



GROWTH PLAN: BLOOMINGDALE

PREPARED FOR
City of Bloomingdale

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INTRODUCTION

IN FEBRUARY 2022, THE CITY OF BLOOMINGDALE engaged with the Chatham County–Savannah Metropolitan Planning Commission (MPC) to discover opportunities and identify strategic areas for future growth and conservation.

The City of Bloomingdale is located in the western part of Chatham County and has been a prime real estate target in recent years due to its connections to transportation infrastructure and lack of property taxes. While the City of Bloomingdale acknowledges that development is part of living in a lucrative county, there are major concerns about the capacity of existing infrastructure– mainly water/sewer, traffic, and property values. As a proactive approach to the changing character of Bloomingdale and to get a better understanding of the current trajectory of industrial development patterns, Bloomingdale's City Council approved an 8-month moratorium on Industrial Zoning Applications and Multi-Family Zoning Applications on January 20, 2022.

The MPC has prepared a new Master Plan that includes areas for future growth, opportunities for conservation, and suggested implementation strategies.



REGIONAL LOCATOR DIAGRAM The City of Bloomingdale Study Area



SITE AREA

STUDY AREA The City of Bloomingdale Illustrative Plan for the Growth Plan

EXECUTIVE SUMMARY

The City of Bloomingdale is currently at a tipping point, transitioning quickly to industrial uses without a clear plan of action. The Bloomingdale Growth Plan, developed by the MPC is intended to highlight strategic areas for growth and conservation, conceptualize a master plan for a town center, and suggest an implementation strategy.

The Growth Plan builds upon various community plans and the recently adopted Comprehensive Plan to make more informed recommendations, strategies, and visions for the community.

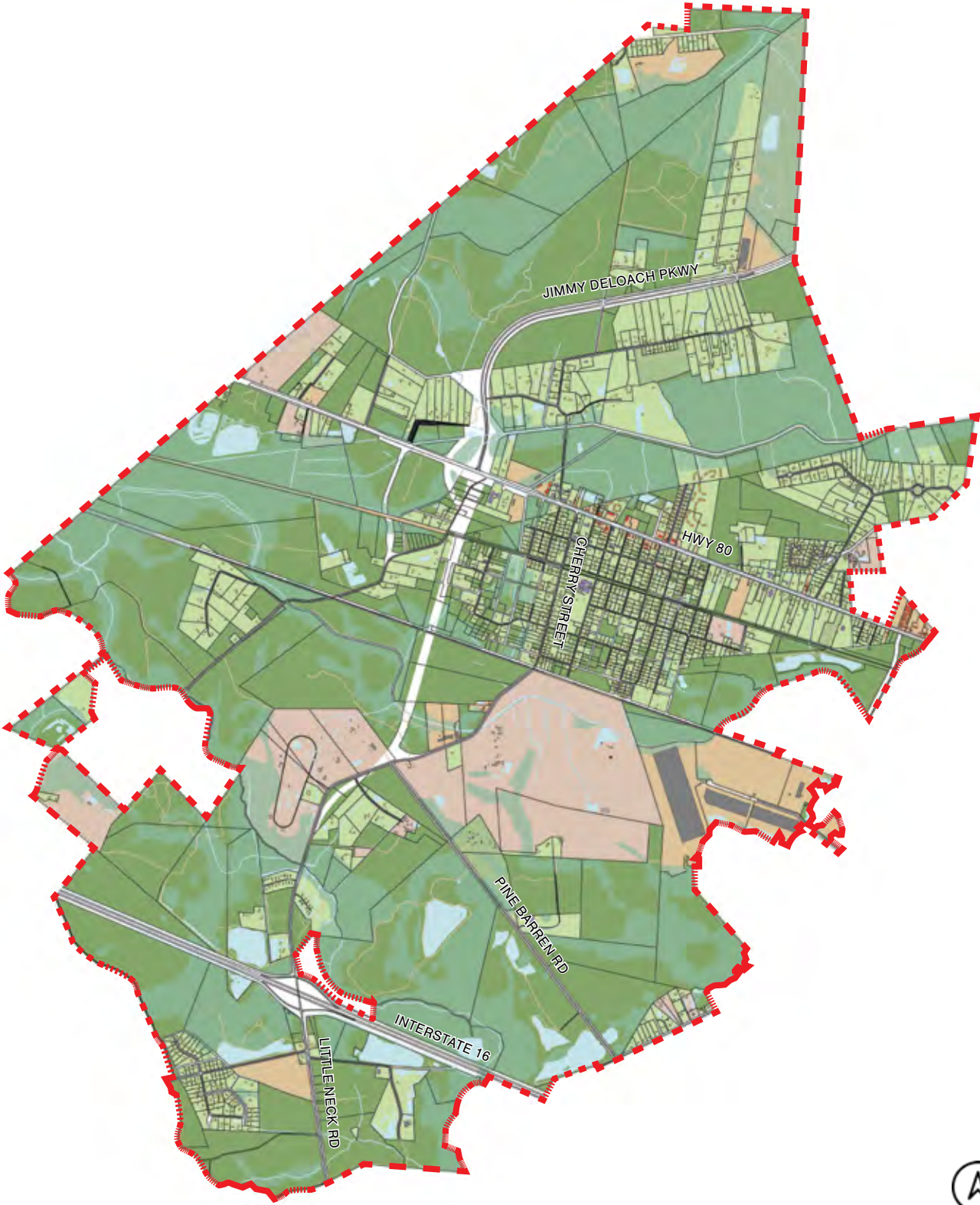
The Growth Plan also examines the current conditions of the City of Bloomingdale through various lenses, discovering patterns in the existing frameworks. In this Plan there are various components that the MPC will present and discuss, including:

- Existing Conditions
- Land Analysis
- Priority Opportunity Areas
- Illustrative Master Plan
- Suggested Implementation

Bloomingdale has a major opportunity to control its future, by prioritizing residential and mixed-use development verses industrial growth which has dominated the cities rezoning request over the past few years which is reflected in the changing character.

DESIGN PRINCIPLES

- Positioning higher density uses along more intense roadway infrastructure while transitioning to smaller scaled development.
- Create nodes of activity at major intersections that are oriented towards pedestrian friendly activity.
- Front buildings onto public streets and right-of-ways, with front doors, windows, and active uses.
- Locate parking in the interior of the blocks, accessed from rear lanes or side streets.
- Enhancing natural waterways and canals with trails to create connectivity to adjacent communities and resources.
- Increase the diversity of housing types to encourage aging in place and accommodate additional population growth.



STUDY AREA The City of Bloomingdale Illustrative Plan for the Growth Plan

HISTORY

Founded in 1830 as a farming community along the Central of Georgia Railway Line, the Bloomingdale community relied heavily on the rail and farming industries for economic prosperity. While it may seem that Bloomingdale was an unconnected rural farm town, the community—like adjacent towns—was connected by passenger rail which helped residents commute into Savannah. The mural by Mary Mitchell and historic map of Bloomingdale features that prosperous relationship with the Central of Georgia Railroad.

Later incorporated in 1974, Bloomingdale became a destination for young families that worked in Savannah but craved a community with a more rural feel. While the City has experienced steady growth in the years since its incorporation, it continues to attract empty-nesters to the small town community.

The City of Bloomingdale is home to several historical destinations which embrace the City’s rich history. The Bloomingdale History Museum is in the historic Pierce–Page House which was constructed in 1920 as the second brick house built in the City. The Alpha Church was founded in 1879 at the corner of US 80 and Church street. The congregation still exists, however, the original structure does not remain. Veterans' Freedom Park honors service men and women while also serving as a hub for events. Church street, which runs through the residential core of the City, is home to 20th century architecture styles ranging from Classical Revival to American Craftsman. Bloomingdale is also home to Gravel Hill Cemetery, where the earliest graves date back to the year 1854.



Mural–Mary Mitchell (History Museum)



Bloomingdale Historic Railroad Cart



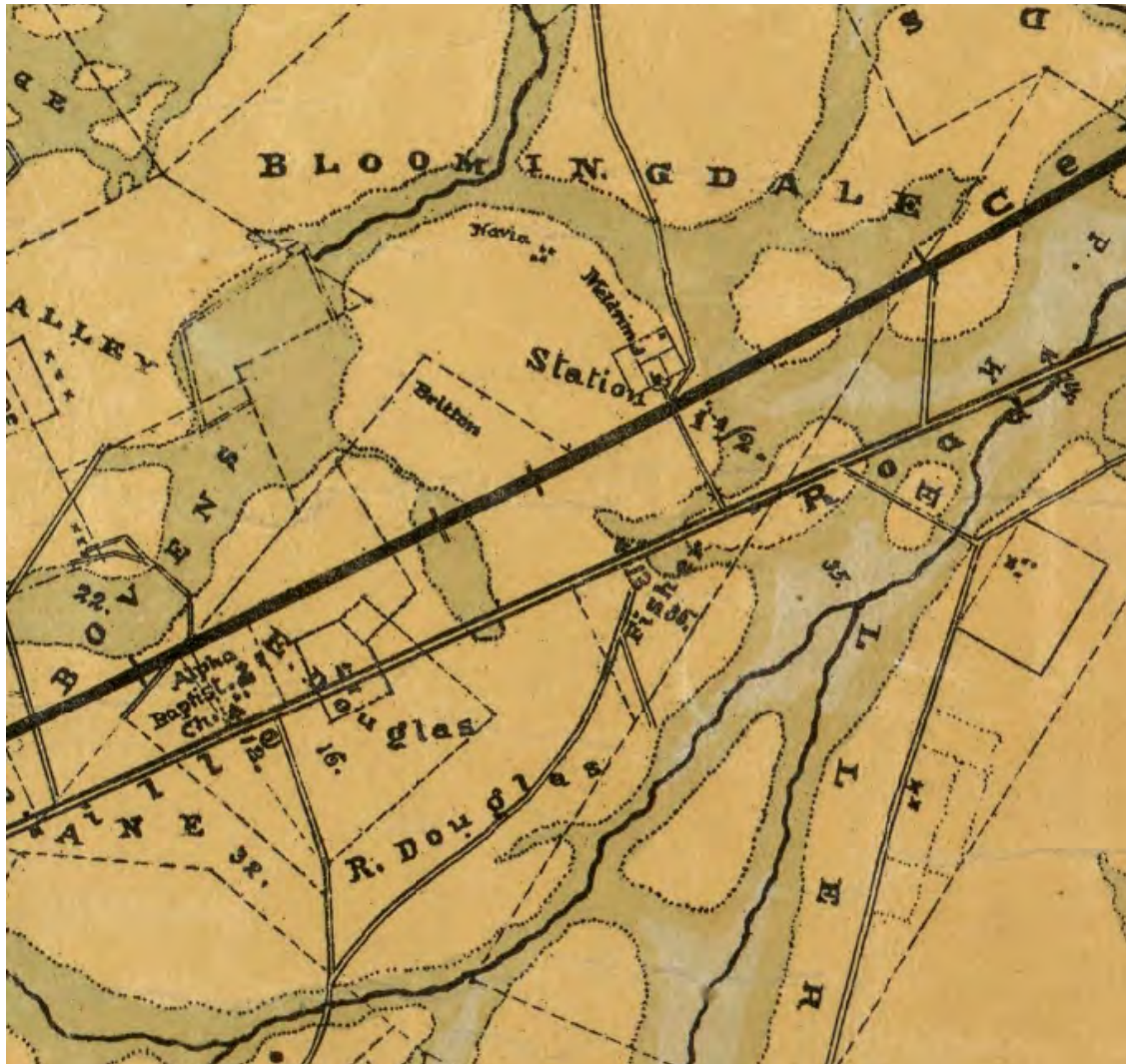
Historic Railroad Car



Pierce–Page House (History Museum)



Historic Church–Alpha Church (Demolished)



Historic Map of Bloomingdale 1875

THE COMPREHENSIVE PLAN

The recently adopted Comprehensive Plan describes the overarching goals to help shape the City of Bloomingdale's over the next 20 years. The City's stakeholder committee identified the following as its community vision: **"Preserving our small city charm, our history and our integrity while planning for future growth that will provide effective and efficient services to the citizens of Bloomingdale creates a general concept for future development."** The vision for Bloomingdale also includes the following general recommendations:

- 1. Development of Highway 80 as the City's Mainstreet Commercial Corridor
- 2. Core area revitalization
- 3. Housing and mixed use development
- 4. Preserve the "Small City Charm" and sense of community
- 5. Attract light industrial and port-related development
- 6. Development of park and recreation resources

Since the adoption of the 2021-41 Comprehensive Plan, the City has decided to re-prioritize its recommendations towards attracting light industrial and port-related development. The City feels the pressure towards heavy industrial development has become overwhelming to the preservation of the small town charm desired by the community.

Through the public input process from the stakeholder committee and community survey, several needs and opportunities were identified, including:

- Promote transportation equity
- Alleviate peak traffic congestion
- Promote infill development
- Strive to avoid sprawl and unplanned development
- Identify and protect cultural and natural areas of the city
- Encourage an increase of greenspace and parkland
- Look into the creation of a mixed use area
- Continue to protect the City's rural scenery
- Continue to protect the City's trees
- Encourage development to locate in suitable and appropriate areas

Bloomingdale's Community Vision 2020, completed by the MPC, describes the growth policies intended to guide decisions regarding development proposals in the City. This document built upon planning efforts of the previous 2016 Comprehensive Plan and visualized opportunities according to current development patterns in the community. It is important to note that this Plan was not adopted by City Council, but has served as a basis for this newly developed Growth Plan. The 2020 Community Vision document for Bloomingdale includes the following general policies:

- 1. Increase resiliency
- 2. Activate downtown
- 3. Expand housing choices
- 4. Address Cherry Street traffic
- 5. Create identity
- 6. Make Bloomingdale more competitive
- 7. Reconnect Bloomingdale



CHANGING CHARACTER

While adjacent municipalities (e.g., Pooler and Port Wentworth) and unincorporated areas of Chatham County have been experiencing immense industrial development pressure in recent years due to the growth of the Port, Bloomingdale has been able to enjoy all the economic benefits without the direct pressure of the development community.

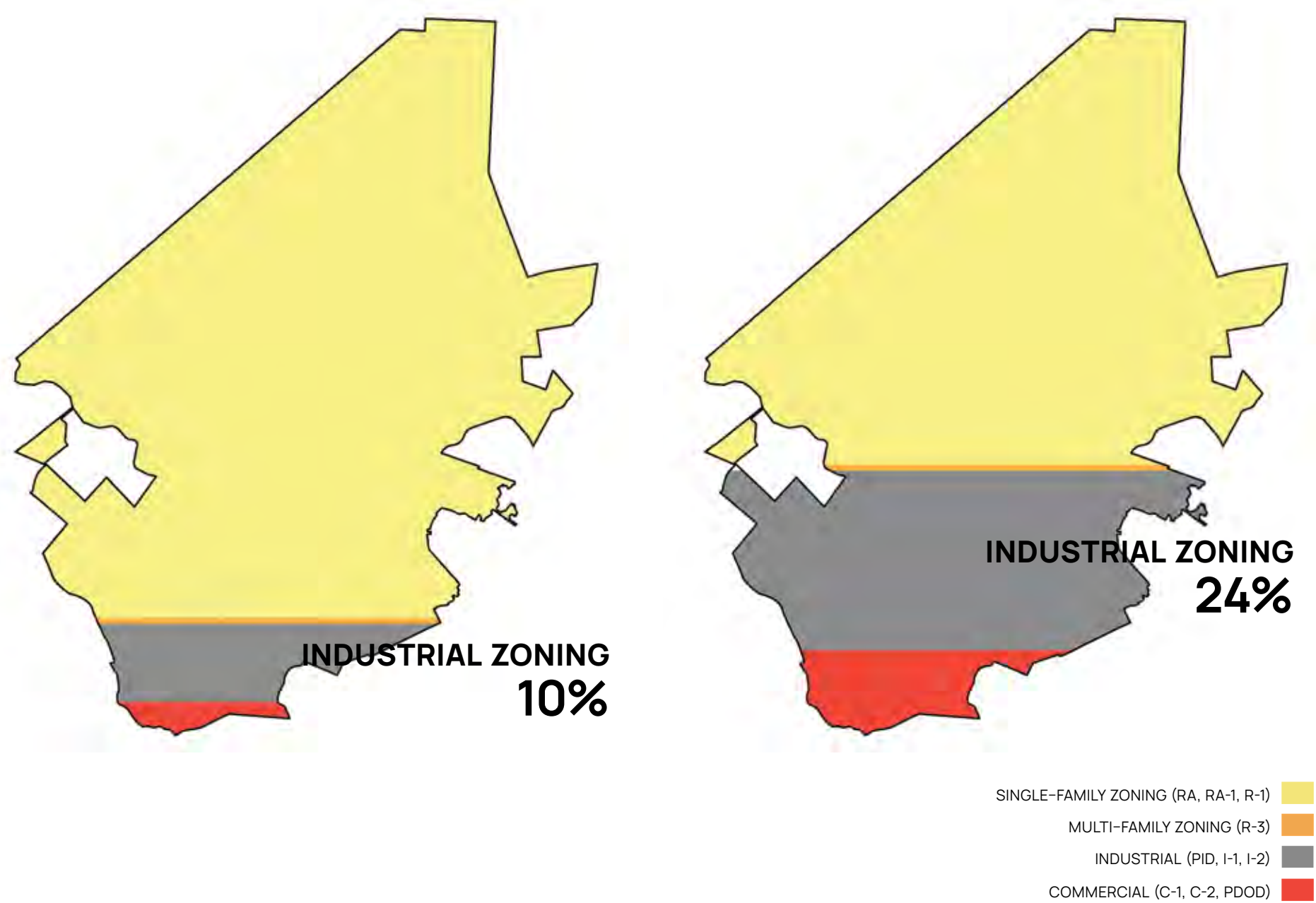
Unfortunately, as space has become limited for Bloomingdale’s neighbors, the development spotlight has been hoisted upon the last frontier of Chatham County. The community is currently at a tipping point for the future character of development.

While the County has experienced internal pressures for industrial redevelopment, outside pressures from the proposed Hyundai plant which expects to employ about 8,100 workers by 2025 will add even more need for residential development.

While Bloomingdale understands that development is part of living in a growing and highly favorable county, the City wants to ensure that Bloomingdale remains a special place that is resilient to the pressures of the development community and stays true to its residents while serving as a resource to share for their collective future.

At this pivotal point in Bloomingdale’s development history, no future industrial rezonings should be permitted unless they are part of a larger mixed use rezoning proposal (containing residential and commerical uses).

PREVIOUS ZONING DISTRIBUTION CURRENT ZONING DISTRIBUTION



ZONING COMPARISON Excludes zoned areas that have floodplain, water, wetlands and marsh

COMMUNITY PROFILE

As of 2020, the City of Bloomingdale is home to 2,790 people; this is a 2.84% population increase since 2010. The City is 13.8 square miles, with 202.2 people per square mile. Demographically, Bloomingdale is a predominantly white community with an estimated 77% of residents identifying as white alone. Over the past 10 years the white population has decreased by approximately 9.6%, while populations of black/ African American, and Hispanic (of any race) has grown.

The community consists largely of an older/aging population, with the median age of 53.7 years. This sudden change is due to the over 65 population almost doubling between 2010 and 2016–2020. The median income of households in Bloomingdale was \$44,769 in 2016–2020, with approximately 53% of households making less than \$50,000 a year.

