systems. People, landscapers particularly, continue to maintain a yard and then blow all grass, leaves and dirt into the street and thereby, into the sewers. Sewers are not trash bags – perhaps a few stiff fines to people who do this would control the issue. I see it regularly, so I [text ends there]
- If it's not now, it will be. Think of Louisiana and South Carolina. Flooding will become "the new normal."

5. Please share anything else with us – issues, opportunities, ideas, comments, etc.

Traffic

- As a resident of this area in question, I often must go out my way from Oleander just off Victory to access the parking South, by going down Bee Rd to Anderson because there is often a backup from the light at the parkway and consequently at the light at Victory Manor. During summer months with the tourist traffic trying to get to the beach, this gets worse! Something must also be done to eliminate the backup getting off the parkway going East to Home Depot.
- Concerns about traffic (trucks) due to restrictions on Bay street.
- Traffic congestion is too great already. Please do not permit anything that will draw more autos, shoppers or diners.
- I would like to see things in place that would give everyone what they want. That is never going to be possible. We each see things so differently. An attempt need to be made to keep Savannah as she has been while making the adjustments to accommodate the growth changes that we experience. The traffic conditions now in our area are a bit more than out of control. The traffic engineering department need to be more observant to the people who have been asking for assistance in calming traffic down. I have spoken with Police Traffic Div. and they have been attentive to my requests. They cannot do this alone.
- The complete streets concept is good but we need to keep cars moving as well as pedestrians and bicycles. This is one of only two routes for people from the Islands trying to get into town or onto the Truman Parkway to get somewhere. It's not just local traffic. The study needs to keep that in mind and address through traffic as well.

Road Section/Operations

- Make use of Roland Avenue and the street that is in the Home Depot shopping center parking lot.
- The left turning lane going North on Skidaway turning onto West Victory is too short!!
- Synchronization of traffic and lights. Try to merge access points in order to combined multiple parcels. So need to fully explore drainage management / enhancement and flood prone areas. Explore streetcar opportunities.
- Developers in order to get permits should have to pay for Victory Drive Improvements. All new development east of Bee Rd. should be put on hold until Victory Drive Improvements prevent traffic from backing up (especially heading west). 1. Are developers being charged for Victory Drive Improvements since traffic increases. 2. Why is the City approving permits without doing traffic capacity study and what improvements required to move traffic

without back up. 3. Traffic going West on Victory Drive backs up to Whatley Ave (Parkers gas station – Thunderbolt). Estimated 50% Victory Drive traffic west makes left at two lanes to get on Truman South. Traffic heading Victory Drive East moves but Victory Drive West backs up to Thunderbolt. 4. City of Savannah will be sued if emergency ambulance on Victory Drive West is slowed down in backed-up traffic. Cameras at Victory Drive Intersections so light monitored and controlled. How lights to be controlled. Pooler installed computer controlled lights to improve traffic flow on Pooler Parkway. 5. All development along Victory Drive East of Bee Rd. should be frozen. Until Victory Drive improvements to move existing traffic without backing up (especially Victory West). By removing the median with its palm trees east Truman you could add 5th lane to Victory Drive which could be gated so that you could switch over what direction traffic is using it. Similar to Chicago Express Ways. This would increase capacity traffic capability for Victory Drive and prevent backups (especially West). Emergency ambulance traveling West would travel west into 5th lane just after River Drive and only allow left turns at intersections with stop lights. Remove stop lights at Mechanic Ave (next light west of River Drive). Traffic counts will verify very little traffic on Mechanic Ave.

Utilities

- Issue: Need utility line management to reduce clutter and enhance scenic quality;

Landscape

- Issue: Sabal palms have often been planted incorrectly. We need a palm expert to oversee the planting and maintenance of them. Likewise, many of our “live oaks” are actually hybrids with water oak – need expert who can select true live oaks for beauty and longevity.
- Opportunities: Check out Chinese evergreen oak for parking shade; Q: Myrsinifolia
- The city should not be in charge of pruning ANYTHING! They have no skilled tree or shrub “pruners” and I have seen countless city “pruners” massacre everything on their path/target, leaving splintered and damaged limbs that leave trees vulnerable to bugs and disease. WE DESPERATELY need properly trained employees for pruning and planting. Their planting is also ignorant and sub-standard.
- Needs more palm trees and seasonal flowers but less live oak on the side (they block all view of business and less convenient to customers too!)
- I’d like to simply comment I hope they keep as many big trees like the oaks as possible, of course, in coordination with professional arborists and Park & Tree. But just in general wherever possible (i.e. not replaced with little ornamental shrubs).
- Less Grass, no more oaks

Implementation

- Why are not basic changes/improvements being done NOW! Sidewalks along the drive to improve pedestrian traffic shouldn't require a 2 year wait. Install traffic lights to reduce speeding – Why wait? Cure the flooding before adding more commercial development.

