COMPREHENSIVE PLAN 2040

CITY OF POOLER

2020 UPDATE
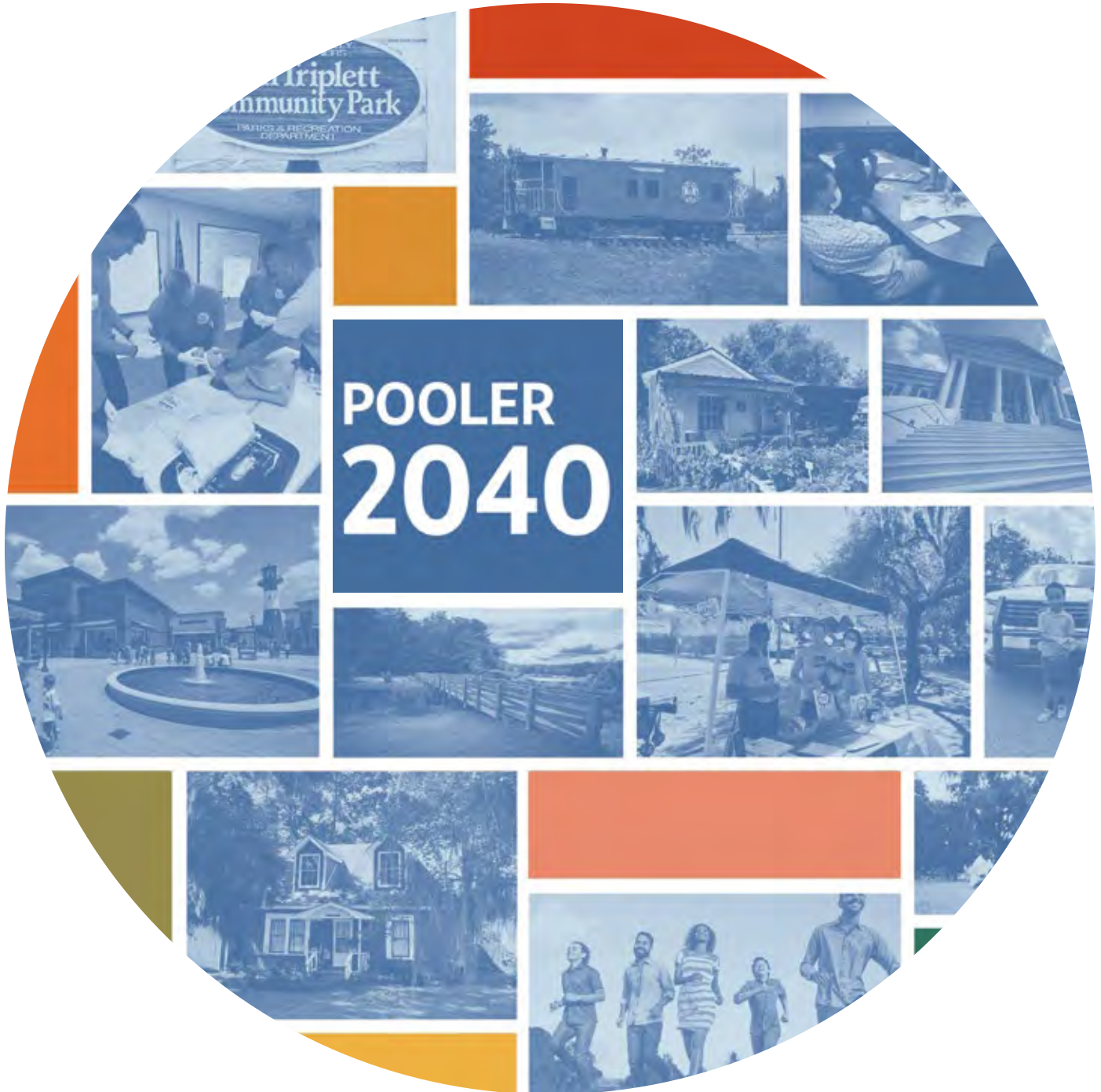
POOLER
2040

Adopted by Pooler City Council
October 18, 2021

ADVANCING TOGETHER. REDEFINING TOMORROW.

RESOLUTION OF ADOPTION
BY THE CITY OF POOLER COUNCIL

Whereas, the last full Comprehensive Plan was developed in 2006 and then updated in October 2016; and

Whereas, since the issues and challenges facing the community continue to change from when the Goals and Objectives were updated in the last 2016 Comprehensive Plan; and

Whereas, community input was gathered by the Chatham County – Savannah Metropolitan Planning Commission through virtual meetings, community events, social media, websites, a public online and written survey, and other channels to gauge the public's priorities for Pooler; and

Whereas, the Chatham County – Savannah Metropolitan Planning Commission updated the Comprehensive Plan to address economic development, land use, transportation, housing, and quality of life elements; and

Whereas, those Goals and Objectives have been incorporated into the Work Program of the Comprehensive Plan for Pooler, Georgia; and

Whereas, the Department of Community Affairs requires written notice that the Comprehensive Plan for Pooler, Georgia was adopted;

BE IT THEREFORE RESOLVED, that the City of Pooler Council does hereby adopt the Pooler Comprehensive Plan and authorizes the City Manager to transmit the Resolution of Adoption to the Coastal Regional Commission and Department of Community Affairs as required by the Georgia Planning Act of 1989.

Adopted this _18th_ day of _October_, 2021

POOLER, GEORGIA

By: _Rebecca Benton_

Rebecca Benton, Mayor   Date: _Oct 18, 2021_

Attest: _Phillip Clayton_

~~Kiley Fusco, Clerk~~   Date _10/18/2021_

Phillip Clayton

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ACKNOWLEDGEMENTS

Introduction

Pooler 2040 is the culmination of collaboration over this past year and would not have been possible without the time, knowledge and energy of those persons listed and to the hundreds of community members who came to events, participated in virtual public meetings, attended steering committees, answered our survey and provided their invaluable input.

The Chatham County—Savannah Metropolitan Planning Commission (MPC) would like to thank the City of Pooler City Council for engaging our organization in this important project. The continued support and participation of these community leaders is vital. Our sincere appreciation is expressed to these individuals. The MPC was pleased to have the opportunity to assist and support the community in developing the City of Pooler's Comprehensive Plan update.

City of Pooler's Mayor & Council Members

Rebecca Benton—*Mayor*

Shannon Black—*Council Member*
Aaron Higgins—*Council Member*
Tom Hutcherson—*Council Member*
Stevie Wall—*Council Member*
John Wilcher—*Council Member*
Karen Williams—*Council Member*

Pooler Staff

Robert Byrd, Jr.—*City Manager*
Matt Saxon—*Assistant City Manager*
Phillip Claxton—*Planning Director*
Kimberly Classen—*Zoning Administrator*
Steven E. Scheer—*City Attorney*

Stakeholder Committee

Rebecca Benton—*Mayor*
Shannon Black—*Council Member*
Aaron Higgins—*Council Member*
Tom Hutcherson—*Council Member*
Stevie Wall—*Council Member*
John Wilcher—*Council Member*
Karen Williams—*Council Member*

Planning & Zoning Board Stakeholders

Phillip Claxton—*Chairman*
Kim Classen—*Secretary*
Ashley Brown—*Commission*
Shirlenia Daniel—*Commission*
Chelsea Henneman—*Commission*
Falgun Patel—*Commission*
Wade Simmons—*Commission*
John Winn—*Commission*
Pete Chaison—*(Alternate)*

Technical Assistance

Chatham—Savannah Metropolitan Planning Commission Staff

Special Thanks

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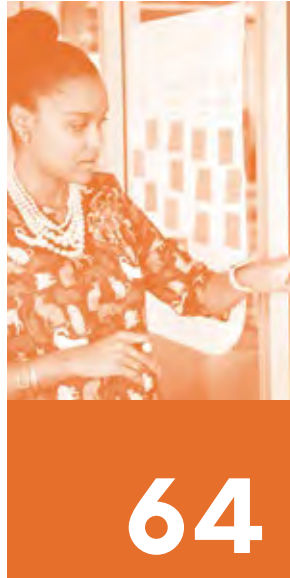
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WELCOME LETTER

Rebecca Benton, Mayor of Pooler

This update is the product of a multitude of different types of public engagement endeavors and careful consideration by City staff and our City Council. An approved update is critically needed to ensure Pooler is able address the challenges and opportunities that we face today.

We recognize that in a time of crisis, such as COVID-19, while tracking and responding to immediate needs, considering the broader goals and vision of the city is challenging. Hence, the Plan 2040 Comprehensive Plan will serve as that reminder and guide, as we all come together to work toward a more equitable and resilient city than ever before.

Public engagement has been a hallmark of the Comprehensive Plan update process. Through various engagement events and venues, the Metropolitan Planning Commission (MPC), as the agent for this update process, has heard from both residents and stakeholders.

The update that we submit to you today reflects the best analysis, policies, and actions that will prepare Pooler to manage the change ahead with an eye toward equity, resilience, and shared prosperity. On behalf of the entire City Council, I want to express our gratitude and reaffirm our support as we continue to move Pooler forward together.

EXECUTIVE SUMMARY

Pooler 2040

Pooler's Comprehensive Plan is the community's principal guiding or "vision" document—designed to formulate a coordinated, long-term planning program to maintain and enhance the health and viability of the jurisdiction. The Comprehensive Plan lays out the desired future for Pooler, and relates how that future is to be achieved. The plan serves as a resource to both the public and private sector by projecting how land will develop, how housing will be made available, how jobs will be attracted and retained, how open space and the environment will be protected, how public services and facilities will be provided, and how transportation facilities will be improved. In short, Pooler's Comprehensive Plan is intended to provide for consistent policy direction.

The City of Pooler's City Council and local community leaders will use the Pooler 2040 Comprehensive Plan in the following ways:

The Future Land Use Map shall be referenced in making rezoning and capital investment decisions:

It provides a representation of the community's vision helping to guide development based on community preferences and also indicates character areas where various types of land uses should be permitted.

The Comprehensive Plan provides policies that help guide day-to-day decisions:

These policies are reflections of community values identified through public outreach efforts. These policies will be used as guidelines in the analysis of rezoning decisions and other capital investment decisions.

The Comprehensive Plan includes an Implementation Program that will direct public investment and private initiative:

Plan implementation is carried out through the adoption and revision of regulations, including zoning and development codes, and through the completion of projects and programs outlined in the Community Goals and Community Strategic Plan and Work Program. The Comprehensive Plan is a living document and should be updated regularly as conditions change and shifts occur in public policy.

The following pages describe the results of public participation that informed and guided the development of this planning document.