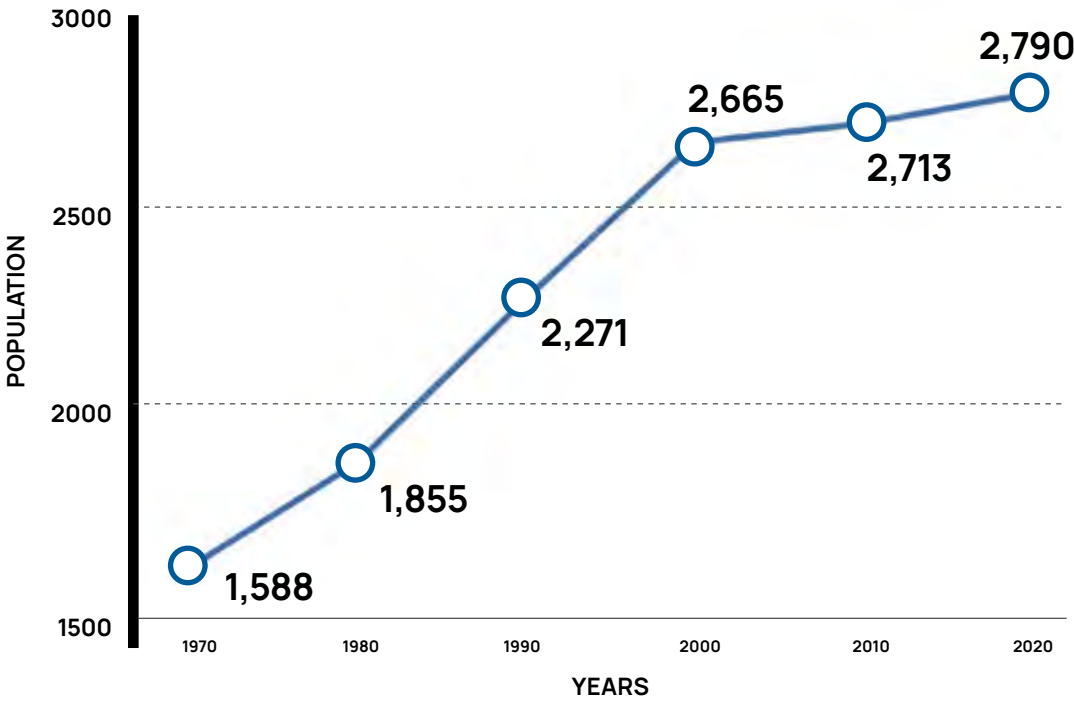
Housing conditions are stable, with 73% of total housing units (1,342) being one (1)-unit, and 9% being multi-family. Two to nine (2-9) units and ten (10 or more units). Of the occupied housing units (1,249) nearly 21% of structures were built from 1980 to 1999 and 50% were built from 2000 or later.

According to the 2021-2041 Comprehensive Plan, most of Bloomingdale is considered to be fully serviced via Broadband and Internet Service, with unserved areas primarily in agricultural-forestry or industrial land use areas.

DEMOGRAPHIC SUMMARY/COMPARISON	2010	2020
TOTAL POPULATION	2,713	2,790
SQUARE MILES	12.77	13.8
MALE	1,384	1,414*
FEMALE	1,329	1,387*
WHITE	2,378	2,150
BLACK/AFRICAN AMERICAN	206	315
OTHER	121	325
HISPANIC (OF ANY RACE)	128	180
TOTAL HOUSEHOLDS	1,031	1,114
MEDIAN HOUSEHOLD INCOME	\$48,287	\$44,769*
MEDIAN HOUSEHOLD VALUE	\$135,100	\$135,200*
MEDIAN AGE	45	53.7*

* U.S. Census Bureau, 2016-2020 ACS 5-year estimate

POPULATION GROWTH, 1970–2020



U.S. Census Bureau, Decennial Census Data

HOUSING TYPES (MISSING MIDDLE)

There is a wide variety of housing types that have the potential to create greater density without having to build large multi-family developments. There is a lot of confusion around what multi-family housing means or what qualifies as multi-family. In this plan the MPC explored Missing Middle Housing types along with standard single-family types to illustrate that density can be achieved in a context sensitive way that does not destroy the small town character of Bloomingdale.

The Missing Middle Housing term was coined by Daniel Parolek, and it essentially means a range of multi-unit or clustered housing types—compatible in scale with detached single-family homes—that help meet the growing demand for walkable urban living. It is important to note that Missing Middle Housing is technically multi-family and by introducing this concept of housing, it can help Bloomingdale make more informed decisions about the type of housing they want to see in their community.

Some benefits of Missing Middle Housing include;

- Creates Community;
- Smaller Footprint;
- Required Fewer Off-Street Parking;
- More Affordable/Accessible to Young Families; and
- More Manageable for Elderly.

The imagery to the right illustrates the various types, sizes, and styles of Missing Middle Housing that can developed in Bloomingdale which still fits the existing character. Some of these examples will be referenced in the illustrative master plan.

ACCESSORY DWELLING UNITS



Cottage

DUPLEXES



MissingMiddle

TOWNHOUSES, FOURPLEX, MULTIPLEX



MissingMiddle

LIVE/WORK



MissingMiddle



LookOut



MissingMiddle



MissingMiddle



MissingMiddle



MarkStewart



MissingMiddle



KerneyHomes

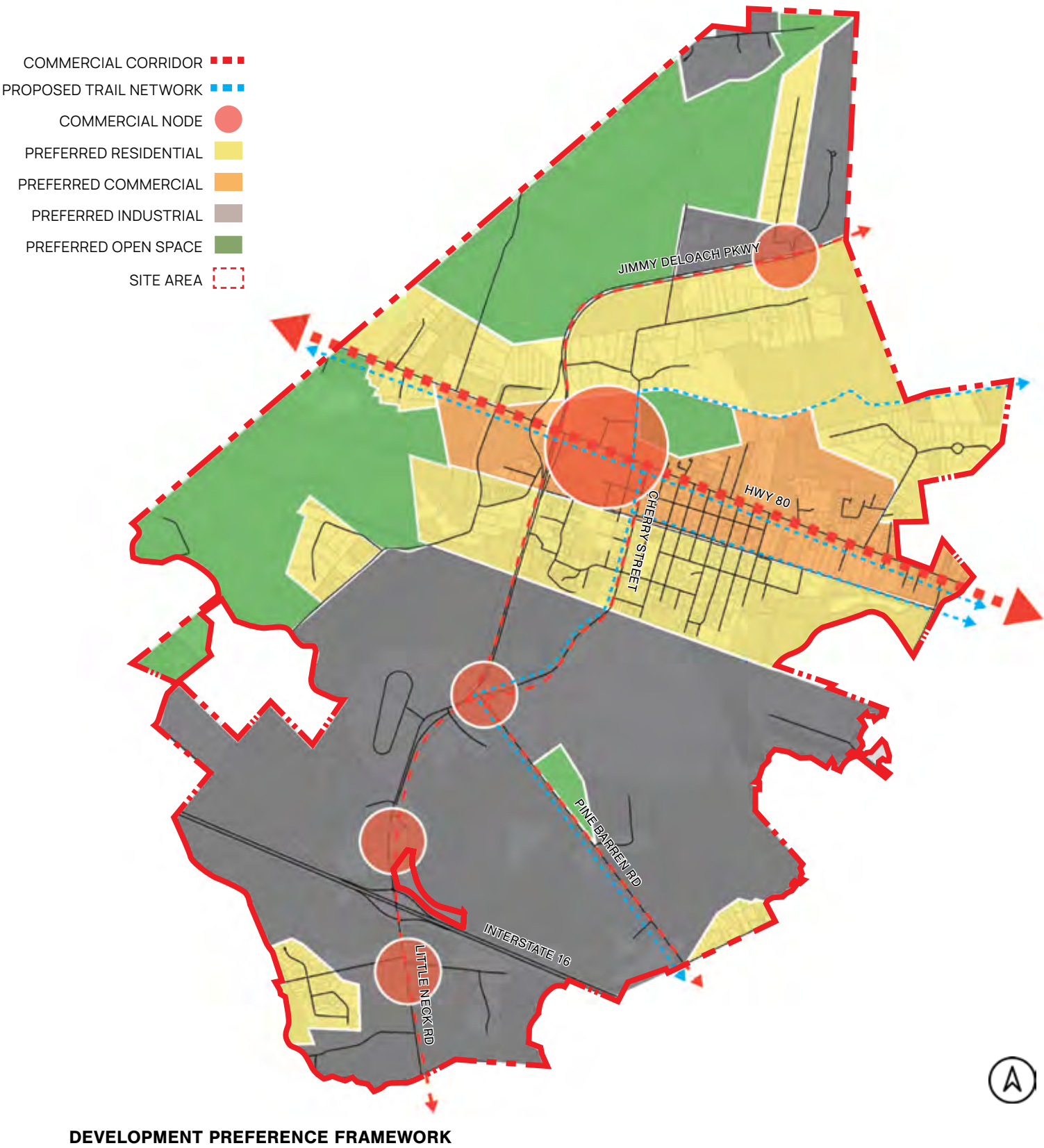


BaxterVillage

CITY COUNCIL SURVEY

Bloomington City Council participated in a Survey to kick-off the planning process for this Growth Plan. In the survey, Council was asked a range of questions in order to identify opportunities and establish general priorities for development in the community. Six (6) surveys were received and are reflected in the results below. The questions and results of the Growth Survey included:

- 1. I choose to live in Bloomingdale because...
"Its location and small-town charm"
"I was born and raised here and love the community"
- 2. What do you think Bloomingdale should look like in 2040?
Bloomington should look like a small town in 2040
- 3. What are the three biggest challenges facing Bloomingdale over the next 20 years?
Growth; Industrial encroachment; Traffic; Loss of natural beauty
- 4. On a scale from 1 to 5, with 1 being the most negative and 5 being the most positive, how would you rate the general growth of Bloomingdale over the past five years?
General growth is a 2.5
- 5. Which of the following most closely reflects your feelings on future development and growth in Bloomingdale? (Select all that apply.)
I want a balanced development that fits well with the existing context of the City
- 6. Indicate which kind(s) of development you believe are appropriate for each of the areas below? (This question was visualized on the right)
- 7. Please rank the following housing options in order of how they should be prioritized in Bloomingdale in the next 20 years, with 1 being your highest priority.
Highest:
Single-Family Detached, Attached, and Semi Detached; Nursing Homes
Lowest:
Mobile Homes; Apartments
- 8. Please explain the reasoning behind your highest priority and lowest priority housing types from question #7.
What we like about our Highest Priority Housing Type:
Necessary and Helpful for Growth; Preserve Hometown Feel;
What we didn't like about our Lowest Priority Housing Type:
Lack of Stability
- 9. Rank how important the following objectives are to you with 1 being the most important.
Limiting New Growth; Accommodating a Range of Populations; Open Space



WORKSHOP

As a next step in the planning process, Bloomingdale City Council and members of City staff participated in a Planning Workshop on June 28, 2022 at Bloomingdale City Hall. The workshop demonstrated that City Council is passionate about the community and members are in agreement about their views of development and growth.

At this meeting a visual preference survey was given to City Council and staff to determine community character preferences. The character preferences fell into the following categories:

- Commercial Design
- Open Space & Trails
- Residential Design
- Accessory Dwelling Units
- Gateways
- Streetscaping

City Council's top preferences are shown on the right.

MAJOR TAKEAWAYS

Results from the workshop revealed that the creation of a town center (walkable village center) was the highest priority for the City of Bloomingdale. City Council felt that much effort had been spent over the years on establishing Highway 80 as a traditional main street but, based on the existing conditions of the roadway infrastructure, this would not be accomplished.

Additionally, the MPC heard a wide range of ideas related to traffic congestion, improving the public realm, branding and community identity, and enhancing pedestrian connectivity.

However, by developing a new town center, Council would be able to accomplish their goal of a walkable, pedestrian friendly center for their community.

COMMERCIAL DESIGN



There was a preference for traditional building masses, pitched roof lines, and mixed use commercial buildings with residential units

OPEN SPACE & TRAILS



There was a preference for the creation of a town center green and more accessibility for biking and trail networks

RESIDENTIAL DESIGN



There was a preference for traditionally styled duplexes, either stacked or side-by-side

ACCESSORY DWELLING UNIT



There was a preference for ADUs that were traditionally styled which would allow for aging in place for residents

GATEWAY



Gateways were a stressed preference that would allow for the branding and identification of the community (Sense of Place)

STREETSCAPING



Preference was on streetscaping elements that would enhance a pedestrian friendly environment and create more walkability and bikeability

CITYWIDE CONTEXT – TRANSPORTATION

The region has seen a high rate of growth over the past 25 years and is expected to continue growing at this level. More specifically, the municipalities within Chatham County, including Bloomingdale, have experienced an increasing share of coastal Georgia's growth.

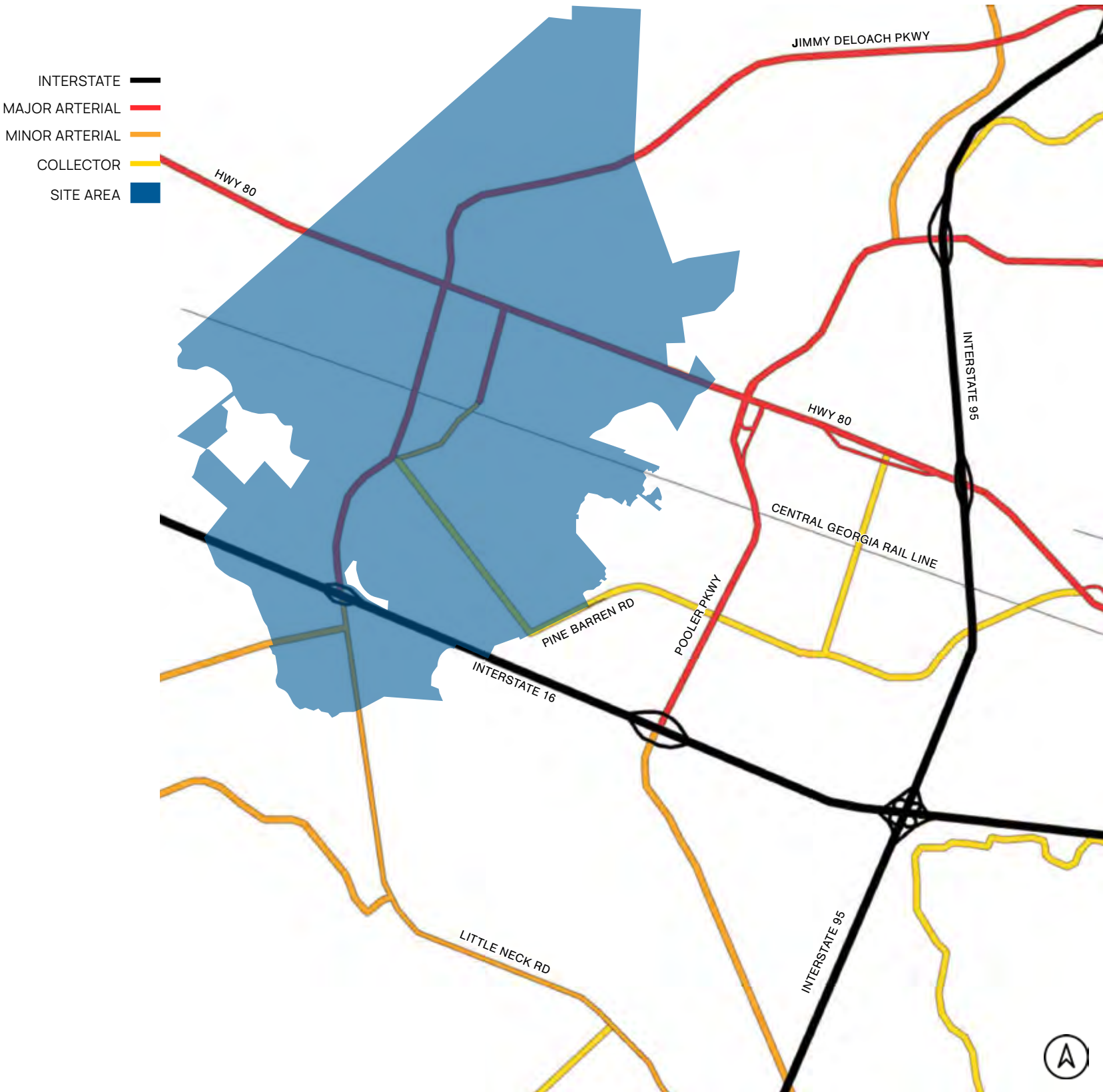
Economic growth in the region has remained strong with transportation facilities strongly influencing growth and land use patterns in the western portion of the county.

These facilities include the Port of Savannah, Savannah/ Hilton Head International Airport, Interstates I-16, I-95, Jimmy Deloach Parkway, and the roads and rail networks serving extensive industrial districts associated with airport and seaport functions.

Currently, the Coastal Region Metropolitan Planning Organization (CORE MPO) in partnership with the City of Pooler, is requesting proposals to conduct a Corridor Study of US 80 in Chatham County, Georgia. The study will evaluate the existing and future capacity, operation and safety conditions of the corridor.

The Corridor Study of SR26/US80 will impact the City of Bloomingdale by identifying and prioritizing short term, and long term projects that will improve the operation and safety of the corridor. Goals and objectives are highlighted below:

- Identify and prioritize short term and long-term improvement projects needed for the SR 26/ US80 corridor to operate at an acceptable level of service.
- Prioritize recommended improvements to facilitate planning and programming of projects through the Coastal Region Metropolitan planning organization Metropolitan Transportation Plan process.
- Justify the future programming of projects in the CORE MPO's transportation Improvement Program and Mobility 2045 Plan.



TRANSPORTATION NETWORK The City of Bloomingdale has an efficient network of interstates and arterials

CITYWIDE CONTEXT – OPEN SPACE

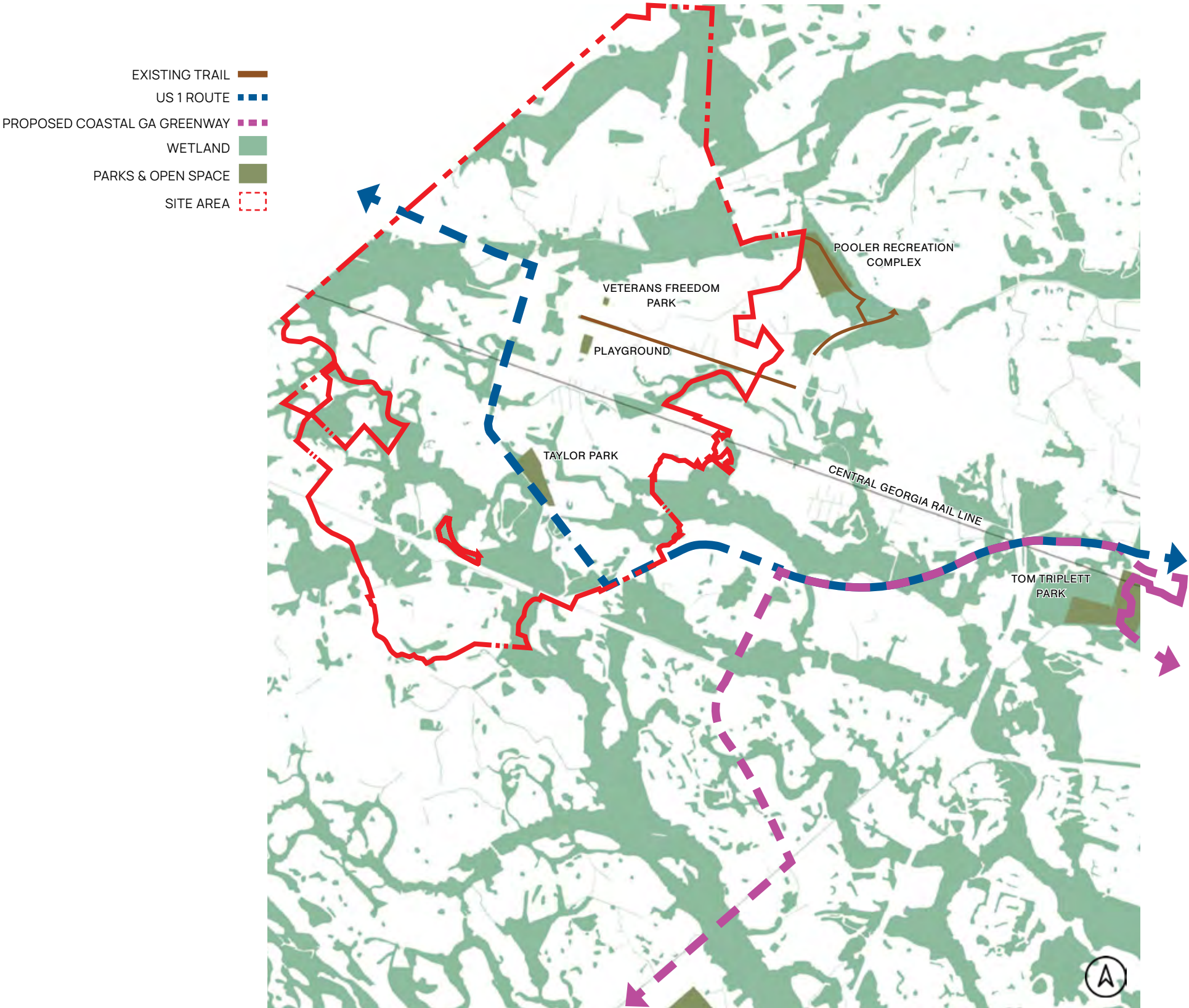
Open space is critical for the health of both the residents and environment of Bloomingdale. The current areas of undeveloped land largely consist of wetlands, marshes, and floodways which make them less advantageous for typical development. However understandably, open space offers a positive impact on the quality of life for residents but also adds to the rural character of the community and resiliency efforts.