Development Patterns

- I see the block which includes the site of the demolished Johnny Harris restaurant and the area behind as an opportunity to build a mixed-use develop in keeping with the character of the adjacent residential neighborhoods. Instead of large scale big box stores, this area should include multi-family and single family residences, and small to medium size businesses.
- Restore median; take frontage property from owners (especially where parking lots are on frontage) – take enough to create better sidewalks, bikelanes, and left turn lane. Remember Victory is an evacuation route. Parking for future development should be in rear of buildings – would encourage more businesses and walking.
- Limit additional new business growth in Skidaway area.
- A shopping center should not be put up every five feet. Who decided to put up a shopping center behind Baldinos on Victory?
- Small shops/restaurants/ outside dining. Continuous green space from Daffin Park to the Truman.
- I hope that the more aesthetically challenged and anti-urban of the shopping centers will be redeveloped. They will be eventually anyway – in many parts of the country developers are waiting for leases to expire so the[y] construct mixed use. New Urbanist projects. Historic or aesthetically pleasing buildings in the corridor in the corridor should be preserved, especially, the mid-century Starbucks building – the closest we have to a Frank Lloyd Wright building in Savannah. The old house (antique store) across from the Wicklow tract preserve. Undesirable development (Dollar Stores, fast food, etc.) must be kept off Bee Road and existing fast food business should be bought out by the City for redevelopment. The City must see beyond short-term development and redevelop the area as a WHOLE.
- Please take this opportunity to develop a long-term strategy for creating a distinctive, accessible, environmentally-friendly (both in terms of the impact of man-made developments on the environment, as well as the impact of the created environment on the people who will be living in/working in/visiting the area) and attractive mixed-use area. If the vision is to commemorate veterans, I have to say that as a veteran myself, from a family with a long military history, I'm frankly a little insulted that the mess from Bee Rd that includes the ugly Wholefoods parking lot and the strip facing it, to the nightmare intersection at Home Depot and its actively people-hostile "landscape" reaching past Skidaway is the memorial I get for my service.
- The land between Whole Foods and Daffin – we know it's going to be developed and it could turn into a nightmare if it's not handled properly. We need to lay down solid

groundwork and create a comprehensive plan in conjunction with residents to ensure that what's developed there will be utilized. There's so many open store fronts and ugly complexes that we really don't need more of.

- One thing I would like to see is a move back to maintaining the grid pattern established by the nearby neighborhoods. Within the development of Bee Road to Whole Foods coming, and the re-development of the Home Depot, Kroger, and Floor & Decor shopping centers likely to too many years away. I think it would be great if we could re-imagine this entire area as a new urban center for all of Savannah. There could be a focus on the kind of development that isn't just about driving your mini-van out to some big box store and loading it full of junk, but, instead, [end of text]
- In sum, my opinion is we shouldn't build Pooler on Victory Drive. Don't allow a single additional suburban style shopping center. Don't give away Savannah to out of town developers who care only to make a quick \$ and get out of Dodge. Get a spine, MPC and City Council, get a spine. Steer developers toward mixed-used, walkable, beautiful developments. Savannah's brand is all about its city plan, its walkability its human scale. Use that. Grow that.

General

- I think it is impossible that a plan can be put together that accommodates beauty, flowing traffic & unbounded development. The city has to choose – protect Victory as an historic/beautiful road or permit uncontrolled development. I hope that someone has the integrity to consciously & publicly make this choice rather than trying to placate everyone & accomplishing nothing because the developers will ultimately win. Victory is like the squares downtown. They impede traffic but they have been preserved because of their beauty & historic value. The city should treasure Victory as much as the squares & protect the growth & use of it as it does the squares.
- The Victory Drive Corridor Study could not have come at a better time. Our community is at a unique moment in its' history where the citizens are more aware than ever that we want to help our city retain and return to the unique beauty and character that attracts millions of visitors to our city each year. It is this distinctiveness, Victory Drive included, that has made our city a destination since its founding. We must take this opportunity to not only restore our most iconic drive to its' former glory, but keep a visionary approach to its future needs.
- This effort will be worth every penny invested. This project is unique in that every beautification and design effort will produce a return on investment in which nearly all of Savannah's residents (and countless visitors) will benefit. Victory Drive is part of our city's brand - and we should spare no expense, just as our ancestors did, to ensure that the drive is returned to its former standing.
- Please stand up for Savannah's residents.

- This is another production of “smoke and mirrors L.L.C.” GDOT will continue to ignore ALL Empirical and logical information, except that which fits it’s already ESTABLISHED DESTRUCTION OPERATION. “GSOFM GDOT” “God Save Our Grandchildren from the Machinations of GDOT.” What can you say about the MPC? Except it’s a bureau protecting their JOBS. M.Y.O.B.

Flooding

- Life safety caused by flooding is a major concern with increased traffic!

Regulation

- We are completely opposed to an overlay district.
- I do not support any type of overlay designation for this area which will hamper commercial or residential development in this corridor.
- Please consider with utmost care the effect studies such as yours upon existing land owners, prospective land owners, the economic development of the city itself, its tax base, and the potential unintended design consequences that would result from blanket overlay ordinances. The majority of the time, existing zoning standards and the plan approval process make sure developers do not attempt anything extreme. Is the system perfect? Of course not. But to harness the area with more blanket standards will cause not only uncertainty, but potentially economic stagnation. In the extreme case, Savannah will lessen its stature in the investment and economic development community. I only present these extreme scenarios because, it appears that a certain group of citizens (many of whom presumably don't own property or live near this area) are proclaiming and expounding upon views lying at the opposite end of the spectrum ("New Urbanism", and costly design standards that act as an impediment to development rather than an incentive). What's more, it seems that their views are receiving the most attention and are subtly influencing the purpose and scope of this study. There must be a balance. I appreciate this study's attempt to address traffic, landscaping and pedestrian safety concerns. I greatly caution against the unintended consequences of blanket design and scale standards and remain puzzled as to their justification, knowing this area has always been commercial and always been eclectic from a design point of view. Thank you for considering all views. We cannot let extremes guide this discussion, otherwise my guess is neither side (including the actual property owners themselves) will be able to lend much support (and may very well be justified in providing opposition).

Community Engagement

- I am concerned that this has not included many of the major stakeholder groups (the business property owners) in the planning process up until these latest meetings on August 24 and 25 2016.