PLAN SCHEDULE

The comprehensive planning process required approximately eighteen months to complete. From March 2020 to October 2021, the MPC worked closely with city planning staff, City Council, and citizens of Pooler to identify issues, share strengths and develop visions, goals, and strategies for this Plan.

City Council along with various stakeholders regularly reviewed planning concepts, and provided feedback on critical issues.

PUBLIC ENGAGEMENT PHASE

KICK OFF	SURVEY LAUNCH	POP UPS			SURVEY ENDS	VIRTUAL MEETINGS				PRESENTATIONS		DCA & CRC REVIEW/COMMENT	NEIGHBORHOOD MEETINGS	FINAL PRESENTATIONS	STATE DEADLINE

September	October	November	December	January 2021	February	March	April	May	June	July	August	September	October
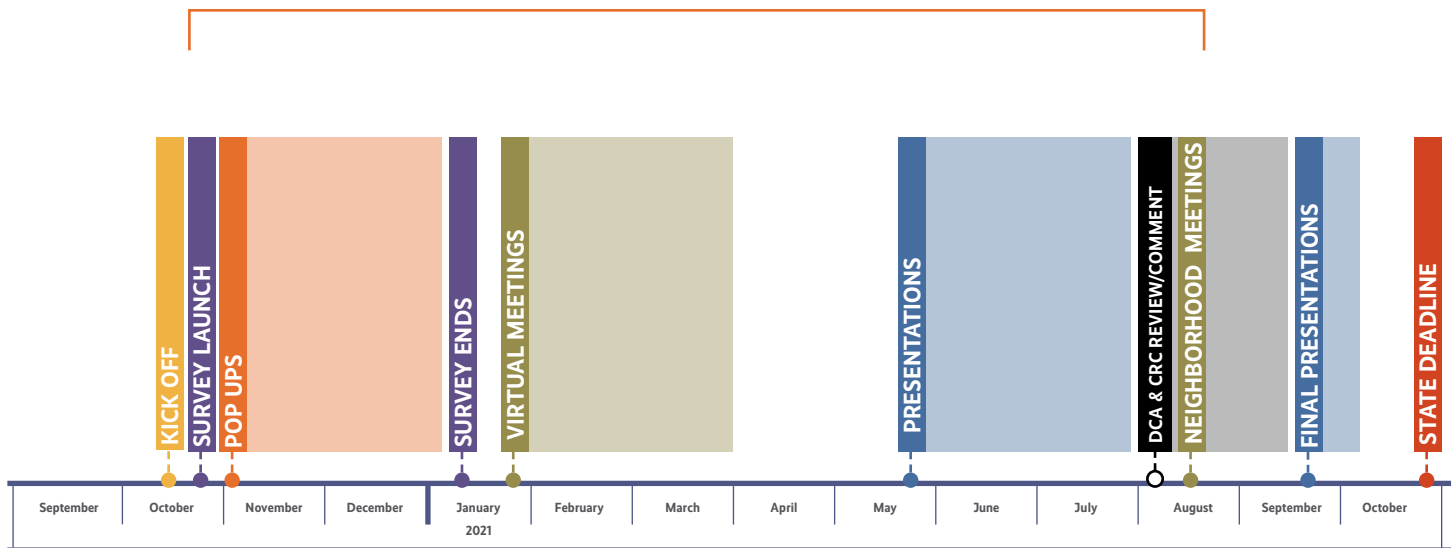
UNDERSTAND & EXPLORE	ENGAGE & DEVELOP	REFINE & FINALIZE	FINAL PLAN
– Project Launch & Work Plan	– Draft Element Visions & Goals	– Draft Plan Development	
– Background Review & Research	– Draft Short Term Work Programs	– Plan Refinement	
– Survey Launch	– Public Engagement Evaluation	– Draft Presentations	
– Comment Mapper Launch	– Virtual Meetings	– DCA & CRC Review	
– Pop-ups Begin	– Subcommittee Meetings	– Final Presentation & Adoption	

PLANNING PHASES

KEY MAP OF JURISDICTIONS

Port Wentworth

Effingham County, GA

Bloomingdale

Jasper County, SC

Pooler

Garden City

Thunderbolt

Savannah

Tybee

Vernonburg

Unincorporated
Chatham

Bryan County, GA

ATLANTIC OCEAN
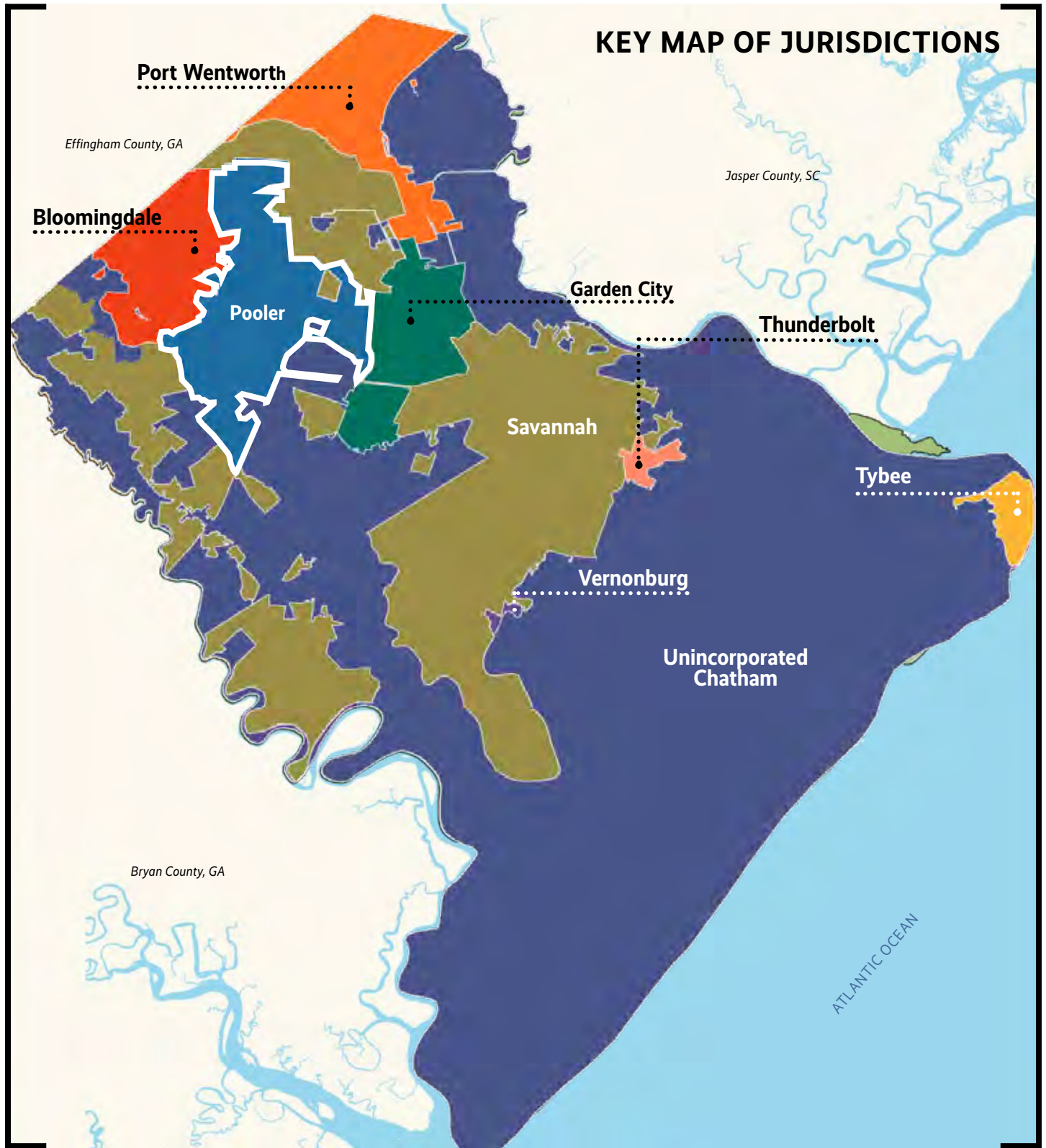
WHY DO WE PLAN?

The Georgia Planning Act requires that cities and counties maintain comprehensive plans that help shape future growth. These plans generally recognize the physical, economic, social, political, and aesthetic factors of a community and are developed in a process that includes thoughtful analysis and robust public engagement.

Pooler 2040 serves as the comprehensive plan for the city of Pooler. The plan follows the minimum standards and procedures for local government planning set out in O.C.G.A. 50–8–7.1(b), reflecting the principles of partnership and the unique needs, conditions, and aspirations of the community.

To ensure that public participation in the planning process will result in meaningful implementation through zoning and other administrative mechanisms, a policy of "consistency" was discussed at public meetings. This proposed policy was strongly endorsed by the public. The policy of consistency requires that policies adopted in Pooler 2040 will be reviewed and amended prior to amending zoning or other implementing ordinances. In other words, official policy established in Pooler 2040 will become the basis for zoning amendments.

The six planning elements shown below are highlights of Pooler 2040.

- Quality of Life
- Economic Development
- Land Use
- Housing
- Transportation
- Natural Resources
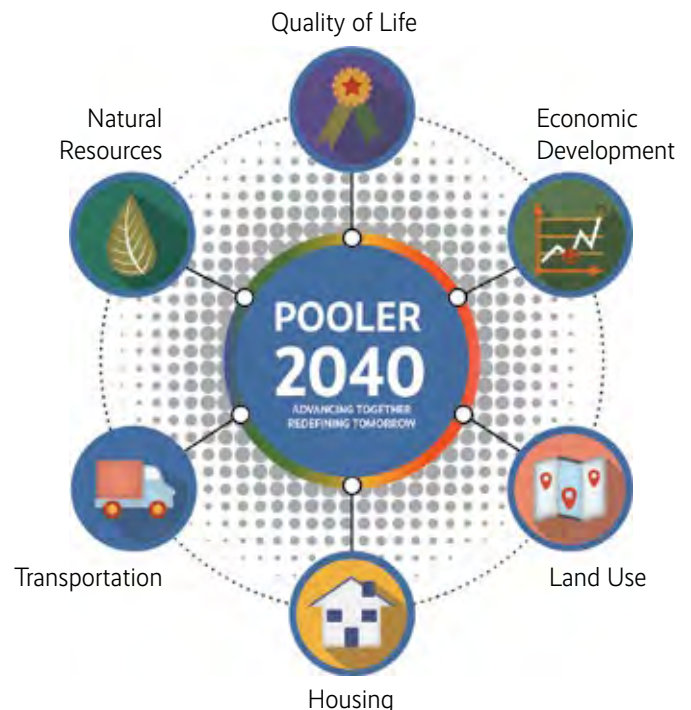
COMPONENTS OF POOLER 2040

Pooler 2040 is to be a tool used in evaluating future proposals and policy changes to ensure consistent decisions are made. Each element is comprised of a vision statement, goals, objectives and strategies to accomplish the vision. These terms, often used to describe policy recommendations are described below:

ELEMENT:

These are the primary elements that must be included, at a minimum, in each community's Comprehensive Plan

VISION:

Each element contains a vision statement that is supported by multiple goals. A vision statement can become a compass, pointing the way to a common direction.