While there are currently a lot of passive open spaces, most of which are undeveloped privately owned land, these natural areas are coming under pressure from the development community.

There is an existing trail network along Main Street in Bloomingdale, but this network becomes disconnected in Pooler.



CONTEXT IMAGE TAYLOR PARK



OPEN SPACE NETWORK The City of Bloomingdale has an abundance of existing open space networks

EXISTING LAND USE (2018)

The site analysis for the City of Bloomingdale was created through data collection, SAGIS and the Board of Assessors. The existing conditions documents the current uses and building locations within the community, and is a snapshot of the community's development pattern.

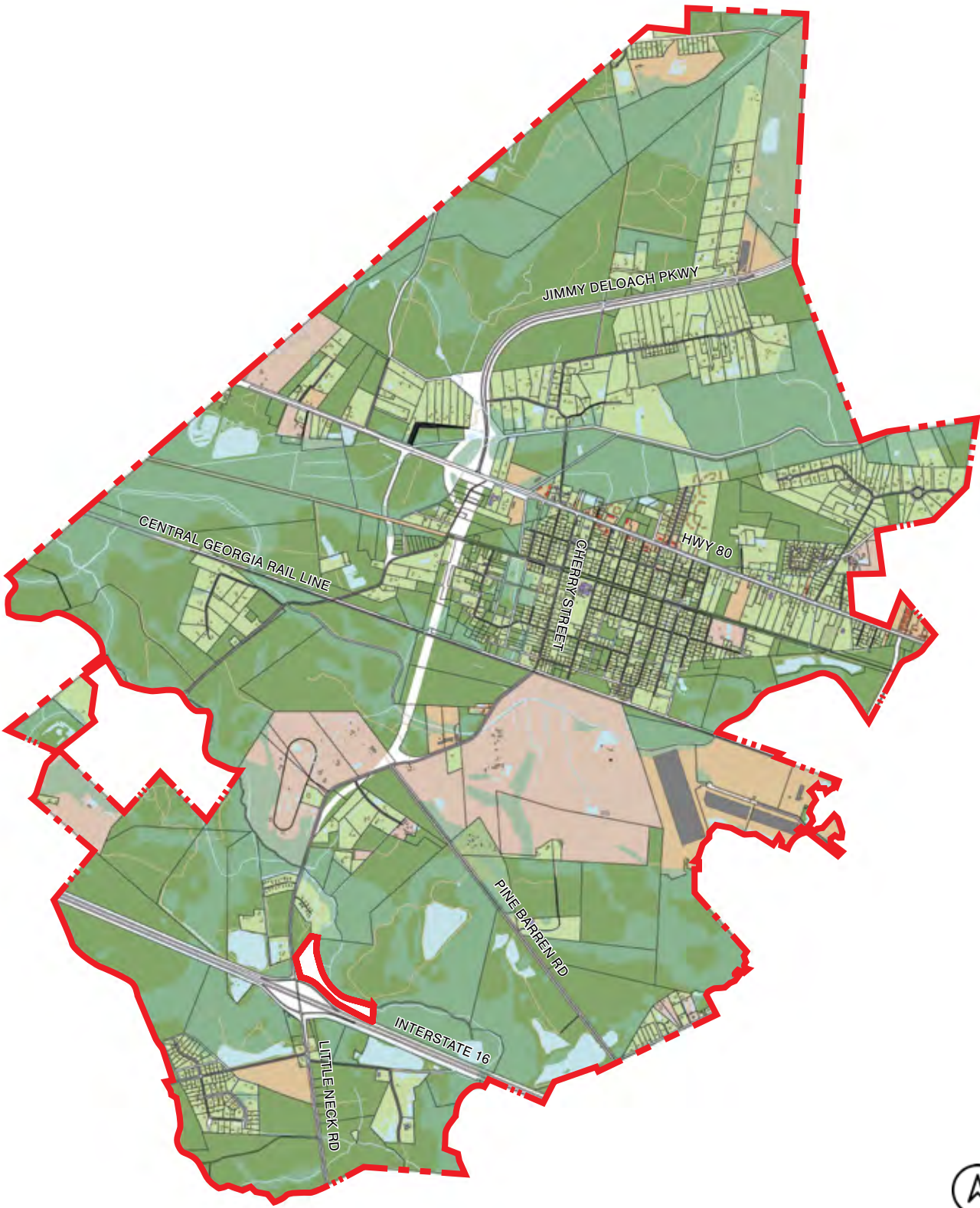
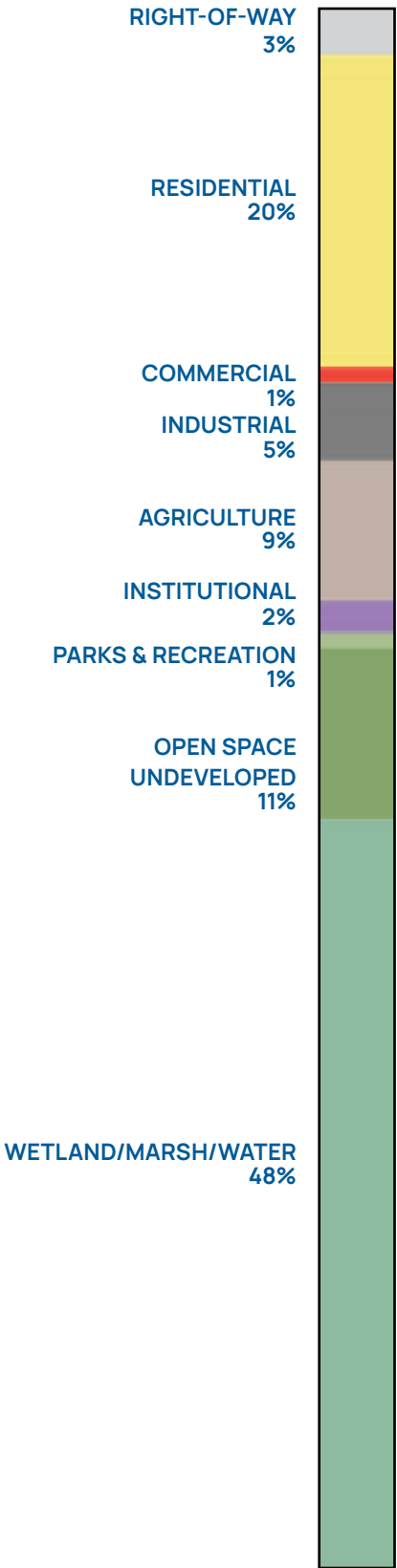
The existing conditions depicts undeveloped open spaces(excluding parks & cemeteries), existing residential, commercial, industrial, recreational, institutional, and agricultural land. Open space/undeveloped land makes up the largest percentage of land uses, at 59% with 48% of that total acreage being wetland, marsh, and water. There is approximately 11% of the open space/undeveloped land that is not naturally constrained by environmental sensitive areas.



AERIAL PICTOMETRY showing the Existing Highway 80 Commercial Corridor



AERIAL PICTOMETRY showing the Existing Ottawa Farmland



EXISTING CONDITIONS The City of Bloomingdale Study Area (outlined in red) is illustrated with its existing land uses

ROADWAY CLASSIFICATIONS

Upcoming development is expected to cause a large amount of residential population growth. The Jimmy DeLoach Parkway project expansion is intended to divert truck traffic from the Georgia Ports Authority's facilities through Bloomingdale, to I-16, increasing the attractiveness of a significant amount of land in Bloomingdale for development. While the intention of Jimmy DeLoach Parkway is to divert freight traffic, Highway 80 is still cluttered with Freight.

Annual average daily traffic (AADT), is simply a measurement of how busy a road is. An important use of AADT is to help determine funding for the maintenance and improvement of highways.

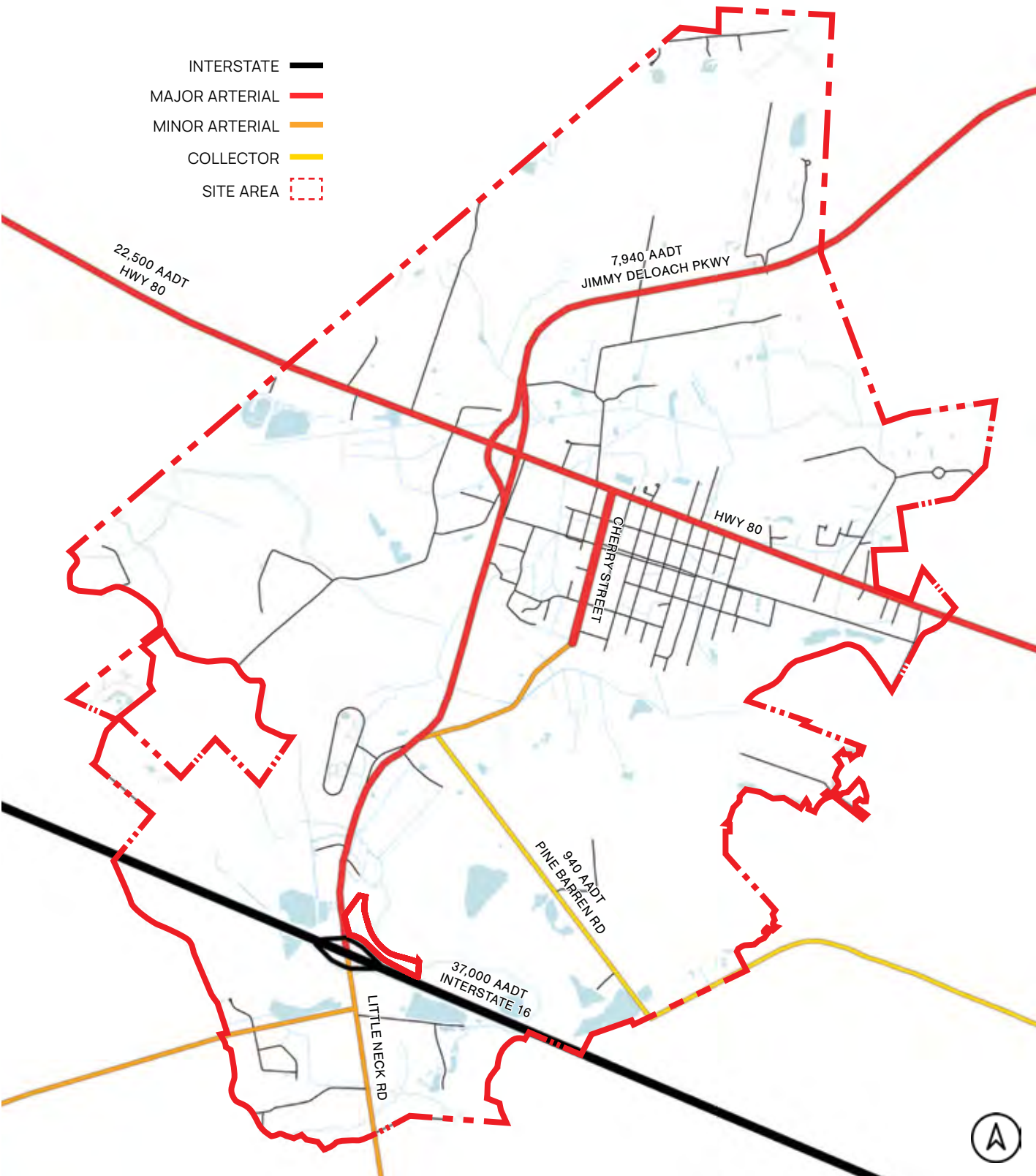
According to the most current Transportation Improvement Program (TIP) (FY2021-2024), Bloomingdale has one project which is the I-16 and Jimmy DeLoach Parkway Interchange. [Project ID 522790]

According to the 2021-41 Comprehensive Plan there are four (4) transportation projects identified below:

- Bloomingdale Road (Median, Sidewalks and Bike Lanes)
- Main Street (Sidewalks)
- Pine Barren Road (Sidewalks and Bike Lanes)
- South Cherry Street (Median, Sidewalks and Bike Lanes)



AERIAL PICTOMETRY JIMMY DELOACH CONNECTOR



TRANSPORTATION CONNECTIVITY The City of Bloomingdale is divided into 3 areas by efficient transportation infrastructure

EXISTING RESIDENTIAL PATTERNS

Most residential patterns in Bloomingdale are single family residential with some concentration of multi-family along Highway 80. (2) & (3)

Approximately 71% of the existing housing stock is less than 40 years old and is in considerably good condition. This stock of existing housing is great for young families since it is affordable. While there are plenty of single family building types, there is a considerable lack of duplexes, townhouses, age restricted and larger scale residential building types that would open up the housing market to a more diverse set of residents and empty nesters. The residential character of new development is also, not consistent with the existing architectural character of Bloomingdale.

More detailed information about ADU strategy is explained on page 42.



HISTORIC CHARACTER



MULTI-FAMILY CHARACTER



MULTI-FAMILY CHARACTER



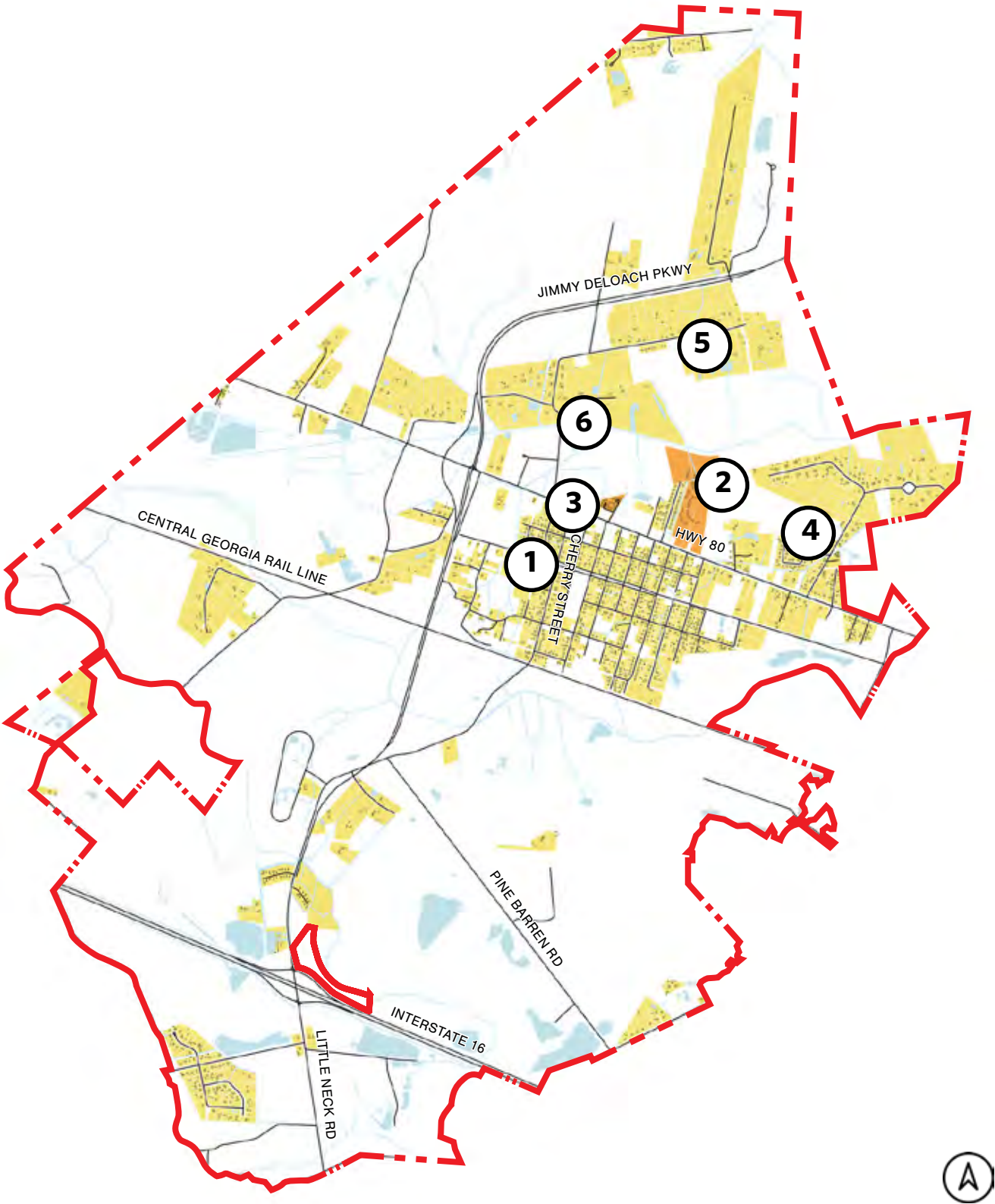
SUBURBAN CHARACTER



RURAL CHARACTER



RURAL MANOR CHARACTER



NEIGHBORHOODS The City of Bloomingdale Study Area (outlined in red) has a spectrum of residential character

EXISTING COMMERCIAL PATTERNS

Commercial uses are sprawled along the Highway 80 Corridor. The existing commercial development is a mix of quality, age and character. While there are strategies to create a more pedestrian friendly environment with beautification grants, the existing pattern is not consistent with the community vision.

The design standards that have created this car dominate type of development include wide setbacks from sidewalks, parking in front, limited landscaping, single use structures, mismatch of materials and signage.



MODERN CHARACTER



REUSE CHARACTER



OLDER CHARACTER



STRIP CENTER CHARACTER



RETAIL AND COMMERCIAL The City of Bloomingdale has a spread out commercial pattern of mixed quality along Highway 80

WETLANDS AND FLOODPLAINS

The City of Bloomingdale is home to a large portion of environmentally sensitive land including, wetlands, marshes, swamps, waterways (canals) and floodways (Approximately 48% of land acreage). While areas are constrained by environmentally sensitive land, there are also areas that lie within the 100-year flood zone. These areas are identified by the Federal Emergency Management Agency (FEMA) to be at a high risk of flooding (1% annual chance).