GOAL:

General overarching, broad statements describing the direction that a community wants to go.

OBJECTIVES:

Express the kinds of action that are necessary to achieve the stated goals without assigning responsibility to any specific action.

STRATEGIES:

Statements of specific actions that should be taken, identifying the responsible party/parties, the time frame within which the action should occur, and other details needed for implementation to occur.

HOUSING

In 2040...

Pooler is a Safe, Family-Oriented and Business Friendly Community.

GOAL:

1. Improve neighborhood stability where all residents, regardless of income, can occupy, maintain and improve their homes without undue financial hardship

Objectives:

A. Assist households annually avoid eviction, foreclosure, property loss or homelessness

Strategy:

i. Survey and designate historically significant industrial buildings, complexes, and other at-risk infrastructure.

GLOSSARY OF TERMS

The following words may be seen throughout the document and are defined by the State of Georgia (O.C.G.A. 50–8–1, et seq).

Each shall have the meaning shown unless the context does not permit such meaning.

	Definitions
Character Areas	A specific geographic area or district within the community that: • Has unique or special characteristics to be preserved or enhanced, • Has Potential to evolve into a unique area with more intentional guidance of future development, • Requires special attention due to unique development issues. Each character area is a planning sub-area within the community where more detailed, small-area planning and implementation of certain policies, investments, incentives, or regulations may be applied in order to preserve, improve, or otherwise influence its future development patterns in a manner consistent with the Community Goals
Community	Local jurisdiction (county or municipality) or group of local jurisdictions (in the case of a joint plan) that are preparing a local plan
Comprehensive Plan	A plan meeting the Minimum Standards and Procedures. The comprehensive plan must be prepared pursuant to the Minimum Standards and Procedures for preparation of comprehensive plans and for implementation of comprehensive plans, established by the Department in accordance with O.C.G.A. 50–8–7.1(b) and 50–8–7.2
Comprehensive Planning Process	Planning by counties or municipalities in accordance with the Minimum Standards and Procedures in O.C.G.A. 50–8–7.1(b) and 50–8–7.2
Conflict	Any conflict, dispute, or inconsistency arising: • Between or among plans, or components thereof, for any counties or municipalities, as proposed, prepared, proposed to be implemented, or implemented • Between or among plans for any regions, as proposed, prepared, proposed to be implemented, or implemented • Between or among plans, or components thereof, for any counties or municipalities and plans for the region which include such counties or municipalities, as such plan are proposed, prepared, proposed to be implemented, or implemented

	Definitions
Core Elements	Community, Goals, Needs and Opportunities, and Community Work Program. These are the primary elements that must be included, at a minimum, in each community's comprehensive plan
County	Any county of this state
Days	Meaning calendar days, unless otherwise specified
Density	An objective measurement of the number of people or residential units allowed per unit of land, such as dwelling units per acre
Department	Department of Community Affairs established under O.C.G.A.50–8–1
Governing Body	Board of Commissioners of a county, sole commissioner or a county, council, commissioners, or other governing authority of a county or municipality
Infrastructure	Man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; navigation channels; bridges; roadways
Qualified Local Government	Any county, municipality, or other political subdivision of the state
MPO	Metropolitan Planning Organization, a federally designated agency created in urban areas containing more than 50,000 people that are charged with conducting comprehensive, coordinated planning processes to determine the transportation needs of their respective constituencies, and prioritizing and programming projects (bicycle and pedestrian projects) for federal funding
Minimum Standards and Procedures	Minimum Standards and Procedures, including the minimum elements which shall be addressed and included, for preparation of comprehensive plans, for implementation of comprehensive plans, for updates of comprehensive plans including update schedules, and for participation in the coordinated and comprehensive planning process

Definitions

Precedents

PLAN 2040 Survey

Facts

		Definitions
Mediation	The process to be employed by the Department and Regional Commissions for resolving conflicts which may arise from time to time in the comprehensive planning process. Procedures and guidelines to govern mediation are as established by the Department pursuant to O.C.G.A. 50–8–7. l(d)	
Municipality	Any municipal corporation of the state and any consolidated government of the state	
Plan	The comprehensive plan for any county or municipality	
Plan Amendment	A change to the adopted plan that occurs between plan updates. Amendments of the adopted plan are appropriate when the conditions, policies, etc., on which the plan is based, have significantly changed so as to materially detract from the usefulness of the plan as a guide to local decision making, or when required by the Department as a result of changes to the Minimum Standards and Procedures	
Plan Update	A more or less complete re-write of the plan, which shall occur approximately every five years, in accordance with the recertification schedule maintained by the Department	
Planning	The process of determining actions which state agencies, Regional Commissions, and local governments propose to take	
Qualified Local Government	A county or municipality that adopts and maintains a comprehensive plan as defined in the Minimum Standards and Procedures.	
Regional Commission	A Regional Commission established under O.C.G.A 50–8–32	
Regional Plan	The comprehensive plan for a region prepared by the Regional Commission in accordance with the standards and procedures established by the Department	

		Definitions
Rules for Environmental Planning Criteria	Those standards and procedures with respect to natural resources, the environment, and vital areas of the state established and administered by the Department of Natural Resources pursuant to O.C.G.A. 12–2–8, including, but not limited to, criteria for the protection of water supply watersheds, groundwater recharge areas, wetlands, protected mountains and protected river corridors.	
Service Delivery Strategy	The intergovernmental arrangement among municipal governments, the county government, and other affected entities within the same county for delivery of community services, developed in accordance with the Service Delivery Strategy law. To ensure consistency between the plan and the agreed upon strategy: • The services to be provided by the local government, as identified in the plan, cannot exceed those identified in the agreed upon strategy • The service areas identified for individual services that will be provided by the local government must be consistent between the plan and Strategy As provided in Code Section 36–70–28 (b)(1), Service Delivery Strategies must be reviewed, and revised if necessary, in conjunction with county and municipal comprehensive plan updates	
Supplemental Planning Recommendation	The supplemental recommendations provided by the Department to assist communities in preparing plans and addressing the Minimum Standards and Procedures. The plan preparers and the community are encouraged to review these recommended best practices where referenced in the Minimum Standards and Procedures and choose those that have applicability or helpfulness to the community and its planning process.	
Update Schedule	The schedule or schedules for updating comprehensive plans on an annual or five-year basis as provided for in paragraph (2)(b) of Section 110–12–1–.04. The term "Update Schedule' also means an additional schedule for the review of Service Delivery Strategy agreements by counties and affected municipalities on a ten-year basis in conjunction with comprehensive plan updates	

COMMUNITY PARTICIPATION

COMMUNITY PARTICIPATION

Introduction

Pooler 2040 ultimately belongs to the citizens of Pooler.

Through the Community Participation Plan Element, the Pooler 2040 team sought to gather the community's opinions, priorities, and visions about the future of the area. An in-depth public engagement effort was made in the months leading up to the draft of Pooler 2040, and included a public survey, pop-up events, and virtual meetings.

Specifically, this community participation plan sought to engage the public on issues addressed in the comprehensive plan.

COMMUNITY PARTICIPATION PROGRAM

The vision for Pooler 2040 represents the voice of our community. Through the two-year planning process, Pooler community members shared their unique perspectives on what makes their community great and their suggestions for improvements. The goal of the engagement process was to bring as many voices into the planning effort as possible to get a wide range of ideas and perspectives and build a broad base for implementing Pooler 2040.

The Pooler 2040 process collected valuable input from diverse platforms, community members, and stakeholders to shape the Plan's vision and goals. The outreach process involved a variety of different approaches, which are listed below:

- 14 Virtual Public Meetings
- 10 Email Blasts
- 6 Quarterly Newsletters
- MPC Annual Report
- Press Releases (Traditional Media Interviews)
- City of Pooler Online Promotion
- Online Interactive Comment Mapper (~300 Comments)
- Social Media (Instagram, Twitter, Facebook)
- Utility Bill Messages
- Pop-up events
- Billboard
- Dedicated Plan 2040 Website
- Online Survey (914 Participants)

POOLER
2040

COMMUNITY SURVEY & SWOT ANALYSIS

Survey Overview

MPC staff developed a survey aimed at collecting a wide range of input. The survey was intended to be more in depth than previous comprehensive plan updates and took approximately 25 minutes to complete. The survey aimed to collect a wide range of input and covered various topics including:

– Quality of Life

– Housing

– Land Use

– Natural Resources (Sea Level Rise)

– Transportation

– Economic Development

The 24-question survey consisted of multiple choice and open-ended response questions. The MPC staff participated in the survey development and made suggested changes prior to publication. The survey was available online and in print versions, and was offered in Spanish for communities where English is not the primary language.

The survey was open from October 23, 2020 to January 19, 2021. A total of 914 responses were received from Pooler's residents.

Survey Respondents

To get a better understanding of the citizens that participated in the Plan 2040 Survey, additional information about each respondent was requested.

The survey informational questions included:

– What is your race/ethnicity?
– What is your age?
– Which housing category describes you?
– What is your highest level of education?
– What is your primary mode of travel?

Survey Respondents By The Numbers
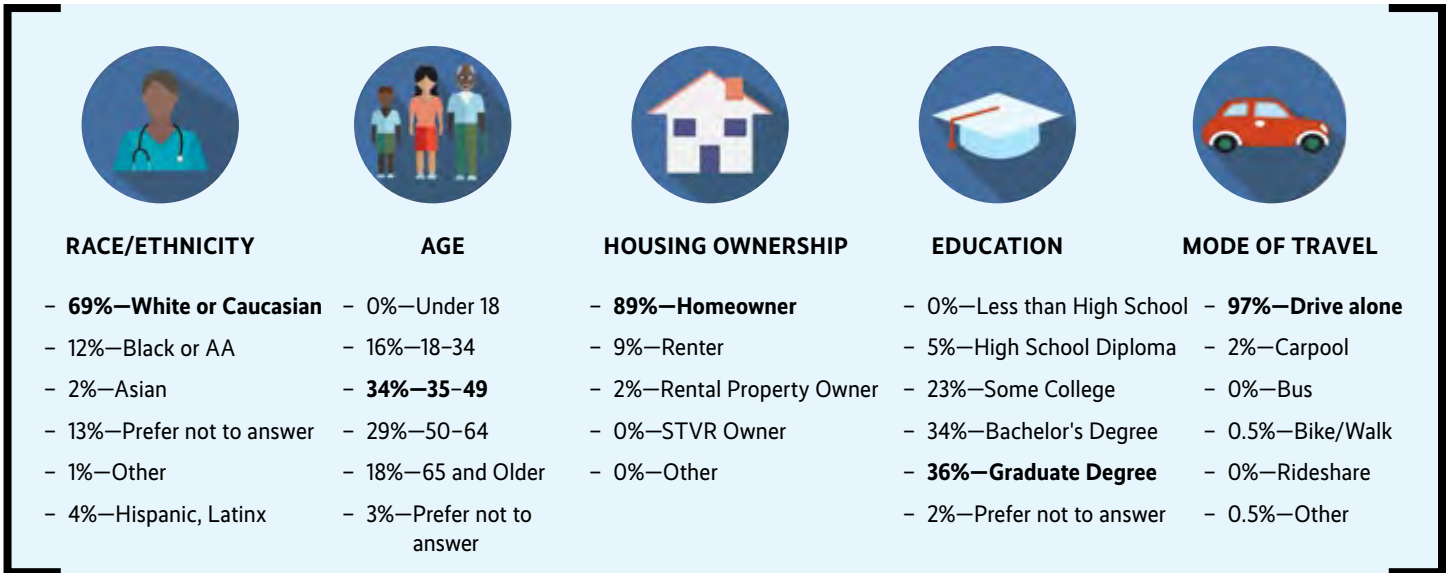
Steering Committee SWOT Analysis

The Steering Committee participated in an exercise called a SWOT analysis which identified Strengths, Weaknesses, Opportunities, and Threats (SWOT) in Pooler.

The SWOT analysis was designed to identify priority needs and opportunities, both internally and externally, for Pooler and was used as a basis for shaping the future vision and goals for the city.

Steering Committee input helped determine the city of Pooler's needs and opportunities as part of the comprehensive planning process. The results are incorporated into the body of the plan. On the following page is the results of the Steering Committee's SWOT analysis.

RACE/ETHNICITY	AGE	HOUSING OWNERSHIP	EDUCATION	MODE OF TRAVEL
– **69%—White or Caucasian**	– 0%—Under 18	– **89%—Homeowner**	– 0%—Less than High School	– **97%—Drive alone**
– 12%—Black or AA	– 16%—18–34	– 9%—Renter	– 5%—High School Diploma	– 2%—Carpool
– 2%—Asian	– **34%—35–49**	– 2%—Rental Property Owner	– 23%—Some College	– 0%—Bus
– 13%—Prefer not to answer	– 29%—50–64	– 0%—STVR Owner	– 34%—Bachelor's Degree	– 0.5%—Bike/Walk
– 1%—Other	– 18%—65 and Older	– 0%—Other	– **36%—Graduate Degree**	– 0%—Rideshare
– 4%—Hispanic, Latinx	– 3%—Prefer not to answer		– 2%—Prefer not to answer	– 0.5%—Other

SWOT ANALYSIS

STRENGTHS	WEAKNESSES
– Continual business development and bringing new people into the city (residential and commercial growth) – Convenient location perfectly placed within the county – Public safety presence is strong and well known – Close proximity to Savannah and tourism (both people and dollars brought into the community) – Diversity of businesses. There is a combination of small and large businesses throughout the city – Large amount of well-maintained recreational opportunities, parks, etc., throughout the city – Very low property tax rate – Process of permitting and development is streamlined. Pooler is good at attracting and working with commercial and retail businesses – Available land for development (This can also be both strength and a threat due to the possibility of land being bought and developed quickly) – Family-friendly, although there is a lack of available schools	– Need more people to both work here and live here – Schools: lack of public and private schools – There is also a lack of neutral ground for schools to be built on – Lack of dedicated housing areas or communities for seniors – Age in place housing is needed – Traffic and congestion – Lack of connectivity with regards to sidewalk and trail networks so residents can ride/walk to various areas without having to get in a car – Look at adding bike lanes to existing and proposed road systems – Public transit needs to be instituted to employment nodes such as Tanger Outlets, Publix and near City Hall – Affordable, first-time home buyer housing, single family and senior housing should be the city's top priority over the next 20 years – Lack of community centers, including communal garden
OPPORTUNITIES	**THREATS**
– Broaden housing options for residents both new and existing – Define areas and uses in the Zoning Code to allow film studios to locate in Pooler – Complete a recreation evaluation and Master Plan – Work to expand recreation program to bring in sports tournaments to utilize existing recreation space – Research expanding the number of multi-purpose recreation fields for soccer, etc. – Leverage the growth of the nearby international airport – Create convention center and amphitheater – Code Updates – Create incentives for desired types of development	– Pressure to rezone R-A to industrial/port related uses – Tax abatement activity through Savannah Economic Development Authority (SEDA) – Possible economic downturn: Pooler needs diverse businesses outside of retail and businesses that are sustainable during an economic downturn – Lack of diversity in housing, especially in regard to senior housing – Flooding and traffic due to increased growth in areas directly in and around Pooler – No tax benefit for places with more warehouses, like Pooler, Port Wentworth, and Garden City (Benefits go to Savannah and Chatham County) – Increased price for raw land

PLAN 2040 SURVEY QUESTIONS & RESPONSES

Quality of Life

1. How strongly would you agree with the following statements about the quality of life topics?
2. Please rate your satisfaction with the following public amenities and services in your community?
3. In your opinion, what are the most important historic preservation actions?
4. Do you have any additional comments about quality of life?

Housing

5. Which categories describes you?
6. How strongly would you agree with the following statements about housing topics?
7. Please rank the following housing options in order of how they should be prioritized in the next 5 years, with 1 being the highest priority and 5 being the lowest?
8. In your opinion, do we need more, less, or about the same of the following housing types?
9. Do you have any additional comments about housing?

Land Use

10. Compared to recent trends, do you think we should encourage the following types of development more, less, or about the same over the next 10 years?
11. Please rank the following growth scenario in terms of your preference. On each map below, Chatham County's existing populated areas are shown in orange and possible areas of new growth under that scenario are shown in yellow.
12. Do you have any additional comments about land use?

Natural Resources

13. How strongly would you agree with the following statements about natural resources?
14. How important are the following objectives to you?
15. Which of the following strategies would you support to protect resources from hazards related to climate change?
16. Do you have any additional comments natural resources?

Transportation

17. What is your primary mode of travel?
18. How strongly do you agree with the following statements about transportation?
19. Do you have any additional comments about transportation?

Economic Development

20. 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 in the past 5 years?
21. How strongly would you agree with the following statements about economic development?
22. How important are the following objectives to you?
23. Do you have any additional comments about economic development?
24. Are there other priorities or issues not covered in this survey that you think are important to consider as part of the Comprehensive Plan?

Quality of Life

1. How strongly would you agree with the following statements about the quality of life topics?

2. **Please rate your satisfaction with the following public amenities and services in your community?** (Results Below)

3. In your opinion, what are the most important historic preservation actions?

4. Do you have any additional comments about quality of life?

% of survey respondents who are _____ with the following public amenities and services in their community.
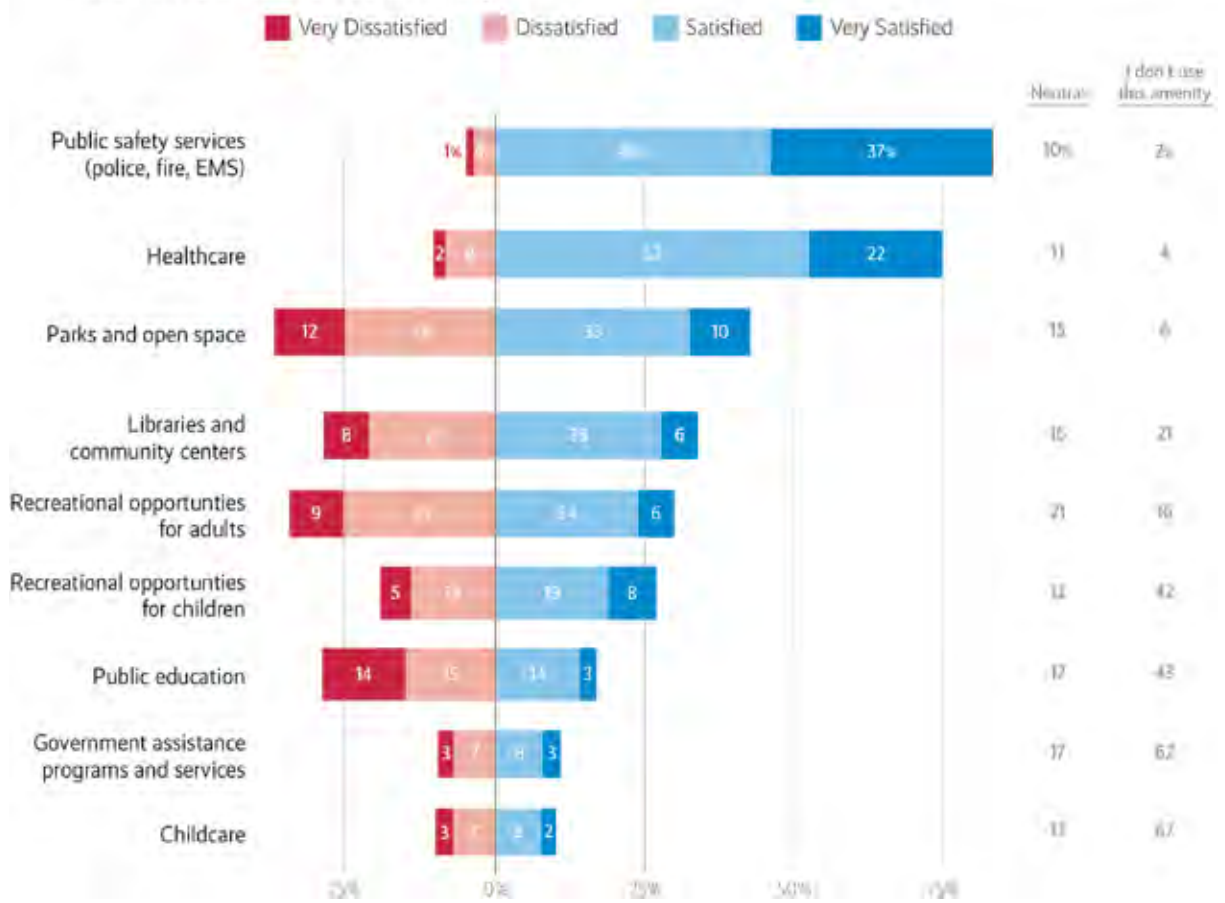
Housing

1. Which categories describes you?

2. **How strongly would you agree with the following statements about housing topics?** (Results Below)

3. Please rank the following housing options in order of how they should be prioritized in the next 5 years, with 1 being the highest priority and 5 being the lowest?