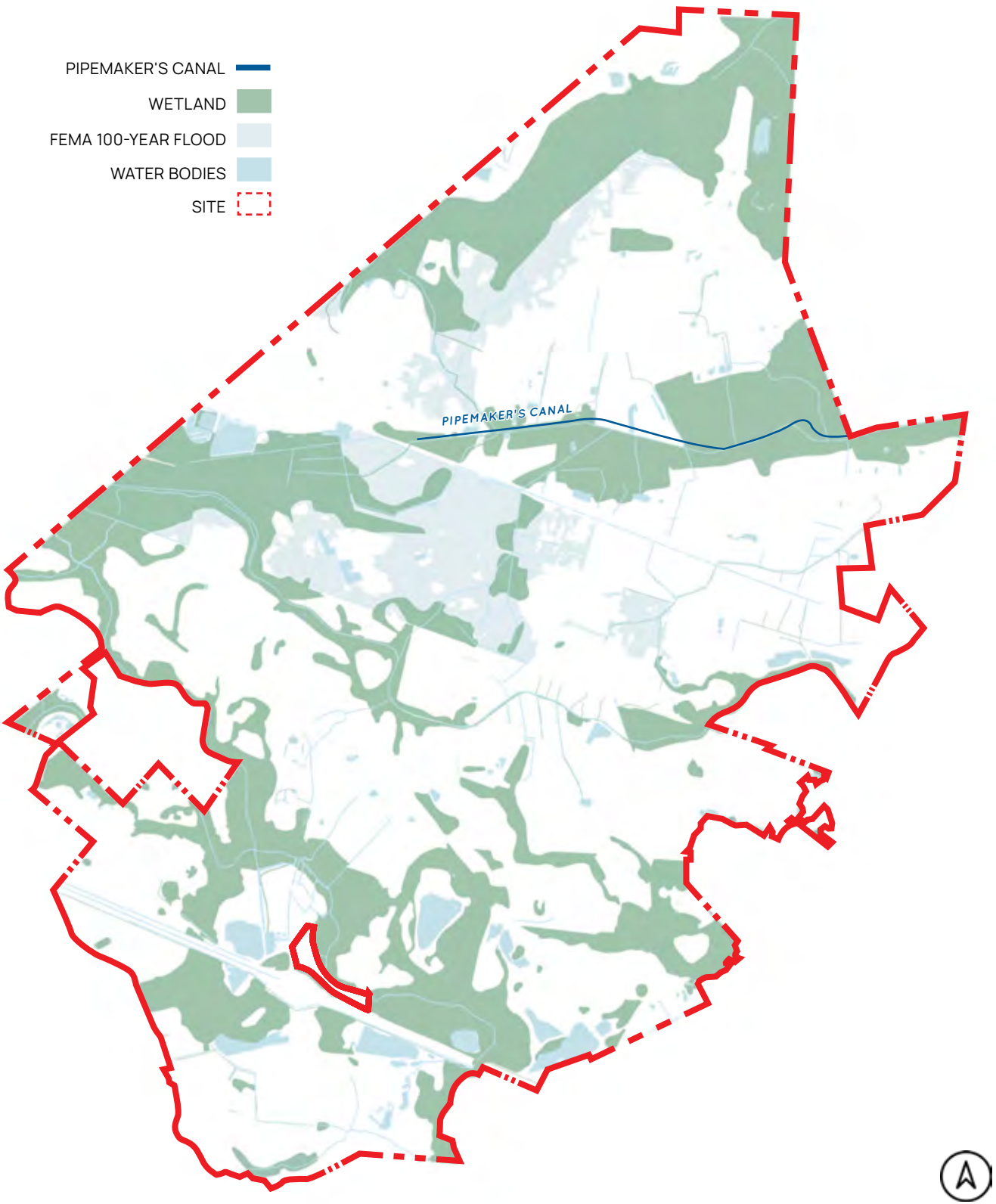
Understanding the locations of environmentally sensitive land systems, guides more informed decisions made about future land uses and strategies for development (such as dedicating open space).

Benefits of Wetlands include:

- Flood Control;
- Water Quality and Availability;
- Erosion Control;
- Fish and Wildlife Habitat; and
- Recreation and Aesthetics.



AERIAL PICTOMETRY WETLANDS NORTH OF JIMMY DELOACH



ENVIRONMENTALLY SENSITIVE AREAS In the City of Bloomingdale there are large portions on environmentally sensitive land in the northern and western portions

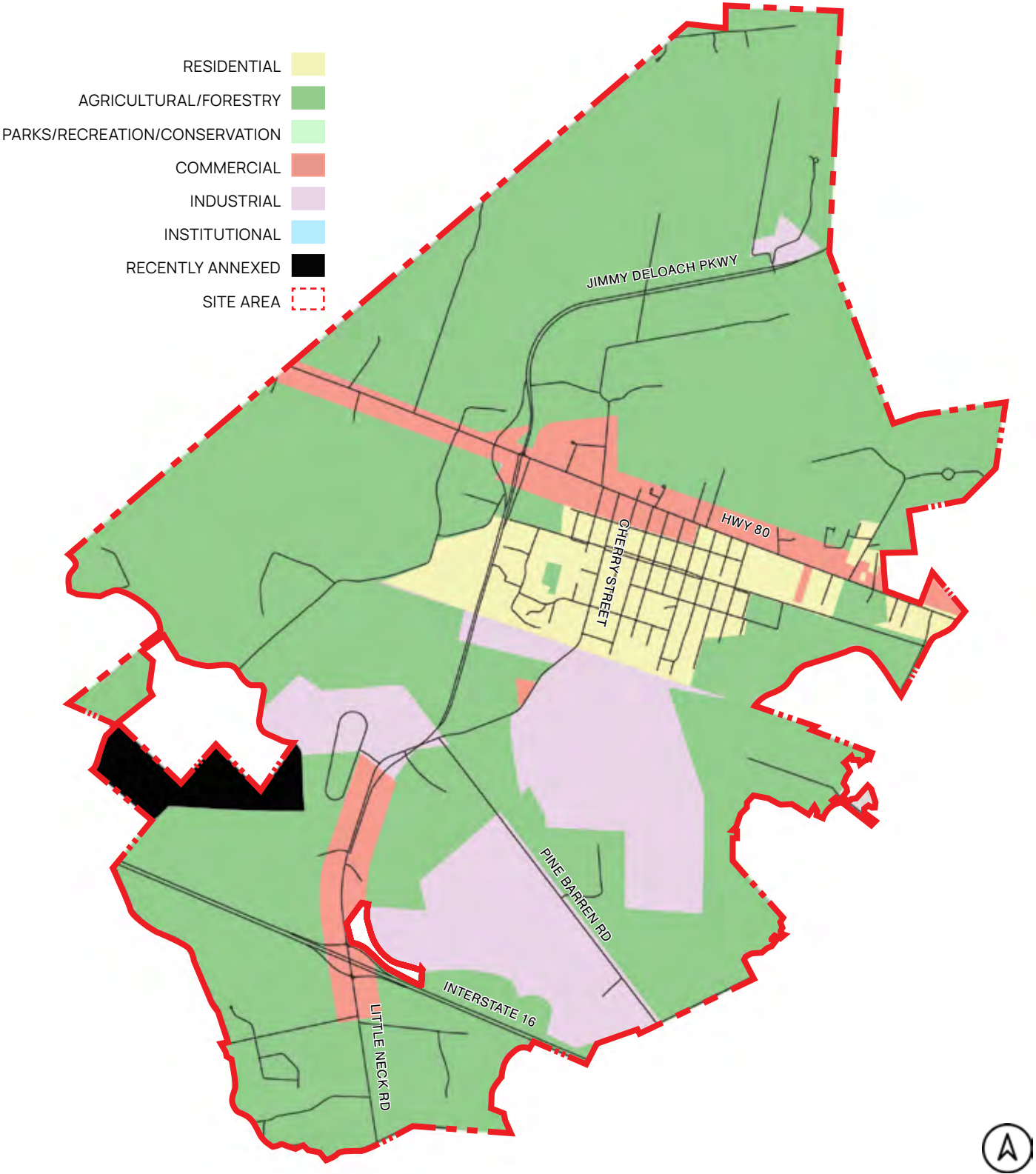
EXISTING FUTURE LAND USE

The intent of a Future Land Use Map (FLUM) is to strategically and graphically divide the geographic areas of Bloomingdale according to the future type of intended development expected.

This map is amended through a public process and adopted with the Community's Comprehensive Plan, once completed the Unified Development Code is updated to reflect changes.

While the existing FLUM was recently adopted in the 2021 Comprehensive Plan, there have been significant changes in the development patterns and priorities of City Council, and these changes do not reflect the current concerns of the community.

Disparities in the Plan include strip commercial designations along the whole Highway 80 Corridor and Little Neck Road. Some uses such as churches, schools, government buildings, parks, and cemeteries are not represented under the Institutional designation which creates some confusion. Industrial designations do not accurately reflect the current rezonings approved by City Council and should be updated to show future use of land.



FUTURE LAND USE The City of Bloomingdale Study Area (outlined in red) is illustrated with its future land uses

ZONING

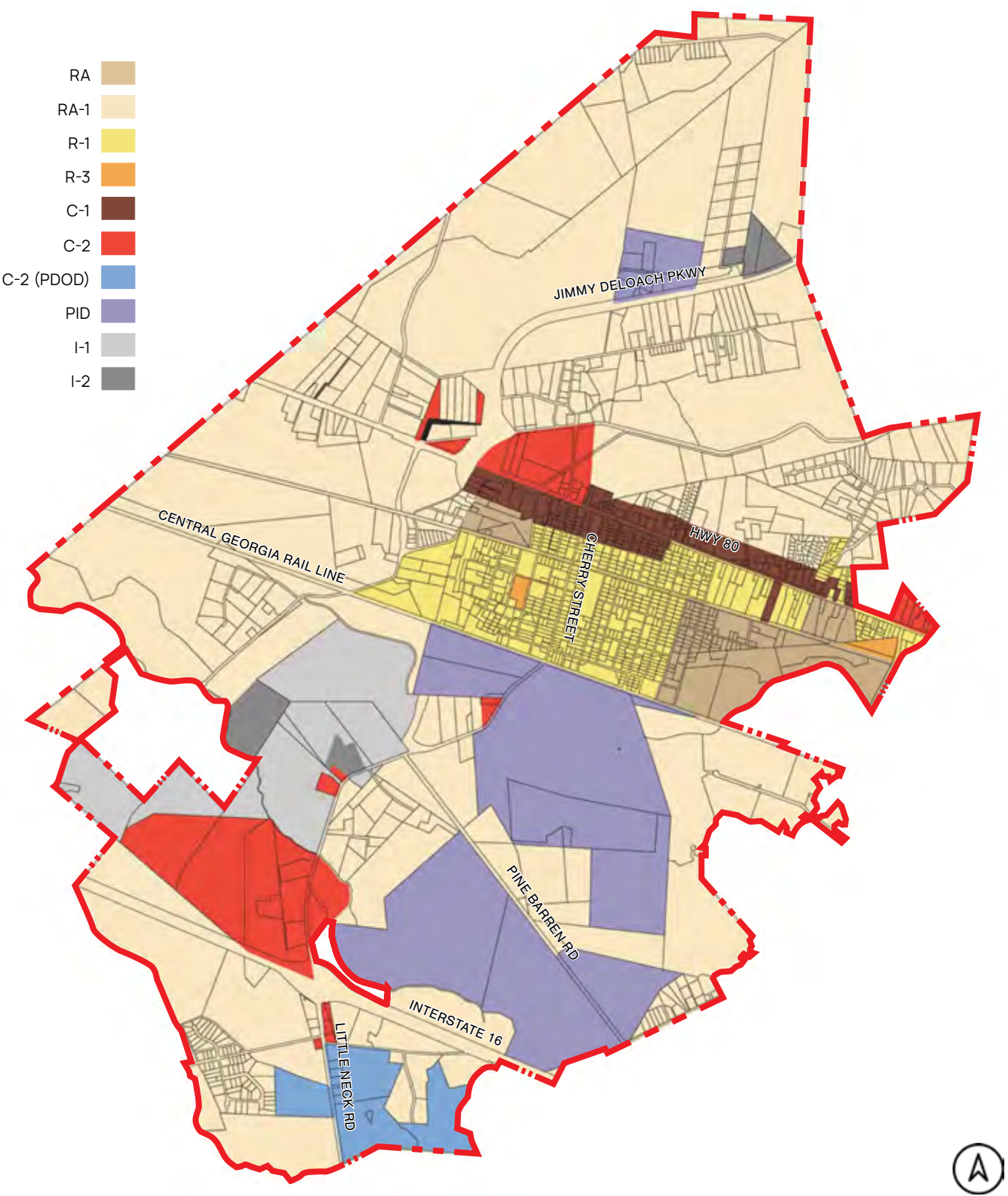
The City of Bloomingdale's current zoning districts include RA (Residential Agriculture), RA-1 (Residential Agriculture-Recreation), R-1 (One-Family Residential), R-3 (Multiple-unit Residential), C-1 (Central Business District) C-2 (General Commercial), I-1 (Intensive Industrial), I-2 (Heavy Industrial), and PUD (Planned Unit Development includes PRD,PCD, PID).

Zoning Districts in Article 7, as part of the Unified Development Code are different or represented differently in the zoning definitions and design standards as well as the zoning map.

Over the past 5 years parcels along the interstate and major arterials have been rezoned to I-1, C-2, and PUD (PID) as the demand for more commercial and industrial development grows. As rezonings have been approved, concerns have come to light about the incompatible changes adjacent to residential zones as industrial encroachment is occurring at a rapid rate.

Rezonings of residential property to industrial is taking away from property that would be used for housing and should not be permitted further.

EXISTING ZONING DISTRICTS		
52-705	RA	Agricultural/Residential
52-706	RA-1	Agricultural/Recreation
52-707	I	Institutional
52-708	R-1	Low Density Residential
52-709	R-2	Medium Density Residential
52-710	R-3	High Density Residential
52-711	PUD	Planned Unit Development
52-712	PRD	Planned Residential Development
52-713	PCD	Planned Commercial Development
52-714	PID	Planned Industrial Development
52-715	O-C	Office-Commercial
52-716	CBD	Central Business District (C-1 & C-2)
52-717	L-I	Light Industrial
52-718	I-1	Intensive Industrial
52-719	I-2	Heavy Industrial
52-721	SPIOD	Special Public Interest Overlay Districts



EXISTING ZONING The City of Bloomingdale largely consists of RA and RA-1 Zoning but has been Increasingly changing towards Industrial, Commercial, and PID

WATER CAPACITY

The City's Georgia Environmental Protection Division's (GA EPD) Groundwater Permit limit for 2025 is 173,000 gallons per day from the City's well. Currently, Bloomingdale has approximately 30,000–35,000 gallons per day of groundwater permit capacity remaining.

Bloomingdale desires to reserve the remaining City well capacity for infill lots in its central portion and for future development along Highway 80 (shown in pink on the corresponding map).

The City of Savannah Intergovernmental Agreement with Bloomingdale for water has delineated 1,000,000 gallons per day in the water service area (identified in blue).

- On average a single family home will use 138 gallons of water per day, or 60 gallons per person, (not including outdoor use) according to WaterFootprintCalculator.org
- On average a hotel will use between 100 and 200 gallons of water per occupied guestroom per day, according to 4hoteliers.com

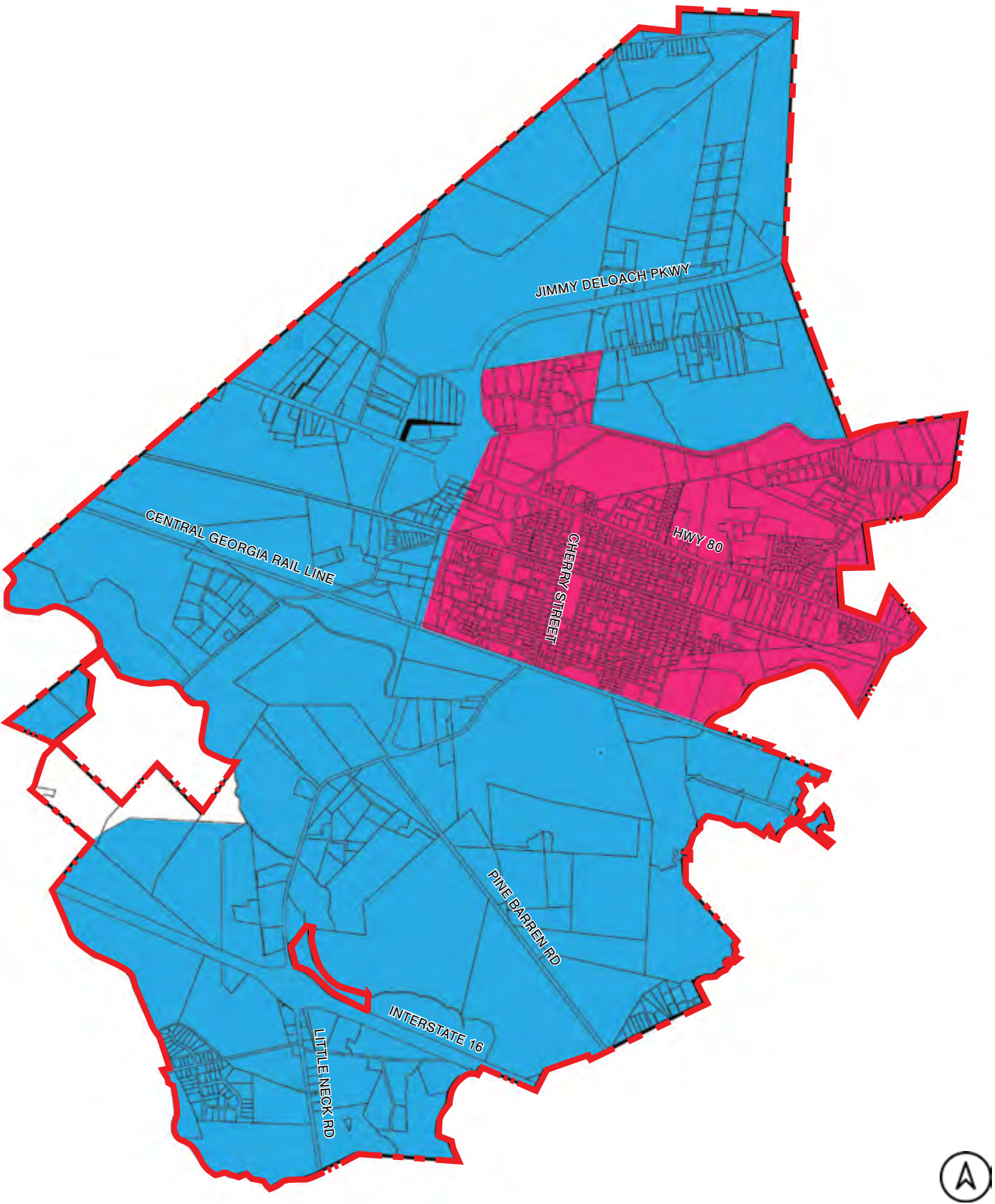
SEWER CAPACITY

Approximately 350,000 gallons per day of sewer capacity is remaining in the City's wastewater permit allotment. This is after an approximate 100,000 gallons per day was allotted for the recent Savannah Economic Development Authority (SEDA) projects, and 250,000 gallons per day was added per an intergovernmental agreement.

- On average, a single family home will use 1,000 gallons for one, two, three or four bedrooms and 250 additional gallons for each bedroom over four, according to the Georgia Department of Public Health.

Bloomingdale desires to reserve the remaining sewer capacity for infill lots in the central portion of the City and for future development along Highway 80.

With limited capacity for water and sewer, additional larger scale industrial developments should not be the focus in Bloomingdale, so that residentia, mixed-use, and commercial development can be prioritized.