4. In your opinion, do we need more, less, or about the same of the following housing types?

5. Do you have any additional comments about housing?

% of survey respondents who _____ with the following statements about housing in Pooler.
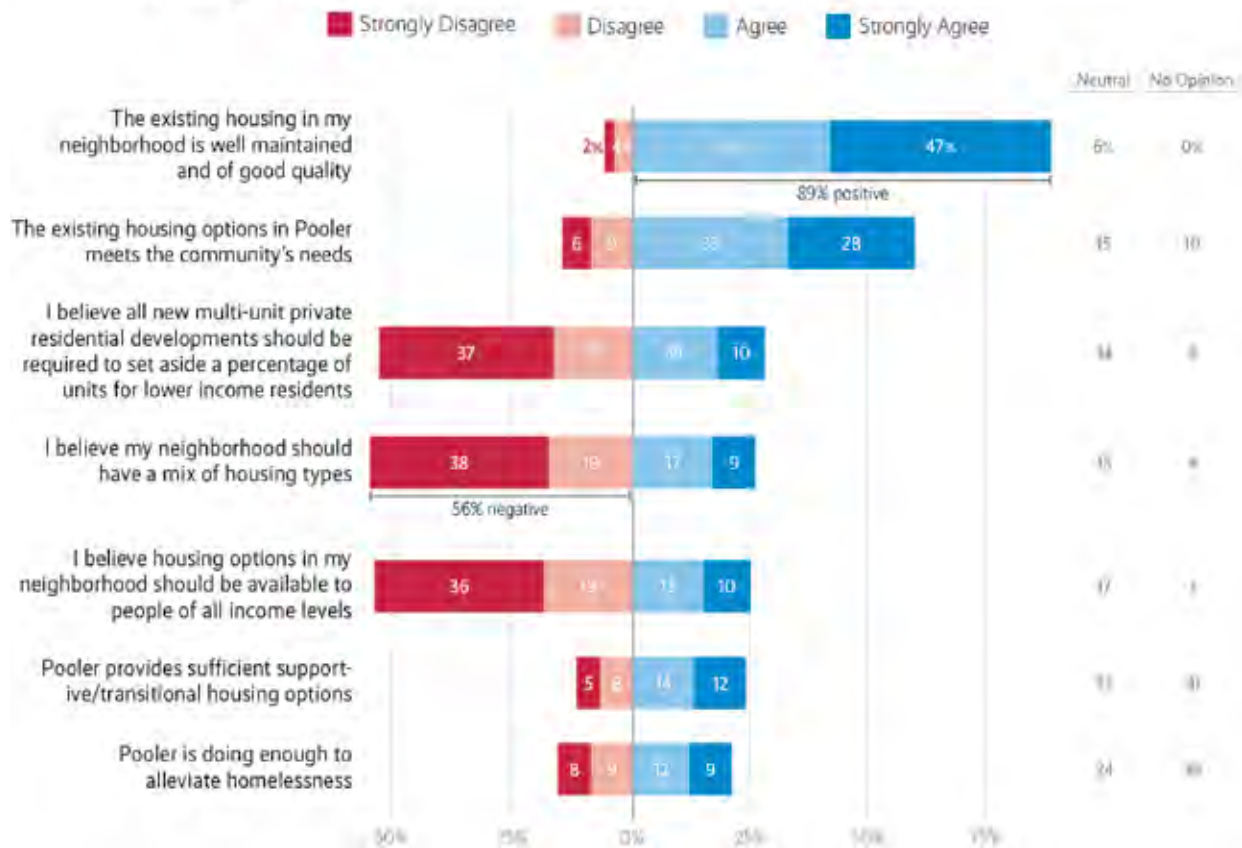
Land Use

1. **Compared to recent trends, do you think we should encourage the following types of development more, less, or about the same over the next 10 years?** (Results Below)

2. Please rank the following growth scenario in terms of your preference. On each map below, Chatham County's existing populated areas are shown in orange and possible areas of new growth under that scenario are shown in yellow.

3. Do you have any additional comments about land use?

% of survey respondents who think the following types of development should be encouraged more, less, or about the same over the next 10 years.
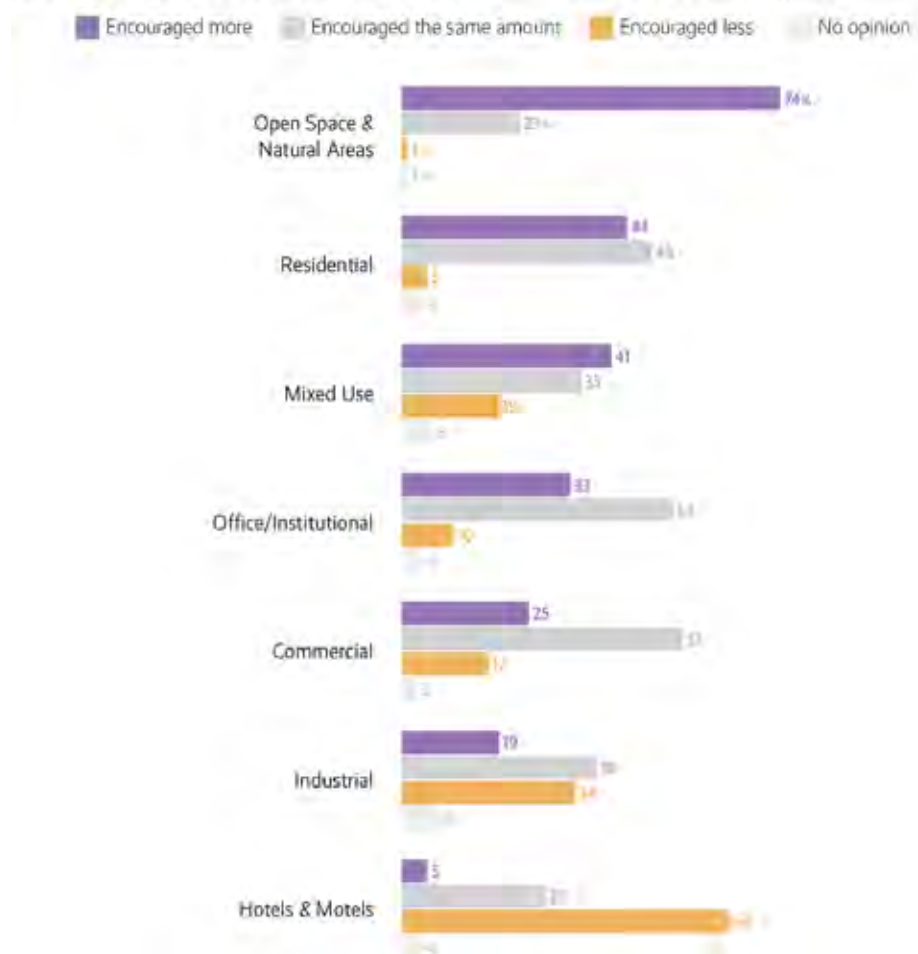
Natural Resources

1. **How strongly would you agree with the following statements about natural resources?** (Results Below)

2. How important are the following objectives to you?

3. Which of the following strategies would you support to protect resources from hazards related to climate change?

% of survey respondents who say the following natural resource objectives are _____ .

Not Important   Mildly Important   Important   Very Important

	Not Important	Mildly Important	Important	Very Important	No Opinion
Preserving the existing tree canopy	7	20%		69%	1
Promoting access to natural environments in all neighborhoods		9	27	58	2
Preserving existing wetlands		13	28	55	2
Protecting the community from environmental hazards and climate change		13	24	49	3
Promoting sustainable energy sources, including solar and other sources of clean and renewable energy		15	26	45	2
Promoting greater public awareness of and education on environmental issues		17	28	44	1
Reducing energy consumption		20	29	43	2

Transportation

1. What is your primary mode of travel?

2. **How strongly do you agree with the following statements about transportation?** (Results Below)

3. Do you have any additional comments about transportation?

% of survey respondents who _____ with the following statements about transportation in Pooler.

Strongly Disagree   Disagree   Agree   Strongly Agree
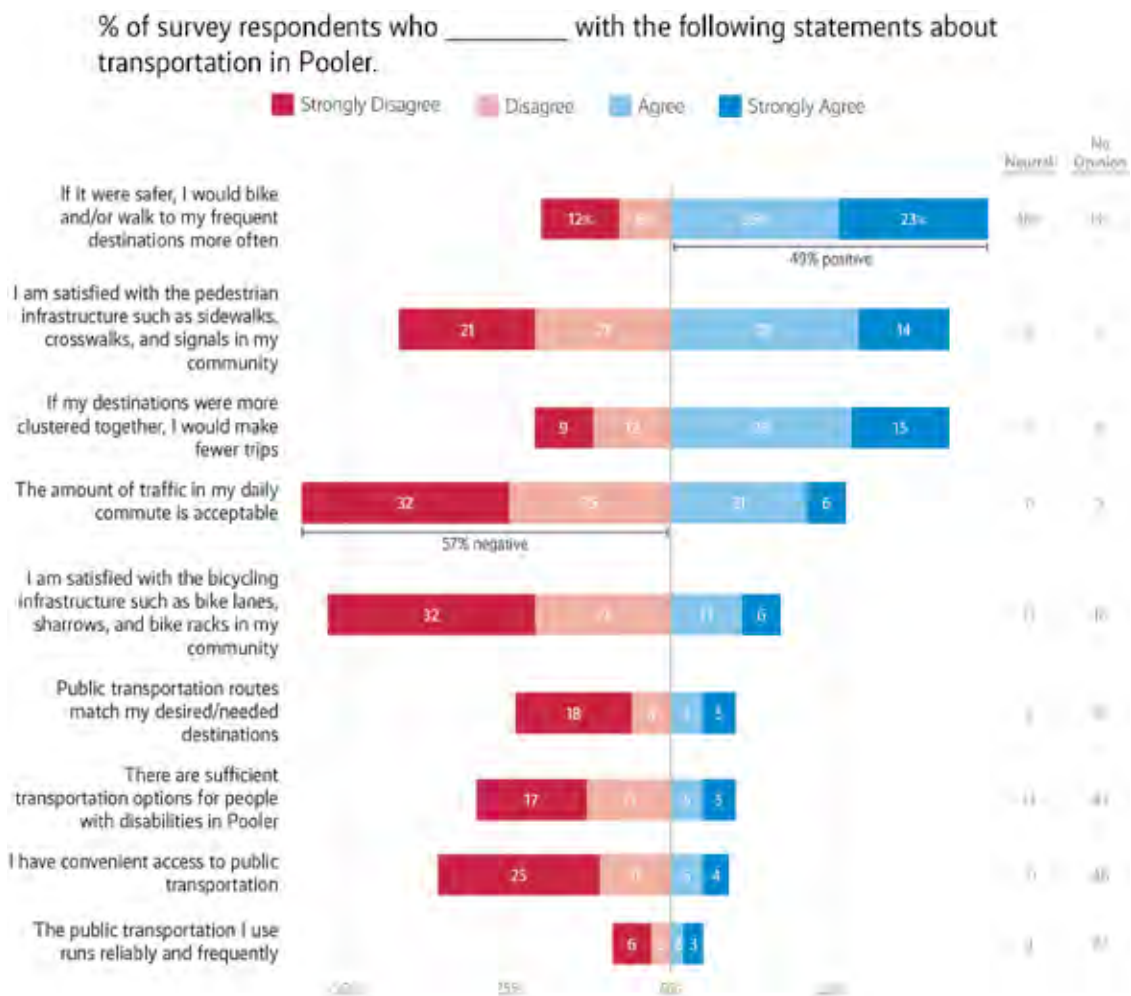
Economic Development