WATER SERVICE The area in blue is serviced by water through the City of Savannah. The area in pink is a priority area for the remaining groundwater capacity

COMMUNITY IMPROVEMENT DISTRICT (CID)

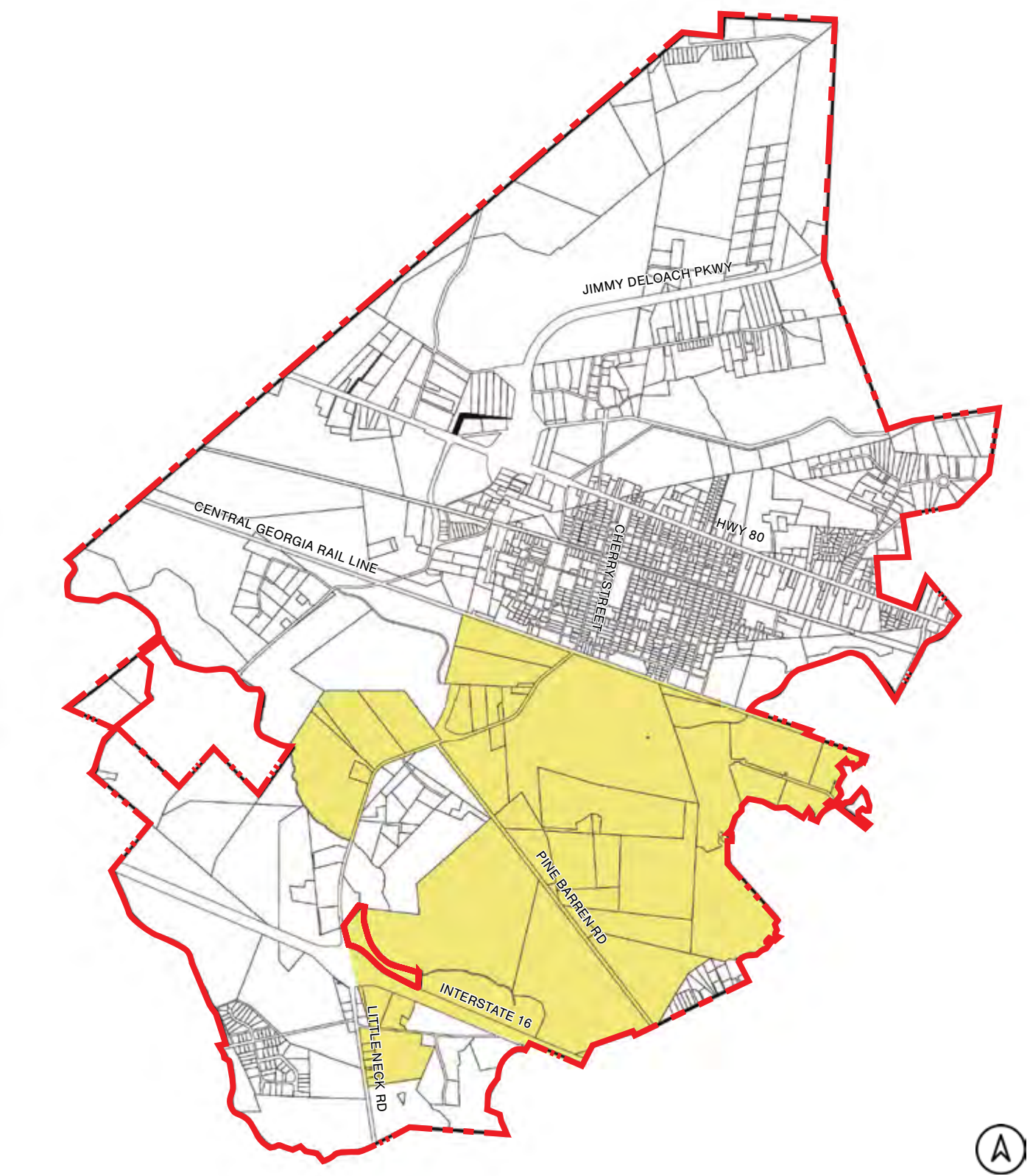
A Community Improvement District (CID) is a type of business improvement district (BID), an economic development tool. CIDs' primary financing mechanism is an additional property tax, which is levied on commercial and industrial properties that are not otherwise tax-exempt. Authorized by Article IX, Section VII of the Georgia Constitution, a (CID) is a mechanism for funding certain governmental services including:

- Street and road construction and maintenance;
- Parks and recreation;
- Stormwater and sewage systems;
- Water systems;
- Public transportation systems; and
- Other services and facilities.

According to Georgia State University, CIDs can be created in a city or in unincorporated areas, and they may span multiple jurisdictions. Creating a CID is a two-step process. First, every jurisdiction that wants a CID must pass an enabling CID act in the Georgia General Assembly. You can determine if the city or county already has a CID enabling act by checking the Georgia Code.

Once the enabling act is in place, a prospective CID must follow another series of steps at the local level, as outlined in the graphic below. In this context, property owners refer to commercial or industrial owners and excludes owners of residential or tax exempt properties.

The identified CID on the right is preliminary pending City Council approval. The CID should be expanded to the Highway 80 Corridor to increasing funding opportunities for beautification, wayfinding signage and branding.



PRELIMINARY COMMUNITY IMPROVEMENT DISTRICT

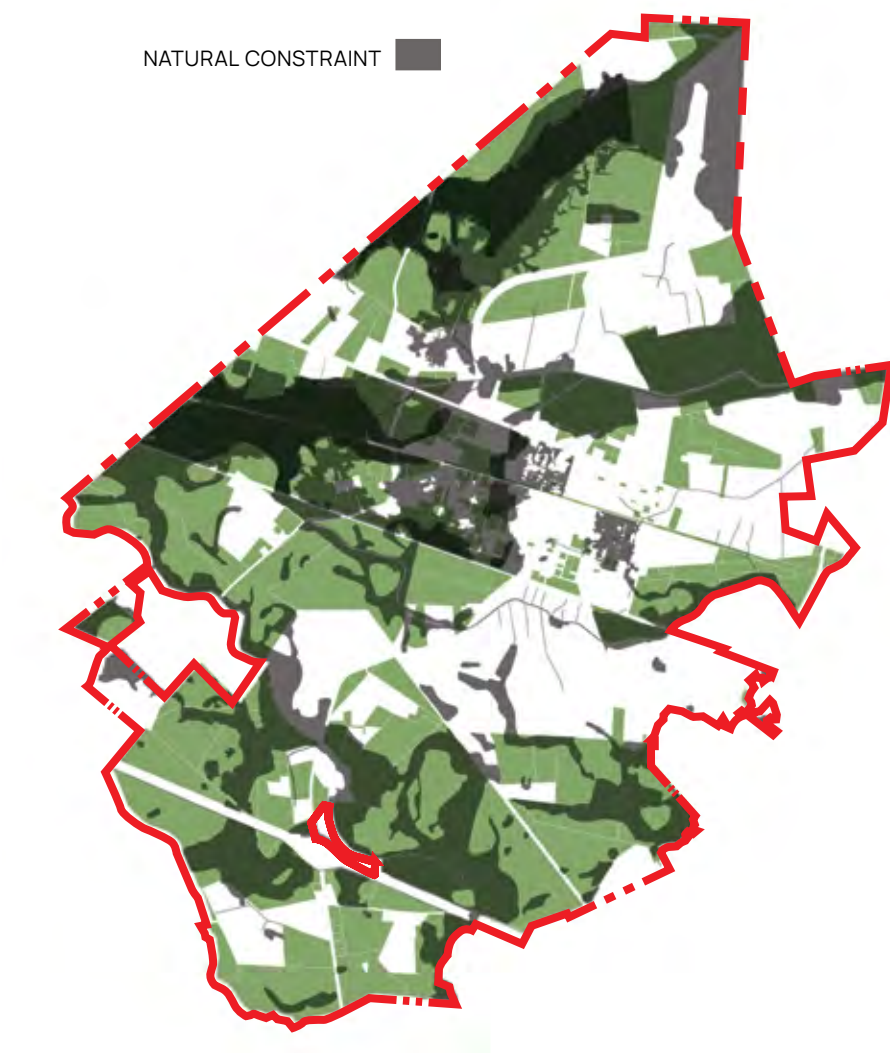
LAND ANALYSIS

Existing parcel information was used to analyze Bloomingdale's development and conservation potential. By eliminating parcels with wetlands, FEMA 100-year flood lines, marshes and waterways the MPC was better able to define what could be developed.



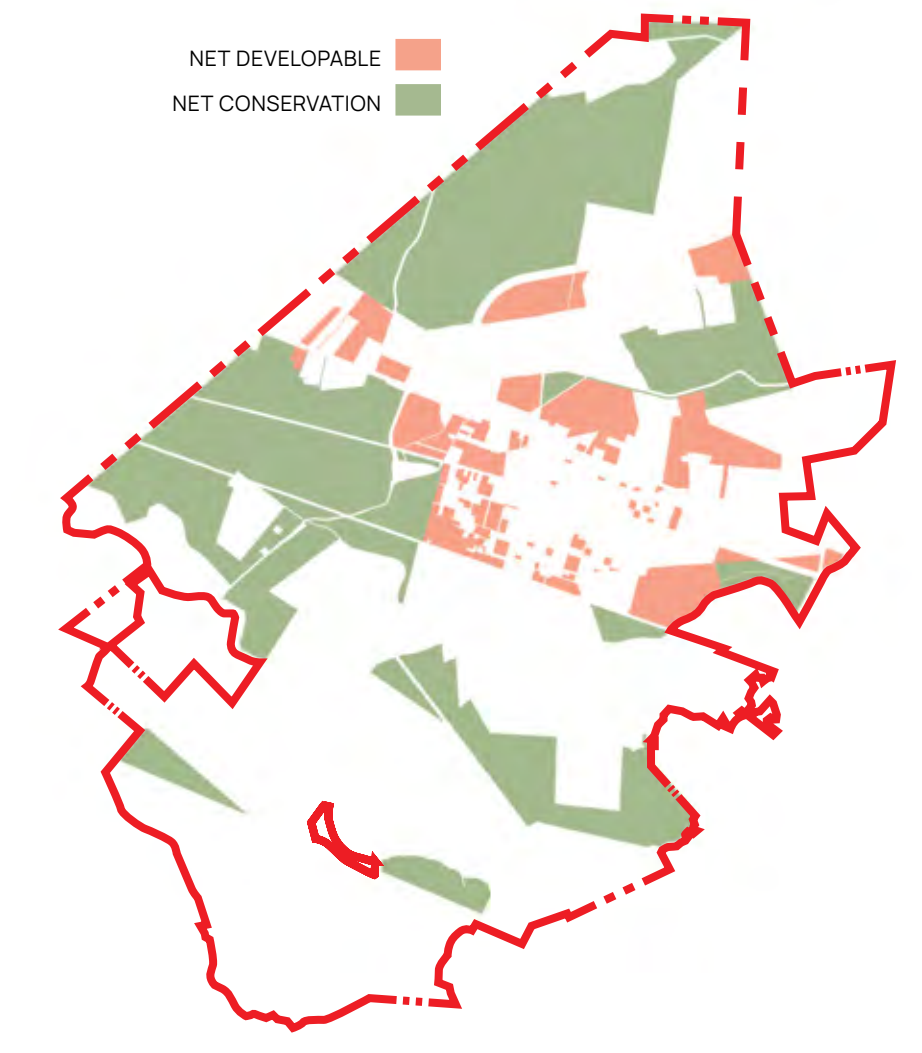
UNDEVELOPED OPPORTUNITY

Undevelopable land is expansive in Bloomingdale, with most of the areas located on the outer periphery of the immediate Town Center. These identified areas account for a great percentage of the existing land use and are typically forested areas and shrub vegetation.



NATURAL CONSTRAINTS

The city's wetland areas include marshes, waterways, and parcels identified by FEMA as falling within the 100-year flood zone. This represents the lands within Bloomingdale that are not recommended for development due to natural constraints.



OPPORTUNITY AREAS

Undeveloped land that is largely covered by natural constraints are reserved for conservation, while other areas were reserved for development. While some areas are undeveloped and not covered by natural constraints, due to certain rezonings and city council feedback, those areas were not considered as opportunity areas.

- Net Developable Area (949 ac)
- Net Conservation Area (1,763 ac)

OPPORTUNITY AREAS

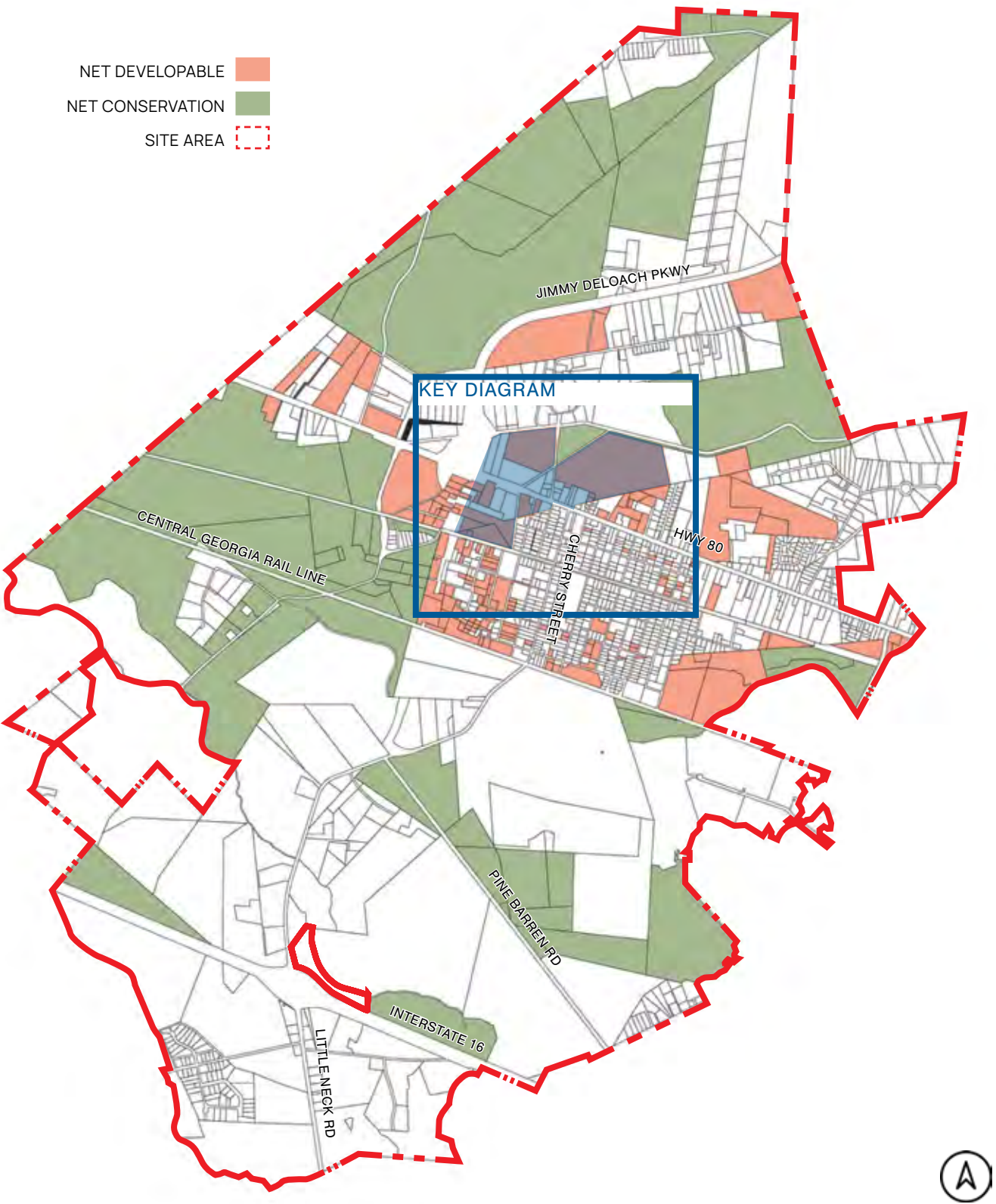
While there is a wide range of developable parcels in the City, there are three (3) opportunity areas that should be ideally prioritized for future development. These areas are identified as prime areas based on the City Council's major interest in the creation of a new town center within Bloomingdale. The identified areas consist of large parcels with a mixture of ownership, that offer high visibility.

- Site Area 1: 53 Acres
- Site Area 2: 85 Acres
- Site Area 3: 56 Acres

To help illustrate the development potential, Site Area 1 has been evaluated on the following pages. Site Area 2 and 3 could be evaluated at a future time.



KEY DIAGRAM SITE AREAS



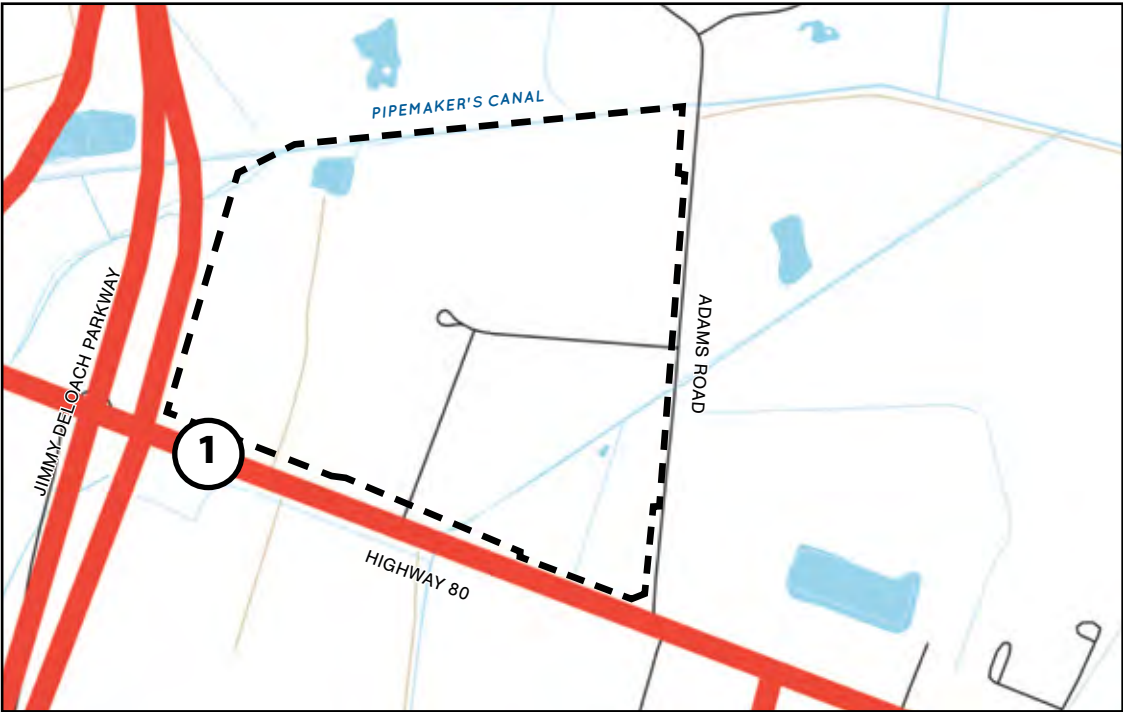
OPPORTUNITY AREAS

SITE AREA 1: EVALUATION

After evaluating the existing conditions of Site Area 1, the area benefits from access and visibility from Jimmy Deloach Parkway and Highway 80, which serves as the western and southern boundary of the area. Institutional buildings are concentrated at the southeastern portion of the area, and while there is no immediate park or open space in the area, there is great opportunity to enhance Pipemaker's Canal to include a trail system that would connect to adjacent communities.

Residential uses are located on the western portion and commercial uses front along Highway 80 and are a mix of quality, age, and function.

HIGHWAY 80 CHARACTER



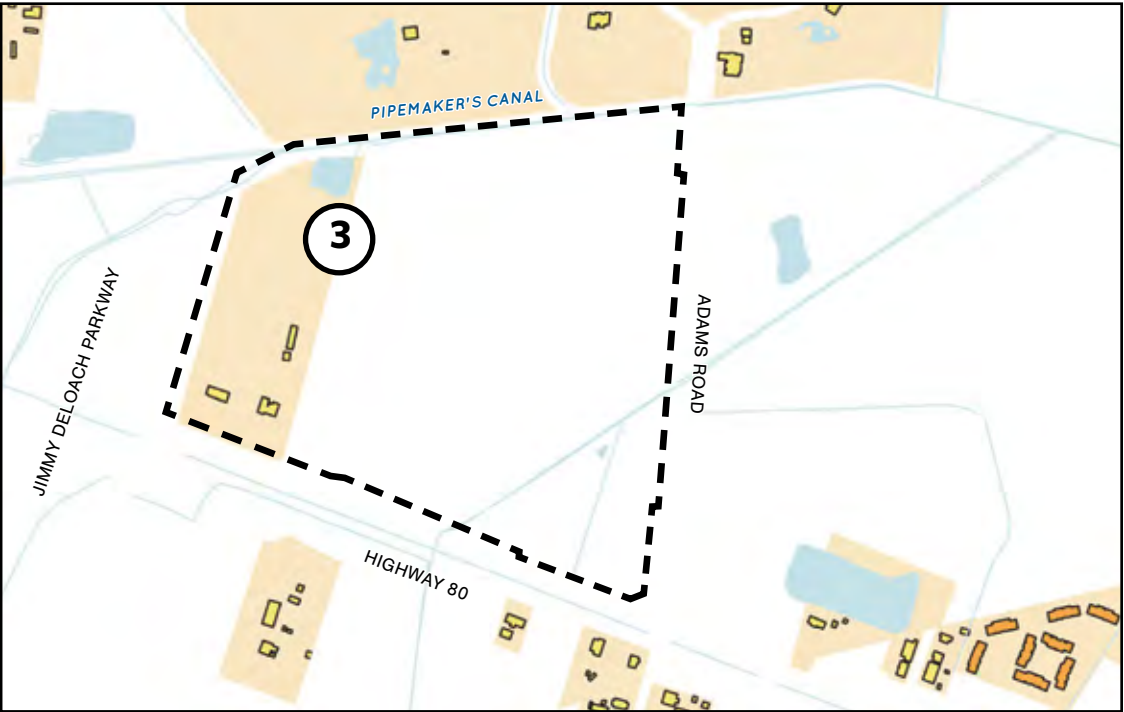
EXISTING ROADWAYS

INSTITUTIONAL CHARACTER



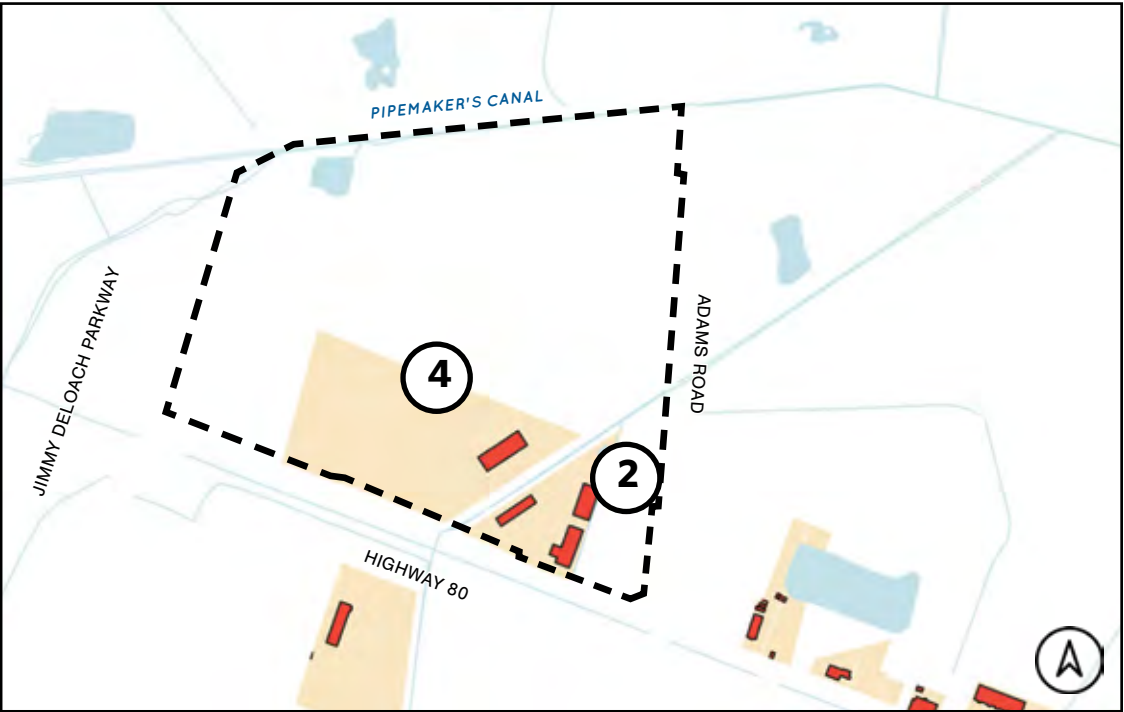
EXISTING PARKS, UNDEVELOPED OPEN SPACE AND INSTITUTIONAL

RESIDENTIAL CHARACTER



EXISTING RESIDENTIAL

COMMERCIAL CHARACTER



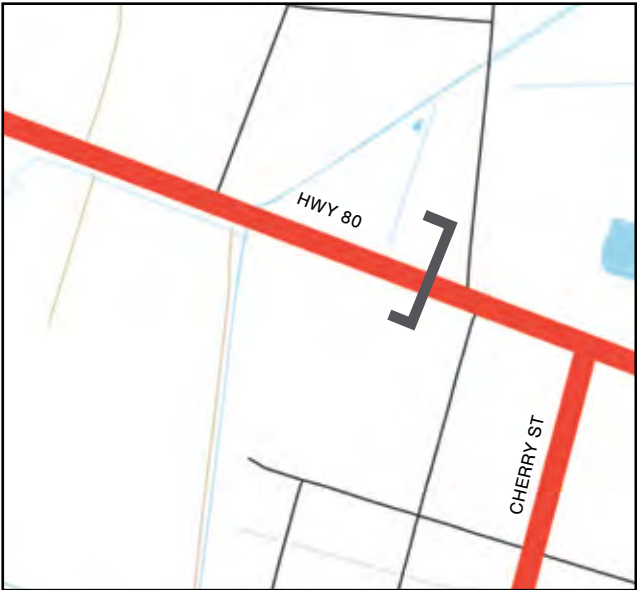
EXISTING COMMERCIAL

HIGHWAY 80 GROWTH STRATEGY

Initiatives are underway that will help develop an improved growth strategy for Highway 80 that could have a significant impact on the future of Bloomingdale. While plans are underway, the existing infrastructure was re-imaged to help create context for the development potential.

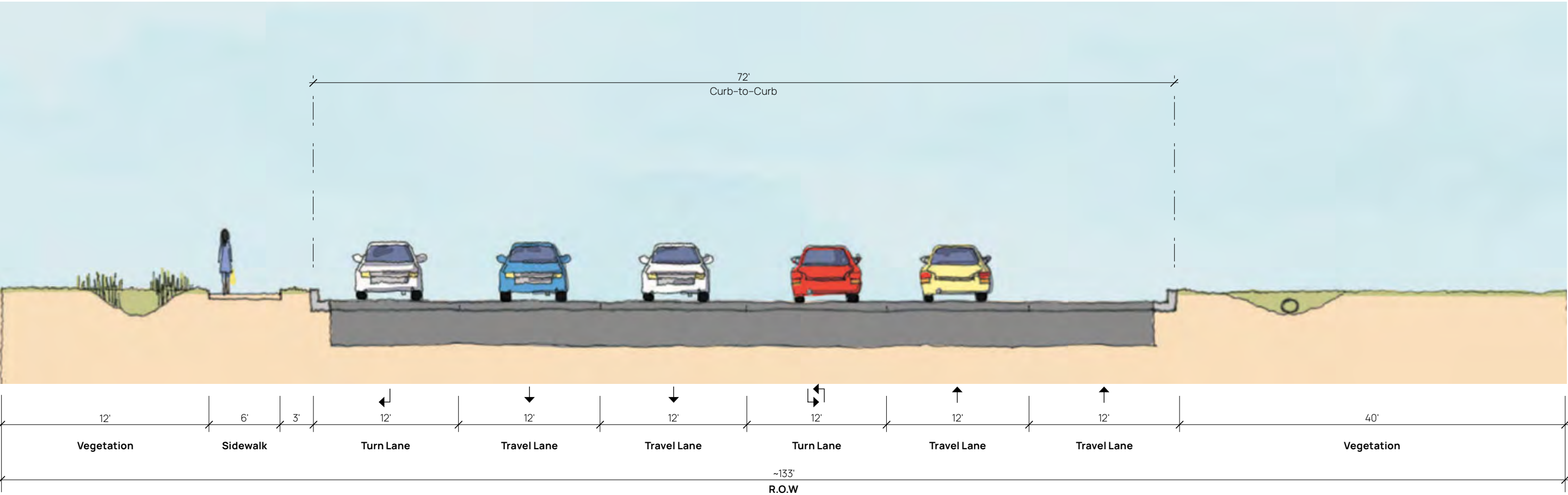
As Highway 80 is re-imagined, the concept of a complete street that would better serve the residents of Bloomingdale rather than primarily prioritizing the mobility of freight was taken into account. The re-imagined Highway 80 will include bike paths, wayfinding signage, branding, and stormwater management strategies and serve as a gateway to the community.

It is important to note that Highway 80's right-of-way is approximately 133 feet in various locations, and that the right-of-way is not all the same. Different sections of Highway 80 would require different strategies and further study.



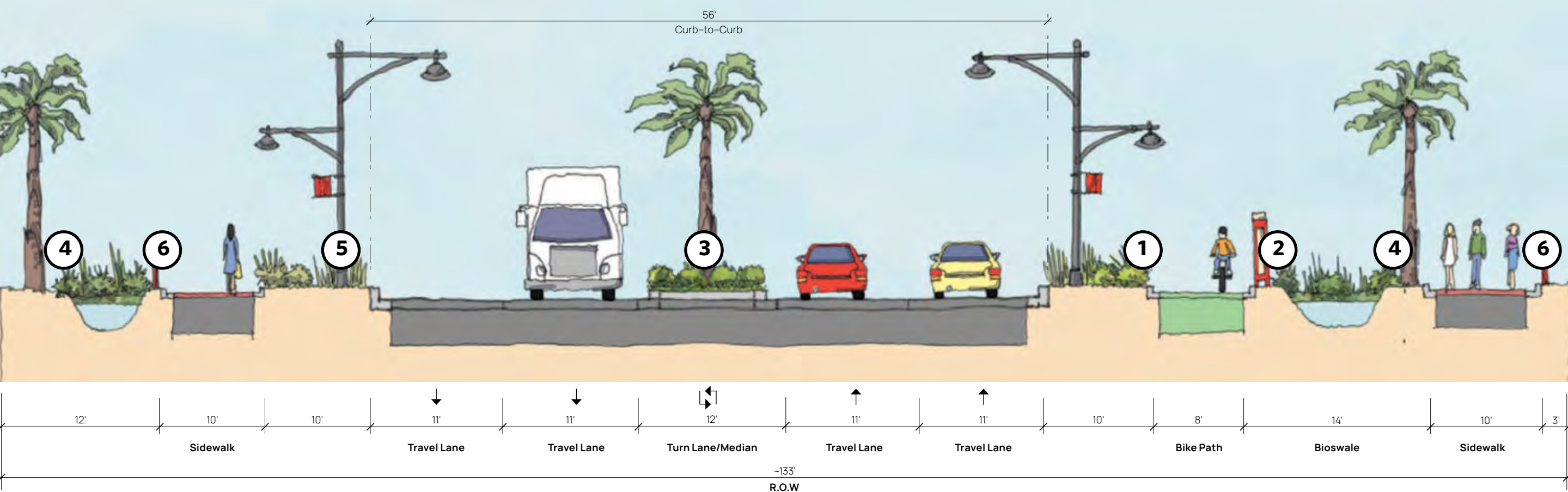
KEY LOCATION DIAGRAM

EXISTING ROAD CONDITIONS



ANALYSIS

PROPOSED ROAD IMPROVEMENTS



VISUAL CHARACTER



BRANDING & LIGHTING



PERMEABLE PAVING



BIOSWALE



BIKE PATH



WAYFINDING SIGNAGE



MEDIAN PLANTING

DEFINITIONS OF TERMS CAN BE FOUND IN THE GLOSSARY OF TERMS ON PAGE 47

FRAMEWORK PLAN

Site Area 1 has an amazing proximity to Jimmy Deloach Parkway and Highway 80 which provides great connections to the region.

While Jimmy Deloach Parkway can be considered a positive attribute in terms of roadway infrastructure connectivity, it serves as a man-made border to the west of Bloomingdale. Highway 80 provides the primary access way through the community. This existing infrastructure is an asset for the movement of goods and vehicles, but it is atypical of Bloomindale's older pattern of roadways.

It is important to note that Highway 80's right-of-way is approximately 133 feet in various locations, wider than the typical, cluttered with curb cuts and turn lanes that threaten safe pedestrian environments. Additional review needed to address these issues.

Over the years, through the comprehensive planning process, Highway 80 has continued to be a primary focus for the creation of a mainstreet commercial district. While it is possible to create a commercial focus and sense of place along Highway 80, due to the existing right-of-way and heavy traffic conditions it isn't possible to turn Highway 80 into a pedestrian friendly environment without a very large financial investment.

The framework of this Plan identifies key development areas, possible infrastructure improvements, and opportunity areas for residential, commercial, gateways, trail, and park space that offer a sense of place.



ILLUSTRATIVE MASTER PLAN

The illustrative Master Plan demonstrates the residential and commercial development potential for the site area 1 identified along Highway 80 in Bloomingdale.

The design principles for this Master Plan are listed below and can be applied to any of the proposed site areas .

1. Transitioning Land Uses

Positioning higher density uses along more intense roadway infrastructure while transitioning to smaller scaled development.

2. Creating Nodes

Create nodes of activity at major intersections that are oriented towards pedestrian friendly activity.

3. Activating Street Frontage

Front buildings onto public streets and right-of-ways, with front doors, windows, and active uses.

4. Locating Parking Behind & Beside Uses

Locate parking in the interior of the blocks, accessed from rear lanes or side streets.

5. Enhancing Natural Greenways & Canals

Enhancing natural waterways and canals with trails to create connectivity to adjacent communities and resources.

6. Housing Choice

Increase the diversity of housing types to encourage aging in place and accommodate additional population growth.

- WETLAND
- OPEN/PARK SPACE
- SINGLE-FAMILY
- MULTI-FAMILY
- SIGNAGE & GATEWAYS
- COMMERCIAL
- AGE-RESTRICTED MULTI-FAMILY
- SITE AREA



BLOOMINGDALE

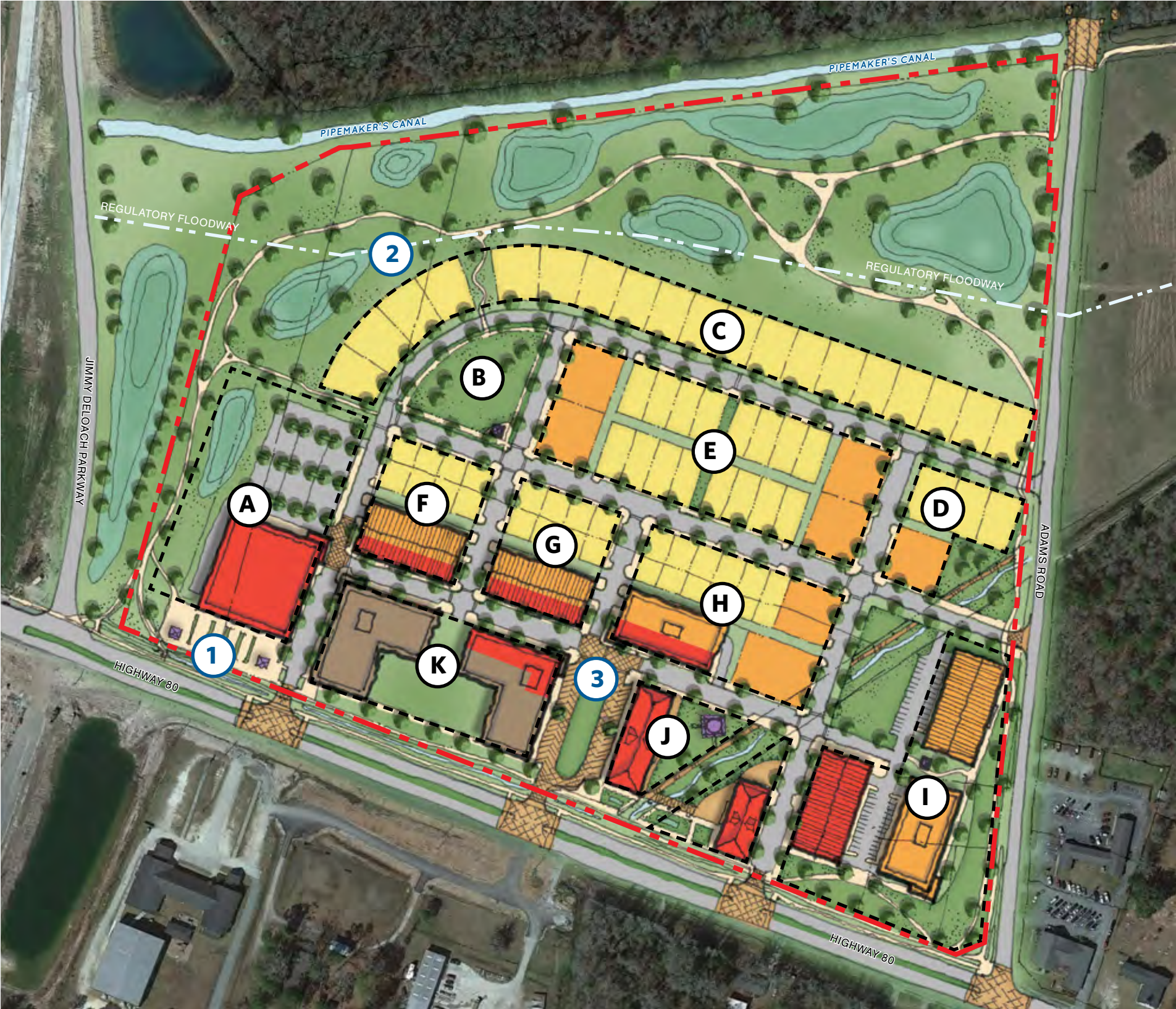
The development program quantifies the amounts of residential and commercial development that are feasible on site area 1. This proposed build-out is representing more development than is market feasible in the initial stages of the redevelopment, but should be considered as a maximum growth potential.

The current required off-street parking listed below, reflects the current parking requirements identified by the City's Unified Development Code for residential development. This number excludes off-street commercial parking requirements.

The Village of Bloomingdale Concept has three key places in the plan which are described in greater detail on the following pages.

- 1. Western Gateway
- 2. The Common Green
- 3. Village Center

CONCEPT DEVELOPMENT POTENTIAL						
BLOCK	BLOCK ACRES	SINGLE-FAMILY	MULTI-FAMILY	COMMERCIAL	CURRENT REQUIRED PARKING	PROPOSED PARKING
A (Grocery)	3.42	—	—	38,000	126	114
B (Park)	0.79	—	—	—	—	—
C	3.80	19	—	—	38	38
D	0.87	3	6	—	15	12
E	3.68	16	24	—	68	56
F	1.16	4	30	6,500	53	46
G	1.16	4	30	6,500	53	46
H	2.24	6	42	6,500	75	60
I	3.80	—	60	6,500	90	126
J	1.45	—	—	26,000	—	—
K (Age Restricted)	2.24	—	90	6,500	30	170
Subtotal		52	282	96,500	548	498

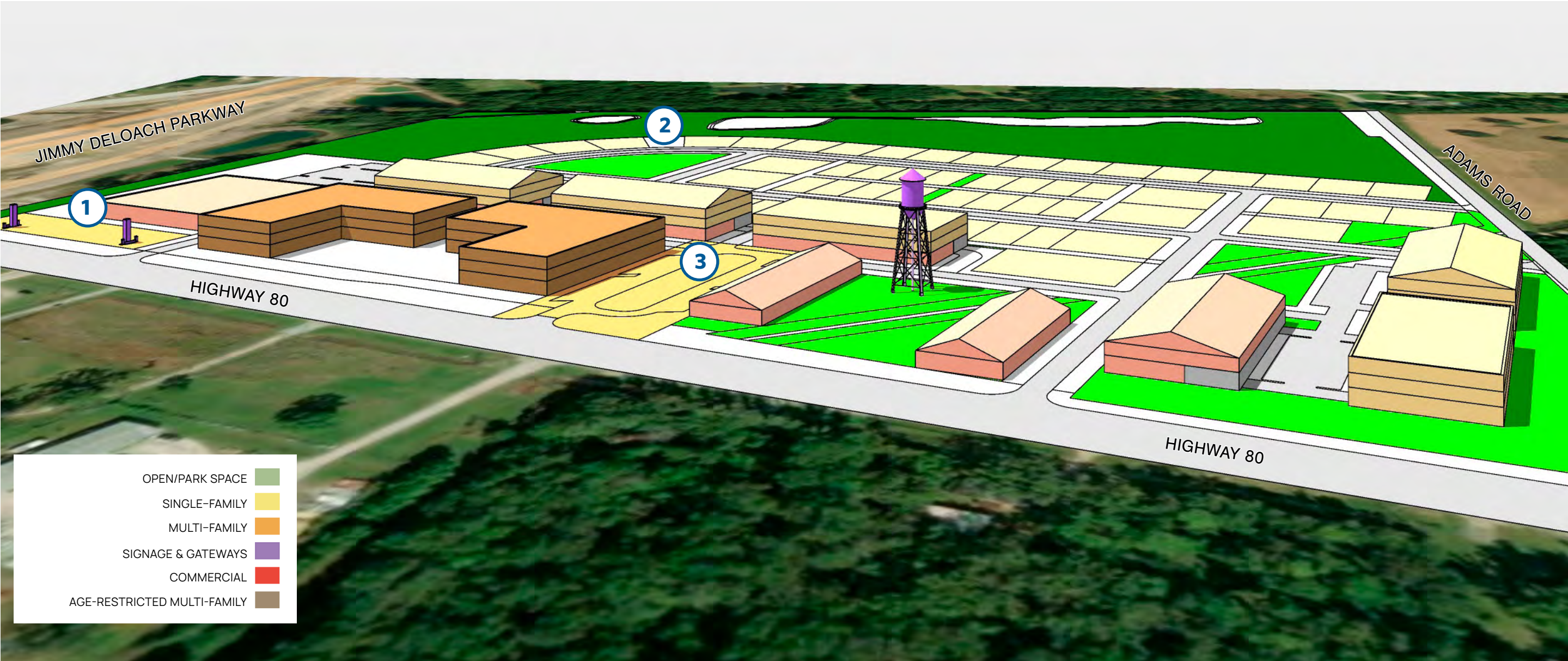


BLOOMINGDALE

The massing model on the below depicts the general massing, use breakdown, forms, and heights of the proposed concept. The purpose of representing the illustrative plan in 3 dimensions is to show proposed building heights and to help understand how the forms relate to each other in the larger context.