1. 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 in the past 5 years?

2. **How strongly would you agree with the following statements about economic development?** (Results Below)

3. How important are the following objectives to you?

4. Do you have any additional comments about economic development?

5. Are there other priorities or issues not covered in this survey that you think are important to consider as part of the Comprehensive Plan?

% of survey respondents who _____ with the following statements about economic development in Pooler.

Strongly Disagree · Disagree · Agree · Strongly Agree

|	Neutral	No Opinion
I am satisfied with Pooler's efforts to recruit new businesses and retain existing businesses — 11%, 14% — 44% positive	17	16
Pooler has an appropriate mix and quality of jobs — 9, 10	17	17
The employment market in Pooler is well-suited to my skills and abilities — 12, 11 — 28% negative	18	27
I am satisfied with Pooler's efforts to encourage business opportunities for members of minority groups — 7, 13	21	33
I am happy with the career and job training services available in Pooler — 10, 7	18	43

WEB PAGE

Web Page Overview

To engage the community further, Pooler 2040 team designed and maintained a web page to be a dedicated platform for all planning, public outreach and social media information.

The web page was set up and designed to be user friendly, easily read, and interactive for all users. The page included a diverse mix of information including a project summary, history, a virtual meeting library, comment mapper, draft elements, and a bulletin board of upcoming events.

SOCIAL MEDIA

Social Media Overview

While the web page served as a platform for all of the planning documents, the social media page served as an advertising platform to engage the public on upcoming events, meetings, pop-up events, and announcements. The social media platforms used to advertise Pooler 2040 included Instagram, Facebook, and Twitter.

COMMENT MAP

Comment Map Overview

To ensure that the Pooler 2040 public outreach methods were widespread and equitable, the Pooler 2040 team created a comment mapping tool to collect additional feedback. This technique was a new tool that allowed the community members to anonymously geolocate "Ideas" and "Problems" in their community.

The collection process revealed opportunities in the community and provided insights into where future neighborhood plans and corridor studies might be needed. It also served as a starting point for future public outreach.

The major "Ideas" and "Problems" that were uncovered with the comment mapper revealed that food insecurity, neighborhood trash/maintenance, and walkability are hindering the quality of life of the citizens of Pooler.

The data represented to the right is from October 23, 2020 to June 10, 2021. This resource will remain active and will be used as an additional method of public comment for future Pooler 2040 engagement opportunities.
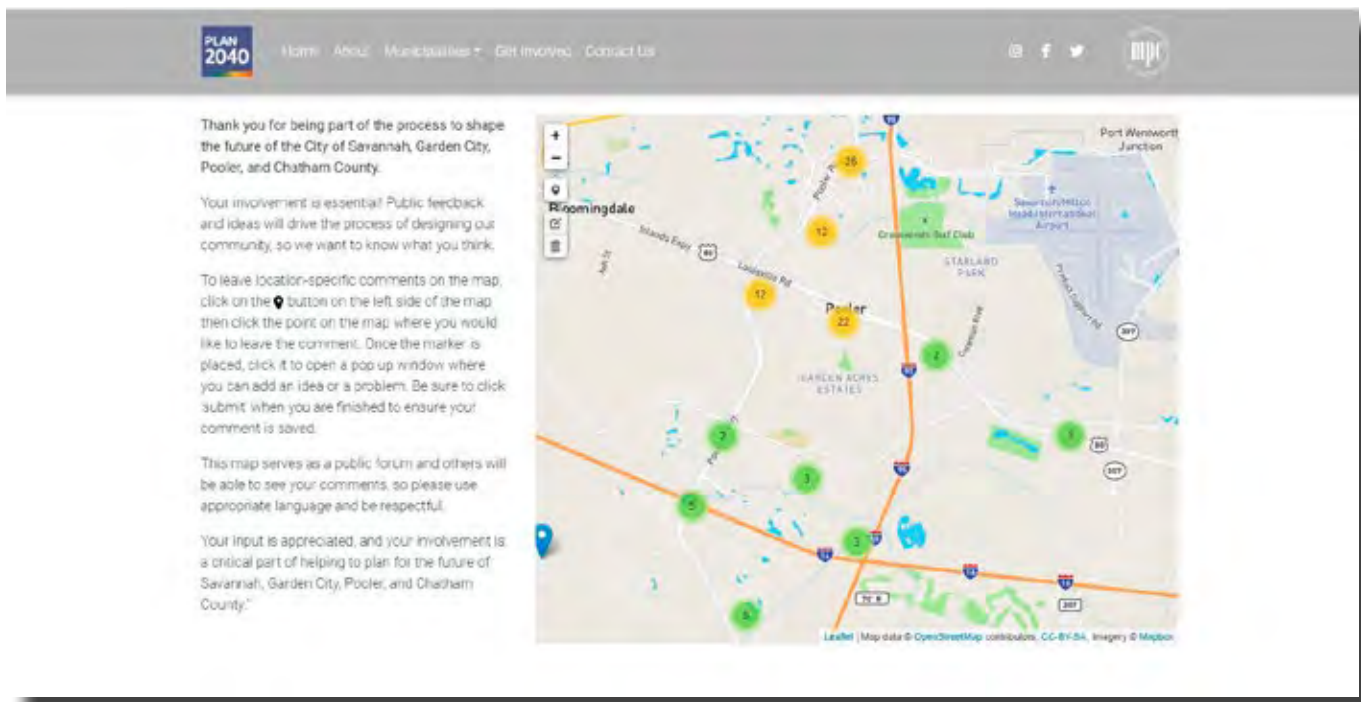
Response Locations
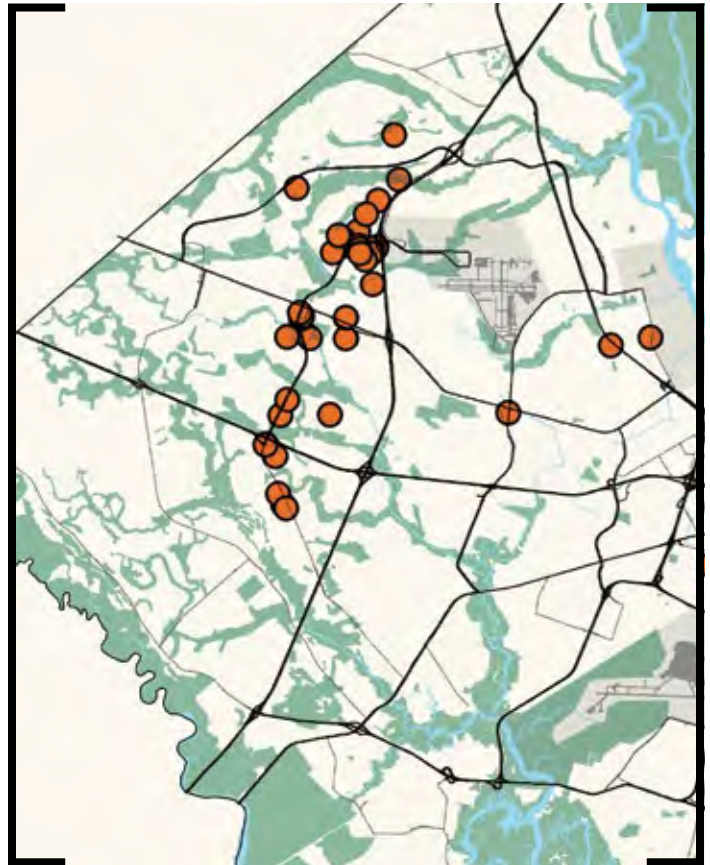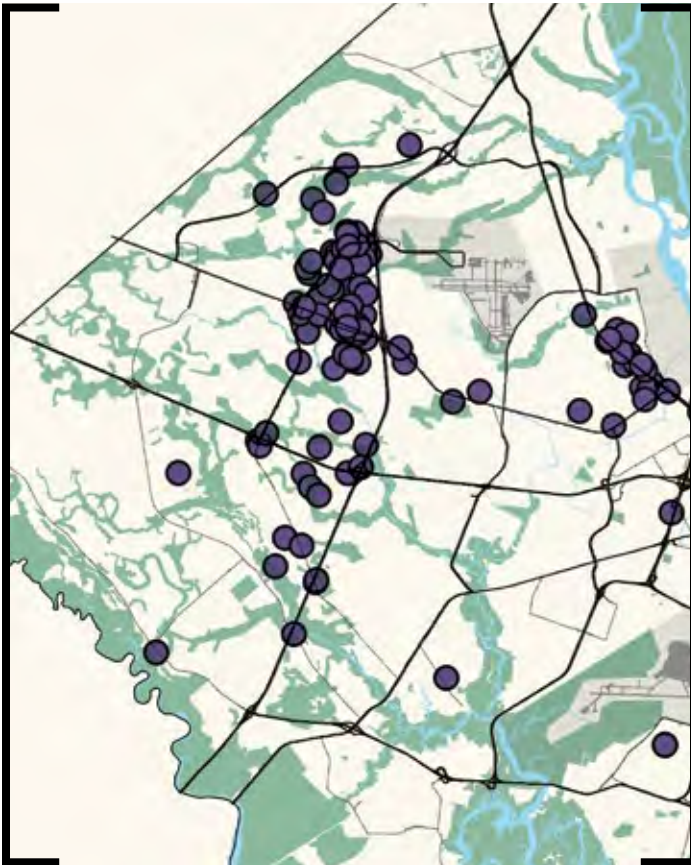
What We Heard

IDEAS
– Community Center
– More Sidewalk Connections
– Mixed Use Housing
– Street Lighting
– Dog Park
– Bike Lanes
– Movie Studios
– Community Beautification Projects

PROBLEMS
– CAT Bus Stops Needed
– Traffic Congestion
– Flooding
– Lack of Housing Options
– Incomplete Sidewalk Connections
– More Tree Canopy
– Major Ditch & Canal Drainage Improvements Needed

COMMUNITY OUTREACH

Community Outreach Overview

The Pooler 2040 team conducted a series of four community pop-up events throughout Chatham County. The pop-up events were held at various times to reach as many residents as possible across the county.

Following CDC recommended COVID-19 safety measures, the Pooler 2040 team also offered virtual meetings to supplement the community outreach effort.

There were six rounds of virtual meetings that included an overview of Pooler 2040, polls, and opportunities for community feedback on progress.

These events were advertised and offered to community or faith-based organization responding to email blasts and other communications.

– Chatham Recycles—"Haunted Recycling" (October 24, 2020)
– Starland Yard—"Mini-Market" (October 28, 2020)
– Forsyth Park—"Farmer's Market" (November 21, 2020)
– Forsyth Park—"Farmer's Market" (December 21, 2020)

Over 100 Chatham County residents attended these pop-ups and provided over 500 comments.

MEETINGS

Internal Meetings & Committee Meetings

- Georgia Coastal Indicators Coalition—(August 19, 2020)
- TCC & CAC—(August 20, 2020)
- ACAT—(August 24, 2020)
- CORE MPO—(August 26, 2020)
- Georgia Coastal Indicators Coalition—(October 7, 2020)
- Pooler Steering Committee Meeting—(October 10, 2020)
- UGA Graduate Studies Class—(October 14, 2020)
- TCC & CAC—(December 3, 2020)
- ACAT—(December 7, 2020)
- CORE MPO—(December 9, 2020)
- Pooler Steering Committee Meeting—(January 22)
- TCC—(February 18)

- CORE MPO—(February 24)
- Georgia Coastal Indicators Coalition—(March 5)
- Georgia Coastal Indicators Coalition—(June 2)
- Pooler City Council Meeting—(July 12)
- Pooler City Council Meeting—(July 19)

Public Meetings

- Virtual Meeting Round 1—(January 26)
- Virtual Meeting—(January 27)
- Virtual Meeting Round 2—(February 22)
- Virtual Meeting—(February 23)
- Virtual Meeting Round 3—(March 30)
- Virtual Meeting—(April 9)

NEEDS & OPPORTUNITIES

QUALITY OF LIFE

- Poor Quality of Education
- Little Interest in Historic Preservation
- We Need More Schools
- Areas Where Crime Needs More Attention
- Need More Places for Children & Youth
- Issues with Noise from Planes
- More Transparency with Upcoming Development
- No Unified Vision for Pooler (Design Guidelines)
- Be Careful with Historic Area Redevelopment
- Billboards & Advertising are an Eyesore
- A Better Library is Needed
- More Government Transparency Needed

HOUSING

- Lack of Workforce and Lower Income Housing
- People are Being Priced Out
- No Desire for Apartments and Low-Income Families Moving In
- More Single-Family Housing Needed
- More Gated Communities Needed

LAND USE

- Pooler Attracts the Wrong Types of Business
- Too Much Development in Pooler
- Not Enough Green Space
- More Interest in High-End Retail vs. Outlet Needed
- Pooler Bike/Walking Trail Needed
- Dog Park Needed
- Would LIke More RV Resorts
- Less Chains and More Local Businesses Desired
- Entertainment Industry is a Priority
- Too Many Restuarant & Store Chains
- Limit Hotels & Strip Malls
- A True Master Plan for the City is Needed

NATURAL RESOURCES

– Restrict Development in Flood Zones

– Pipemaker's Canal is a Critical Area Needing Protection

– Continue Working on Drainage Issues

– Noise Levels Have Risen from Cutting Tree Buffers

– More Protection of Tree Canopy Needed

– Issues with Water & Air Quality

TRANSPORTATION

– Light Rail Should be Evaluated

– Start Targeted Public Transport for Seniors

– Public Transit only at Certain Nodes and Employment Centers

– Too Much Roadway Congestion

– Traffic is Overwhelming

– Sound Barriers from Roadways Needed

– Build & Upgrade Roadways

ECONOMIC DEVELOPMENT

– No Local Adult Education & Training

– Workforce Development Needed

COMMUNITY
PROFILE
ELEMENT

01

COMMUNITY PROFILE

Introduction

Pooler is located in Chatham County, just northwest of Savannah with direct access to Interstates 95 and 16. Pooler, like other southern Atlantic coastal communities, is growing for a number of economic and non-economic reasons including job opportunities, relative low cost of living, more affordable housing, weather, and lifestyle. As part of the Savannah Metropolitan Statistical Area, Pooler's commercial and residential growth will continue to have significant impacts on current residents, natural and cultural resources, community services and facilities, and infrastructure.

Pooler has come a long way since its shy beginnings as a rail connection to Savannah and the Lowcountry. The now thriving Pooler started out as a railroad stop before Savannah. Named for Robert W. Pooler, an area resident who had a plan for a Georgia railroad route, the railroad station soon evolved into an actual town.

Aside from the many things to do in Pooler, the community's good quality of life has also influenced population growth. Low crime and a small-town community atmosphere have all been factors in its explosive growth. Pooler is now one of Georgia's fastest-growing cities.

CITY OF POOLER

Population

As of 2018, the city of Pooler had an estimated population of 23,102 with a population density of 835 people per square mile. U.S. Census records show the population was slowly but steadily increasing between 1970 and 2000 but grew by over 200% between 2000 and 2010. In the past two decades, Pooler has been the fastest growing municipality in Chatham County.

By comparison, the city of Savannah grew by 15% and unincorporated Chatham grew by 46% over the same period. With the exception of the population snapshot found in Figure 1.3, the population data presented throughout is from the U.S. Census Bureau's American Community Survey (ACS) multiyear estimates covering the 2014–2018 period and was the most current publicly available ACS multiyear data at the time of reporting.

Population Growth, 1970–2018
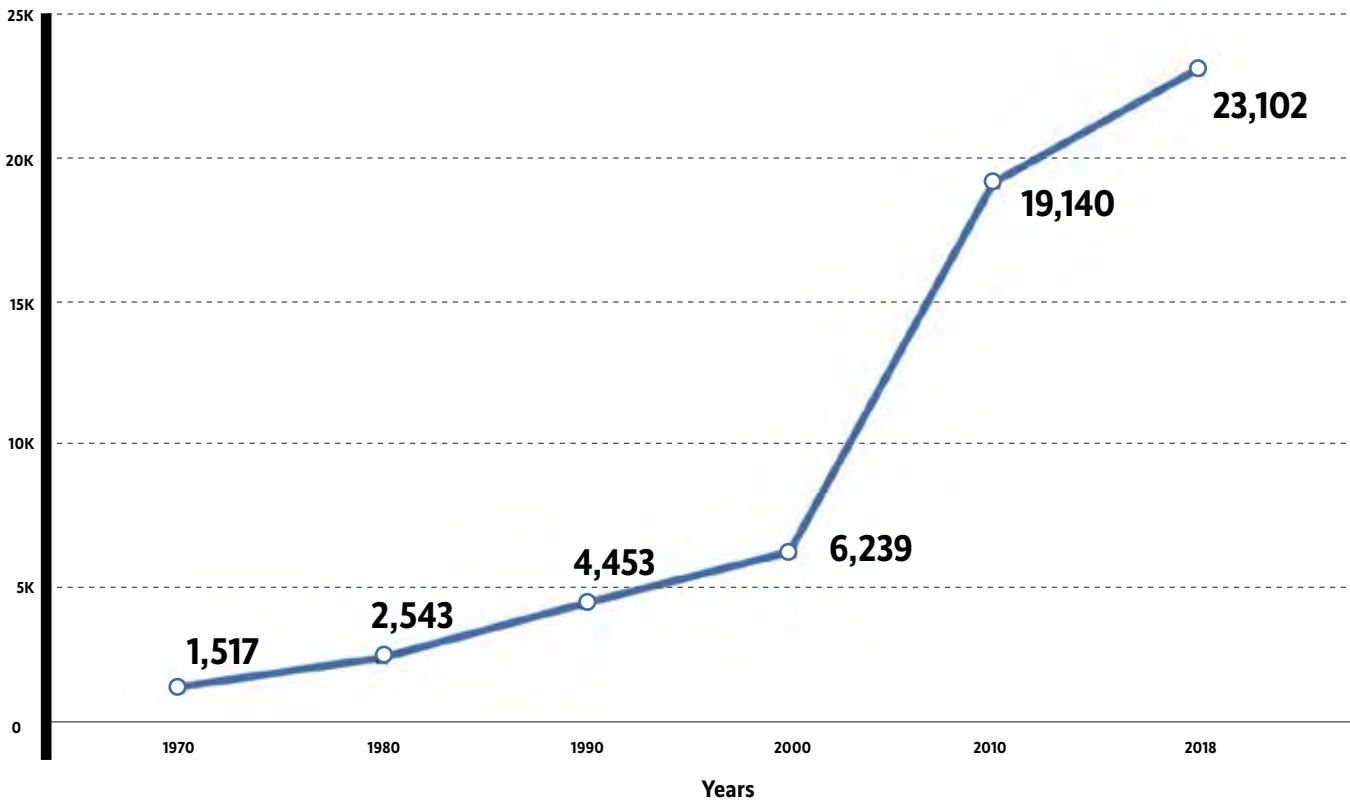
Figure 1.1–Population Growth, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Population Growth Comparison, 1970–2020

- SAVANNAH
- UNINCORPORATED CHATHAM
- POOLER
- PORT WENTWORTH
- GARDEN CITY
- TYBEE ISLAND
- BLOOMINGDALE
- THUNDERBOLT
- VERNONBURG