The proposed plan has a range of building heights with higher buildings being concentrated around the town center (3).

- 1. Western Gateway
- 2. The Common Green
- 3. Village Center



WESTERN GATEWAY

The proposed Western Gateway is the formal entrance to Bloomingdale if you are entering from Highway 80. The intersection of Jimmy Deloach Parkway and Highway 80 is a high visibility location for a grocery store element (1). To enhance the conditions, gateway signage (2), paving and native plantings are proposed to create a dynamic entrance.

This identified area also has the opportunity to serve as a site for hotel development. A hotel feasibility study could be done by working with Savannah Area Chamber of Commerce or a similar entity.



LOCATION KEY-WESTERN GATEWAY



THE WESTERN GATEWAY CONCEPT

VISUAL CHARACTER

Visuals presented below illustrate various options that can fit in the Western Gateway Concept, they explore various styles, materials, and sizes. Their intention is to visual how a place will look like in reality.

GROCERY STORE OPTIONS



FOOD LION (38,000 SQFT)



WALMART NEIGHBORHOOD MARKET (42,000 SQFT)



KROGER (45,200 SQFT)



TARGET EXPRESS (20,000-40,000 SQFT)



SCULPTURAL ART: BIKE PARKING



SCULPTURAL ART



WILDFLOWER PLANTING



ART BOX



MURAL



PARKING LOT REUSE CAFE



(GATEWAY/SIGNAGE VERTICAL OPTION)



(GATEWAY/SIGNAGE VERTICAL OPTION)



(GATEWAY/SIGNAGE OPTION)



(GATEWAY/SIGNAGE OPTION)



(GATEWAY/SIGNAGE HORIZONTAL OPTION)



(GATEWAY/SIGNAGE HORIZONTAL OPTION)

COMMON GREEN

The proposed Common Green is the informal center of the residential neighborhood surrounded by single-family and multiplex houses, identified in the Plan as (4). The Common Green comprises almost 1 acre of active and passive space, to include a playground and community gazebo, identified (5) and (8) in the plan.

The green could be interconnected to the Pipemaker's Canal green space north of the site with trails (1). To help activate the trails along the greenway(6), exercise areas (7), and rain gardens (3) would activate nodes. A splash pad (2) is incorporated in the trail system which can be accessible via walking or biking.

Stormwater management best practices will be incorporated into the trail area to help mitigate flooding. Stormwater MBPs may include rain gardens and bioswales with native plantings(1).

Different residential development types could include single-family residential (12) on the perimeter of the common with multiplexes (9) and smaller-scale types (10)(11) on the internal portions of the neighborhood. The interal housing types have the space to inegrate accessory dwelling units which are represented to the right.



LOCATION KEY-COMMON GREEN



THE COMMON GREEN CONCEPT

PLACES IN THE PLAN

VISUAL CHARACTER

Visuals presented below illustrate various options that can fit in the Common Green Concept, they explore various styles, materials, and sizes. Their intention is to visual how a place will look like in reality.



PASSIVE GREENWAY PARK

SPLASH PAD

MULTIPLEX 90' LOT

SFR* 55' LOT

SFR* 50' LOT



RAIN GARDENS

OPEN FIELD

COMMUNITY GAZEBO

(DUPLEX OPTION)

(DUPLEX OPTION)

ADU** COTTAGE



GREENWAY

EXERCISE EQUIPMENT

PLAYGROUND

SFR* 72' LOT

ADU** COTTAGE (MODERN)

ADU** GARAGE (TRADITIONAL)

*SFR-SINGLE FAMILY RESIDENTIAL **ADU-ACCESSORY DWELLING UNIT

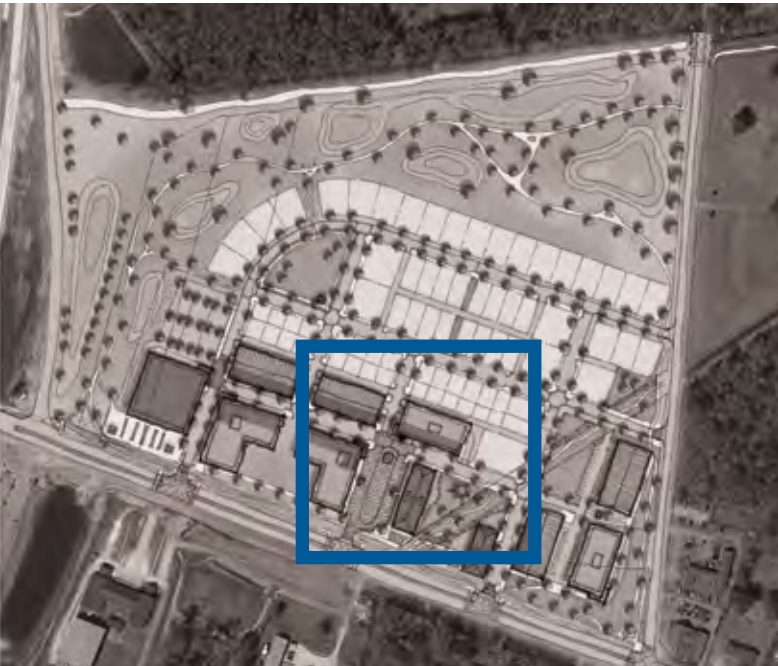
VILLAGE CENTER

The proposed Village Center (1) illustrates the concentration of commercial and live/work (rental/condo) units (9)(9a)(9b) around a central rectangular area. Identified as (2) in the Plan, this area would be an at-grade special paved area that could be closed to traffic during special events in the community, such as a tree lighting ceremony for the holiday season. This area has a fountain with benches, cafe seating, and vegetation/planters (2) (2a).

The residual space left from the drainage ditch, identified (3) in the Plan, suggests enhancing the canal/ditch to make it a green feature with native plantings and wood boardwalk trail. This portion of the trail would connect to the Pipemaker's Canal area that runs on the northern side of the site.

To further enhance this area, there is homage to Bloomingdale's rail history with signage elements and train elements (8)(7). Commercial development in this section would be single story, with entrances on both sides and cafe seating. Building along the canal area are single story retail that can house breweries, cafes, and even a small train museum (5)(6)(6a).

Infiltration basins and swales line Highway 80 which will help with stormwater (4).



LOCATION KEY-VILLAGE CENTER



THE VILLAGE CENTER CONCEPT

PLACES IN THE PLAN

VISUAL CHARACTER

Visuals presented below illustrate various options that can fit in the Village Center Concept, they explore various styles, materials, and sizes. Their intention is to visual how a place will look like in reality.



VILLAGE SQUARE



CENTRAL SQUARE (FOUNTAIN OPTION)



CENTRAL SQUARE (CLOCK OPTION)



CANAL/DITCH BEAUTIFICATION



INFILTRATION BASIN SWALE



RETAIL



(RESTAURANT OPTION)



(BREWERY OPTION)



TRAIN ELEMENT



SIGNAGE ELEMENT



MIXED-USE RESIDENTIAL OVER RETAIL (INDUSTRIAL)



RETAIL (TRADITIONAL)



MIXED-USE RESIDENTIAL OVER RETAIL (MODERN)

IMPLEMENTATION

The concept described thus far includes both infrastructure and mixed-use development strategies. While the concept plan outlined is a Master Plan it will involve a number of years and a range of investments by stakeholders and partnerships with the development community. This section of The Bloomingdale Growth Plan includes:

- Suggested Future Land Use
- Suggested Zoning
- Suggested Multi-Use Paths and Trails
- Conservation Area
- Historic Resource Preservation
- Work Program



RENDER OF THE VILLAGE CENTER CONCEPT

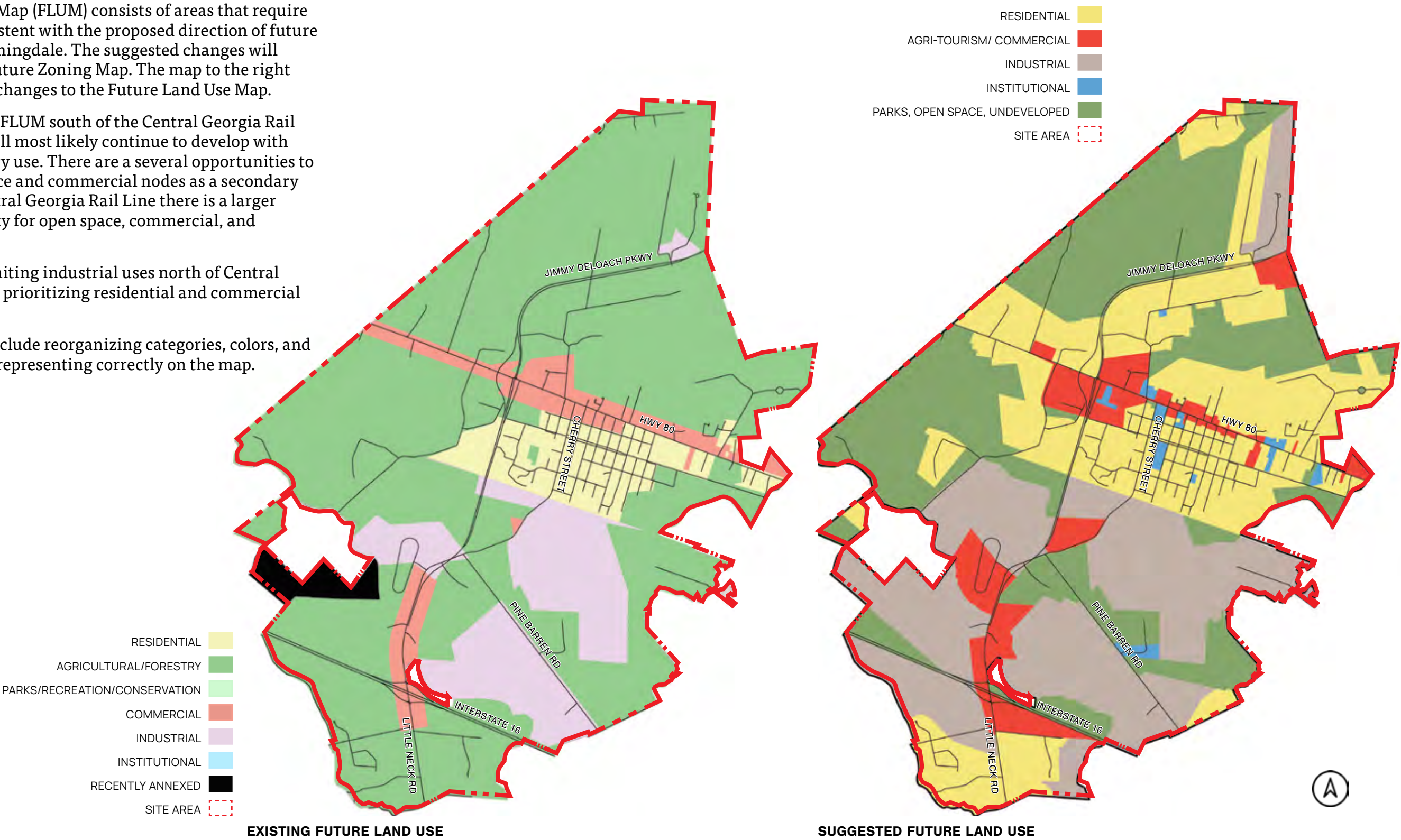
SUGGESTED FUTURE LAND USE

The Future Land Use Map (FLUM) consists of areas that require amending to be consistent with the proposed direction of future development in Bloomingdale. The suggested changes will influence the City's Future Zoning Map. The map to the right depicts the proposed changes to the Future Land Use Map.

The patterning of the FLUM south of the Central Georgia Rail Line is intense and will most likely continue to develop with industrial as a primary use. There are a several opportunities to create some open space and commercial nodes as a secondary use. North of the Central Georgia Rail Line there is a larger amount of opportunity for open space, commercial, and residential uses.

The MPC suggests limiting industrial uses north of Central Georgia Rail Line and prioritizing residential and commercial uses.

Changes suggested include reorganizing categories, colors, and ensuring all uses are representing correctly on the map.



SUGGESTED ZONING

The Zoning Map consists of areas that require rezoning to be consistent with the suggested Future Land Use Map. While the Plan does not suggest new zoning classifications, zoning map revisions are suggested to create transitional areas into predominately single-family districts and offer an opportunity to infill the central portion of Bloomingdale with residential and commercial development. Areas south of Central Georgia Rail Line can remain industrial and commerical zoning. Accessory Dwelling Units/Granny Flats are a suggested strategy for implementation.

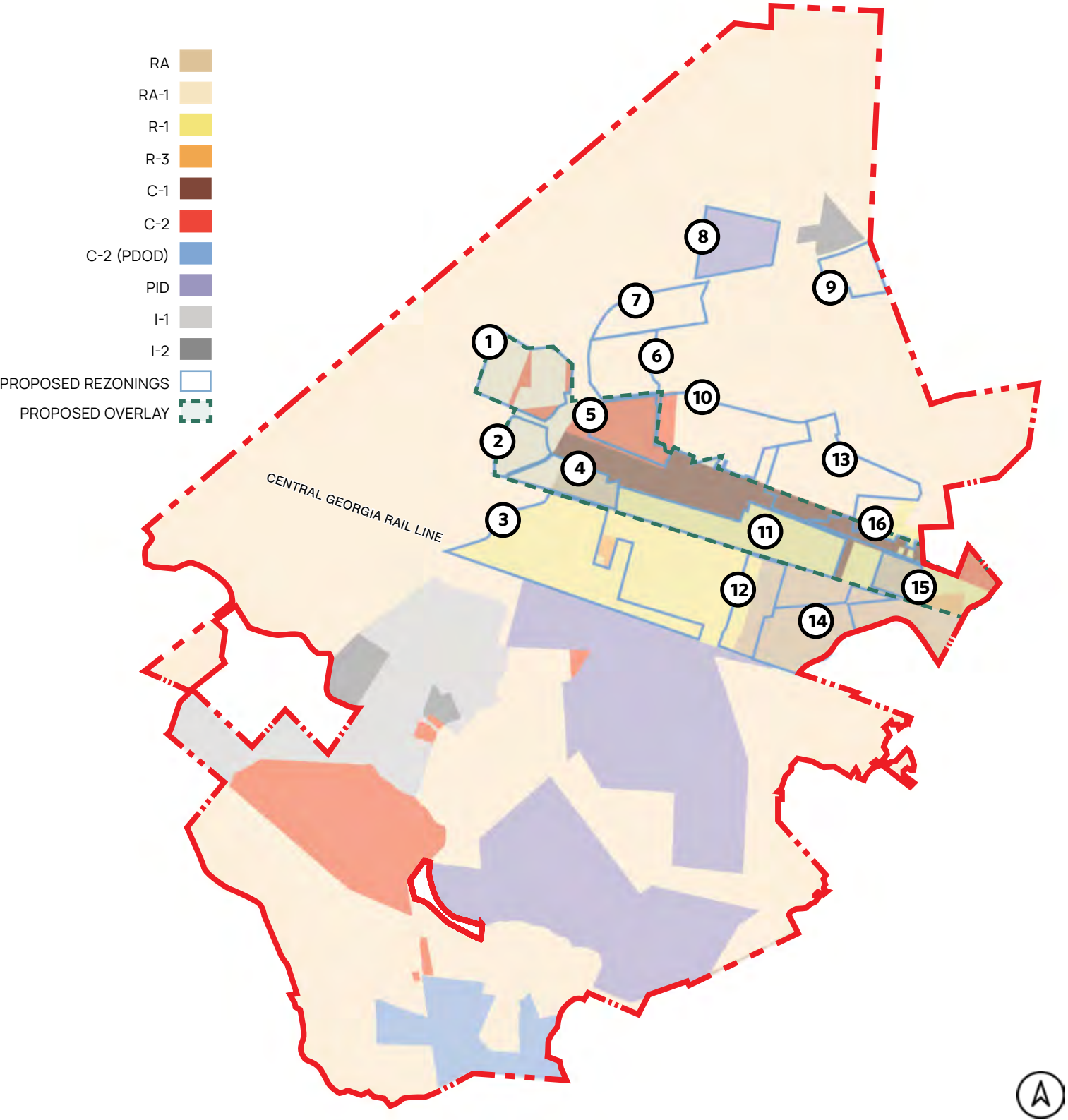
Comparing the current ADU development standards to typical lot sizes, square footages, and setbacks of residences in Bloomingdale, ADUs could be erected on most 1/4, 1/2 , 1, and 5+ acre lots while still complying to the requirements of the Unified Development Code.

In Bloomingdale, ADUs are currently permissible only by special use or conditional use permit. Development standards need to be amended. ADUs should be allowed in areas zoned R-A, R-1, and R-2 subject to development standards and staff approval.

Allowing for ADUs leads to increased access to housing which promotes aging in place, multi-generational housing, and supports future demand for housing as a result of population growth.

A Zoning Overlay is proposed along the Highway 80 Corridor to control development standards further.

EXISTING ZONING		PROPOSED ZONING
1	RA-1 & C-2	C-2
2	RA-1	C-2
3	R-1	R-2
4	RA & RA-1	R-2
5	C-2	C-1
6	RA-1	R-1
7	RA-1	R-1
8	PID	RA-1
9	RA-1	C-2
10	C-2 & RA-1	C-1
11	R-1	R-2
12	R-1	R-2
13	R-1 & C-1	R-2
14	RA	R-3
15	RA	R-1
16	C-1	C-2



SUGGESTED ZONING MAP

SUGGESTED MULTI-USE PATHS AND TRAILS

Bloomington's Rail Bed Trail highlighted below has strong potential connections to the recently improved City facilities such as the History Museum, Taylor Park and the City's Community Center.

With little effort, the Rail Bed Trail along Main Street is also perfectly positioned to connect this multi-use space to nearby open space and recreational resources such as the City of Pooler's Recreation Complex and Tom Triplett Park as well as the cross-country US 1 Bike Route and the proposed Coastal Georgia Greenway system. The suggested multi-use paths and trails has the potential to also be connected to Tide to Town, which would offer more mobility options to Bloomington residents and expand Savannah's network even farther. This suggested network plan would require some jurisdictional coordination to implement.

There is potential for various types and quality of multi-use paths and trails that are lower cost such as mulch, porous asphalt, concrete, natural pave, gravel, boardwalk, or decomposed granite.



MULCH TYPE



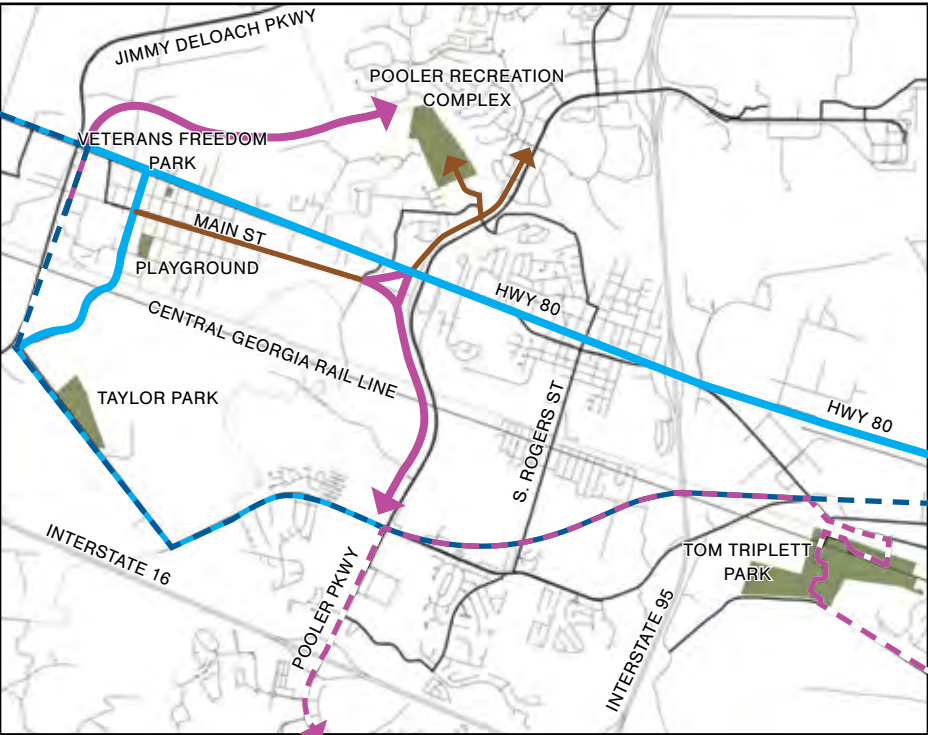
POROUS ASPHALT TYPE



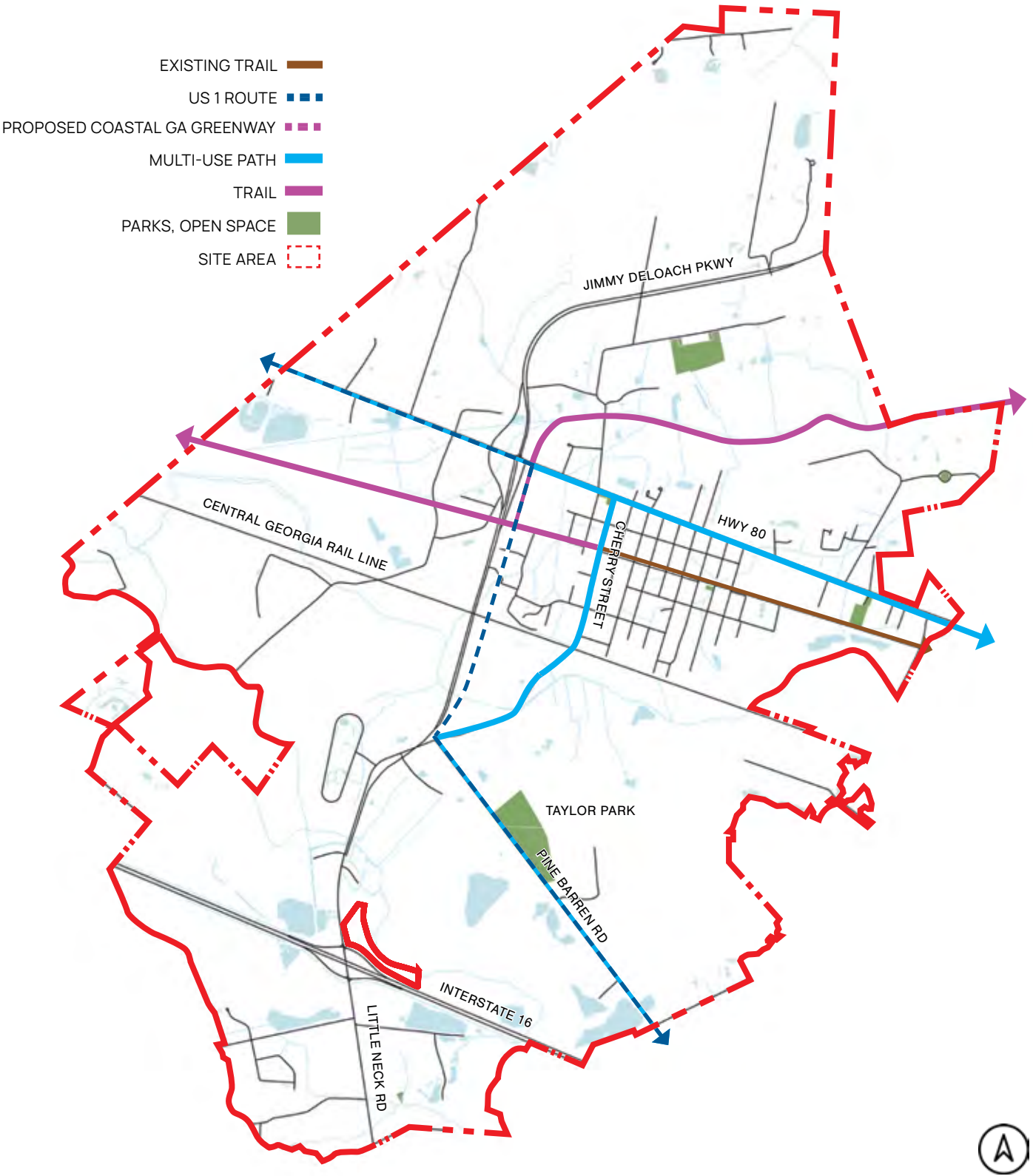
GRAVEL TYPE



BOARDWALK TYPE



SUGGESTED CITYWIDE/COMMUNITY CONNECTIVITY



SUGGESTED MULTI-USE PATH AND TRAIL NETWORK

CONSERVATION AREAS

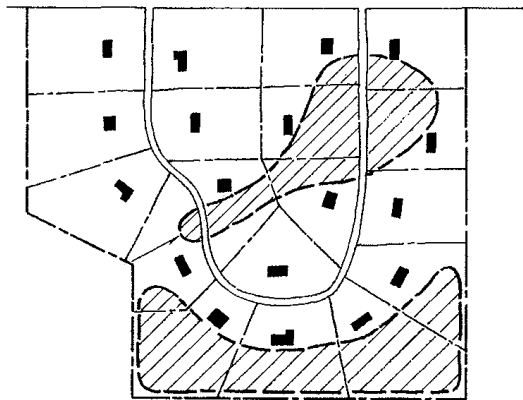
Areas that have been identified for a primary use of conservation have a vast array of opportunities. Some land conservation strategies include;

- 1. Donations;
- 2. Parks; (Passive Open Space)
- 3. Renewable Energy; (Solar Array)
- 4. Eco & Agricultural Tourism;
- 5. Deed Restrictions or Easements; and
- 6. Cluster Development.

Cluster Development is a land development design tool that provides a means of both preserving open space and allowing development to be directed away from natural and agricultural resources considered important for protection. Shown below is a visualization that compares a conventional subdivision vs. cluster development.

Cluster development is currently part of the Unified Development Code but is located under the R-3 Zoning Classification. Suggested changes to the RA and RA-1 Zoning Classifications to allow for Cluster development would be a decisive strategy.

EXAMPLE OF CONVENTION SUBDIVISION



EXAMPLE OF CLUSTER DEVELOPMENT



CONVENTIONAL SUBDIVISIONS VS. CLUSTER DEVELOPMENT COMPARISON



SUGGESTED CONSERVATION AREAS

SUGGESTED HISTORIC RESOURCE PRESERVATION

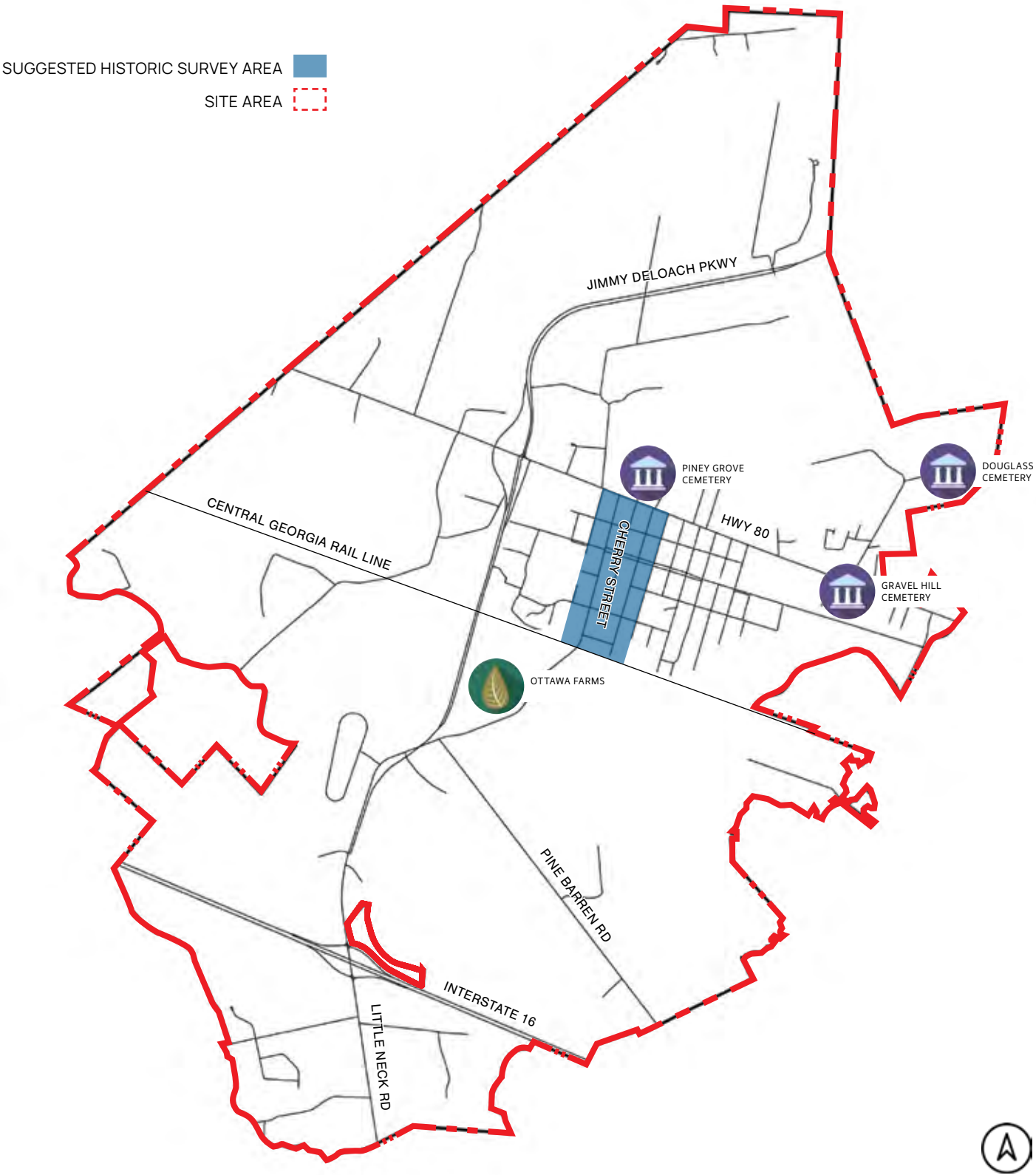
Historic Resources have been identified which include structures and land that have historic value. Some historic resource preservation strategies include;

- 1. Complete Site Survey & Assessment
- 2. Historic Resource & Preservation District; and
- 3. Market Historic Tourism;

Bloomingtondale’s historic core south of U.S. 80, surrounding Bloomingtondale Elementary School has many buildings which could be deemed historically significant. Church and Cherry Street which are parallel south of U.S. 80 have houses with architectural styles ranging from American Craftsman, Classical Revival, and Victorian. Benefits of establishing a local historic district would be the creation of tourism opportunities, protection of architecture and design, and the increased values of properties for owners within the historic district.

Steps to Implement a Local Historic District include;

- 1. Create a local HPC through adopting a preservation ordinance.
- 2. HPC will prepare inventory of all property within its jurisdiction which has the potential to be designated as historic.
- 3. The commission (could be neighborhood, merchants, non-profits) recommends districts and individual sites and structures to city council for designation.
- 4. Public hearing for comments on designations.
- 5. Local governing body may adopt or amend ordinance designating property.
 - Designated property must be shown in official zoning map or tax map
 - Owners must be named and then obtain COA before material changes to appearances.



SUGGESTED HISTORIC RESOURCES

WORK PROGRAM (3-5 YEARS)

The implementation on the following pages outlines strategies, stakeholders, and a proposed timeline for implementing the plan upon City Council evaluation and approval.

Stakeholders listed in the implementation matrix should be contacted and verified before it is presumed to be part of that Agency's work programs.

Cost estimates are not included in this matrix, but should be developed as the implementation strategies become refined. All work program strategies listed would be subject to separate contracts.

- City- City of Bloomingdale
- CRC- Coastal Regional Commission
- MPC- Metropolitan Planning Commission
- IGA- Intergovernmental Agreement/Collaboration

GRANTS & APPLICATION PROCESS


A variety of funding opportunities are available to Bloomingdale. A brief, non-exhaustive list of grants is provided below.


The USDA Rural Placemaking Challenge funds technical assistance and training for placemaking in rural communities. They offer funding up to \$250,000. The application for this program closes in mid-August


The National Endowment for the Arts' Our Town Program offers \$25,000-\$125,000 for creative placemaking, public art, and public space design. They seek to elevate community assets, the voices of residents, and local history. The application cycle for this program ends in early August.


The Georgia Department of Community Affairs offers a grant for Rural Downtown Redevelopment. Their offer is 1-5 million dollars to be used on any 'transformative project'. The city of Bloomingdale would be required to match 10% of the project's total cost and DCA would provide the rest. Other municipalities have used these funds for streetscaping and developing a town green. The application materials for this grant are typically due in June

Finally, **Georgia Department of Transportation** has the Roadside Enhancement and Beautification Council Grant which offers 50,000 for landscaping, plant material, and labor to enhance a state right-of-way.

	LAND USE STRATEGY	STAKEHOLDERS	TIMELINE
LU.1	Adopt The Bloomingdale Growth Plan	City	0-1 Years
LU.2	Amend Comprehensive Plan Goals, Maps, and Community Work Program To Reflect Growth Plan Suggested Changes	CRC, IGA, City	0-1 Years
LU.3	Amend Future Land Use Categories To Reflect Growth Plan Suggested Changes	CRC, MPC, IGA, City	0-1 Years
LU.4	Amend Future Land Use Map To Reflect Growth Plan Suggested Changes	CRC, MPC, City	0-1 Years
LU.5	Amend Zoning Districts Categories and Permissible Uses (Article 7) with Zoning Overlay along Highway 80	CRC, MPC, City	0-2 Years
LU.6	Amend Zoning Districts Map To Reflect Growth Plan Suggested Changes	CRC, City	0-2 Years
LU.7	Review and Amend Parking Requirements	CRC, City	0-1 Years
LU.8	Create Greenway/Bike/Trail Master Plan	CRC, Consultant, IGA, City	3-5 Years
LU.9	Review and Amend Site Design and Architectural Standards	MPC (Historic Preservation Department)	0-1 Years
LU.10	Complete Historic Site Survey & Assessment	MPC (Historic Preservation Department)	0-2 Years
LU.11	Facade Improvement & Beautification Plan	Georgia Department of Community Affairs	0-1 Years
LU.12	Create and Add Tree Ordinance	CRC, MPC. City	0-2 Years

	HOUSING STRATEGY	STAKEHOLDERS	TIMELINE
HS.1	Amend Zoning Development Standards for ADUs	Consultant	0-2 Years
HS.2	Housing Conditions Assessment & Mapping	City	0-1 Years
HS.3	Map Vacant Properties (Housing & Commercial)	City	0-1 Years
HS.4	Create Affordable Housing Plan	CRC, MPC	0-2 Years

	TRANSPORTATION STRATEGY	STAKEHOLDERS	TIMELINE
TR.1	Highway 80 Complete Street Redesign (Streetscaping, Wayfinding, Branding)	Consultant	0-2 Years
TR.2	Investigate Recreational Trails Program	City	0-1 Years
TR.3	Investigate Safe Routes to School Program	Savannah–Chatham County Public School System	0-1 Years
TR.4	Create and Amend Ordinance for Traffic Calming Devices	CRC, MPC	0-2 Years
TR.5	Explore Mobility Plan (Highway 80 Corridor Study)	Consultant	3-5 Years
TR.6	Participate in CORE MPO Meetings	City	
TR.7	Amend TIP to include Trails, Multi-use Paths	City	0-1 Years

	NATURAL RESOURCE STRATEGY	STAKEHOLDERS	TIMELINE
NR.1	Create Renewable Energy Plan	Consultant	3-5 Years
NR.2	Install Solar Panels on Government Buildings	Consultant	0-1 Years
NR.3	Install Electric Vehicle (EV) Charging Stations	Georgia Power (Make Ready)	0-1 Years
NR.4	Create Parks and Recreation Plan	Consultant, City	0-2 Years
NR.5	Explore and Implement Sustainable/Resilient Development Practices	Consultant	3-5 Years

GLOSSARY OF TERMS

- **Accessory Dwelling Unit:**
Commonly referred to as a carriage house, in-law unit, or secondary dwelling unit, an ADU is a structure used as an individual residential unit located on the same lot as the principal dwelling. It must have a bathroom, kitchen and bedroom.
- **Agricultural Tourism:**
A form of tourism that involves any agriculturally based operation or activity that brings visitors to a farm.
- **Age Restricted Multifamily:**
Apartments or condos restricted to those who are 55 years of age or older.
- **Bike Path:**
Dedicated path or road for bicyclists, pedestrians, and non-motorized users.
- **Bioswale:**
A vegetated channel that collects and manages stormwater runoff.
- **Complete Street:**
Streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.
- **Duplex:**
House plan has two living units attached to each other, either next to each other as townhouses, condominiums or above each other like apartments.
- **Eco-Tourism:**
A form of tourism involving responsible travel to natural areas, conserving the environment, and improving the well-being of the residents.
- **Environmentally Sensitive Areas:**
Areas of the natural environment that are not suitable for intense development as a result of being in the floodway or including marshes, waterways, etc.
- **Gateway:**
A gateway is a physical element like a sign, mural, flag, etc. that is situated at the entrance of a community that cultivates a sense of place—that you’re entering an area with a unified aesthetic and cohesive identity as one place.
- **Massing Model:**
A massing model is a 3d visualization of structures that depict their size, scale, and rough shape without including facades, colors, textures or architectural detailing.
- **Mixed-Use:**
A kind of urban development, urban design, urban planning and/or a zoning type that blends multiple uses, such as residential, commercial, cultural, institutional, or entertainment, into one space, where those functions are to some degree physically and functionally integrated, and that provides pedestrian connections.
- **Multi-Use Path:**
A shared-use path, mixed-use path or multi-use pathway is a form of infrastructure that supports multiple recreation and transportation modes, such as walking, bicycling, inline skating, and wheelchair use.
- **Non-Motorized Transportation:**
Any form of travel that does not involve a motor vehicle, such as bike and pedestrian travel. Non-Motorized infrastructure supports travel by bike, on foot, or with mobility devices. This includes sidewalks, crosswalks, trails, curb cuts, and bike lanes.
- **Permeable:**
Able to be penetrated by water or other liquids.
- **Placemaking:**
A multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.
- **Streetscaping:**
A term “that refers to is used to describe the natural and built fabric of the street, and defined as the design quality of the street and its visual effect.” The concept recognizes that a street is a public place where people are able to engage in various activities.
- **Visual Character:**
Consists of imagery to help visualize proposed design strategies
- **Wayfinding:**
Wayfinding describes the function of elements like signage and landmarks that orients and directs people in the build environment.



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