147,780

92,034

25,711 **Pooler**

10,878
10,289
3,114
2,790
2,556
139
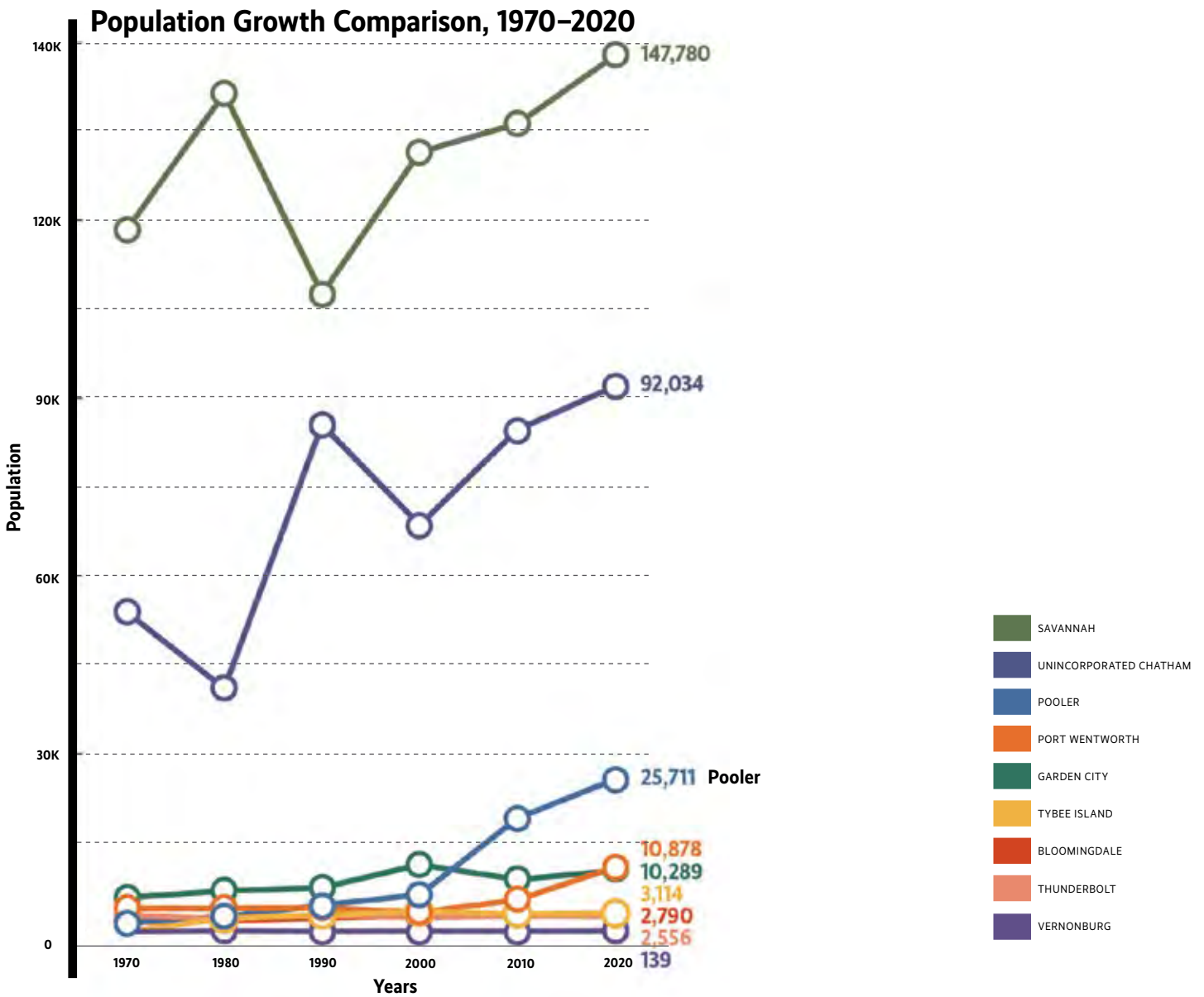
Figure 1.2–Population Comparison, 1970–2020, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Sex & Age

Of the 23,102 people living in Pooler in 2014–2018, 52.1% were female, and 47.9% were male. Residents of Pooler had a median age of 37.3 years, which is in line with the median age nationally (37.9 years).

Pooler's population has gotten significantly older since the 2009–2013 period, when the median age was 33.3 years. Possible reasons for this could be that younger people are moving out of the city, older people are moving into the city, existing older residents are staying in Pooler longer, or residents are postponing having children and/or having fewer children overall. In particular, Pooler saw a sizable decrease in the proportion of children under age 10 as well as 25–34 year olds, while the number of people aged 45–59 increased substantially. By 2018, residents who were 45–59 years old made up nearly one quarter of Pooler's total population.

Sex Characteristics, 2014–2018

11,065
Males
(47.9%)

12,037
Females
(52.1%)

Median Age Characteristics, 2014–2018

37.3
Pooler

35.6
Chatham County
32.4
City of Savannah
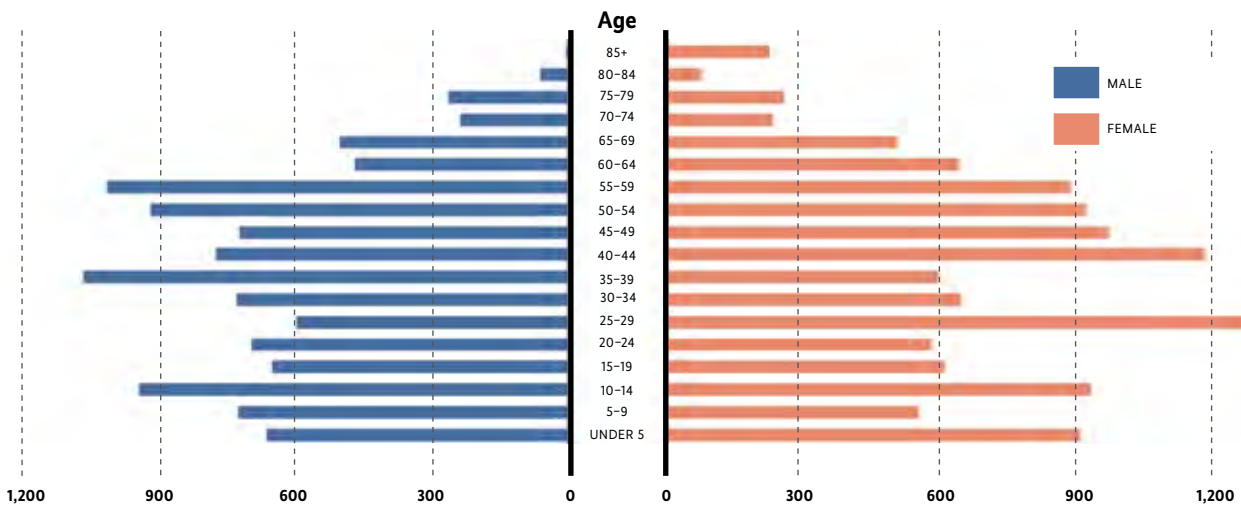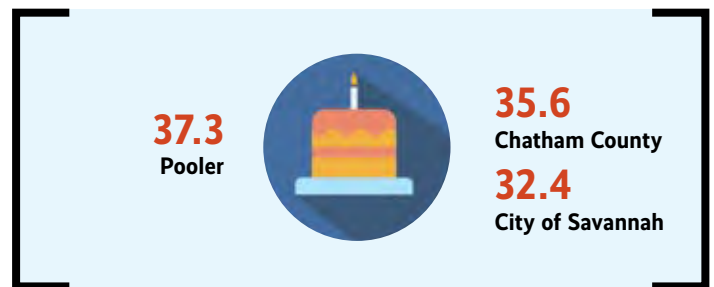
Figure 1.3–Population Pyramid, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Race & Ethnicity

In 2014–2018, the majority of Pooler's population identified as white alone (68.0%), while an estimated 24.1% of residents were black or African American and 3.8% identified as being of two or more races. These racial breakdowns represent people who reported only one race (aside from the "two or more races" category). Roughly 1 in 20 residents in Pooler were Hispanic or Latino (5.8%). (Those who identified as Hispanic origin may be any race(s).

Pooler's population has grown increasingly more diverse in the past 30 years, particularly since the turn of the century. Since 2000, the non-white share of Pooler's population has more than doubled, from 13.3% to an estimated 32.0% in 2018. In 2014–2018, the likelihood that two people randomly chosen from Pooler were from a different racial or ethnic group was 48.6% (compared with 57.8% for Chatham County as a whole).

Racial Majority Characteristics, 2014–2018

68%
White Alone

24%
Black or African American Alone

Ethnicity, 2014–2018

5.8%
Hispanic or Latino Origin

Population by Race, 2014–2018

Two or more Races — 4%
Some other Race Alone — 1%
Asian Alone — 3%
White Alone — 68%
Black or African American Alone — 24%
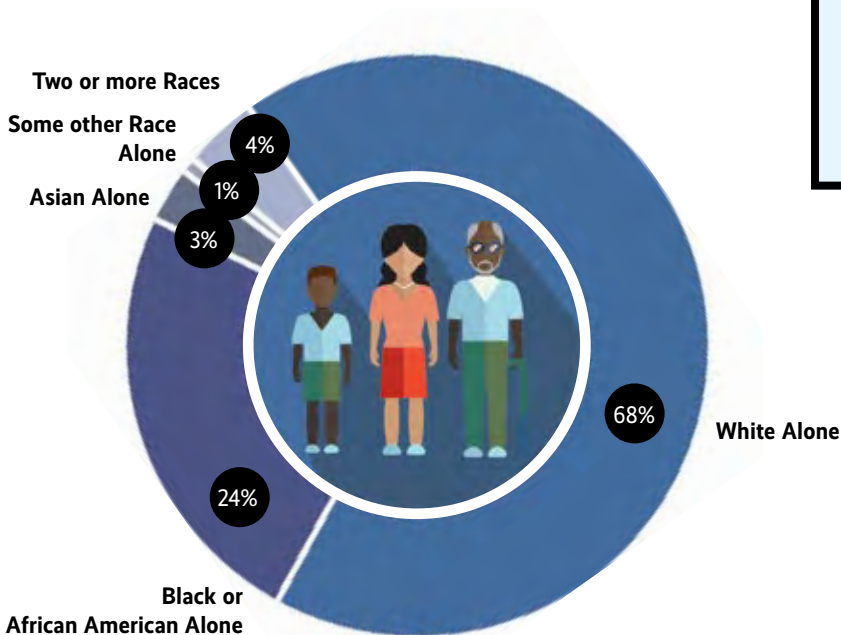
Figure 1.4–Population by Race, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates
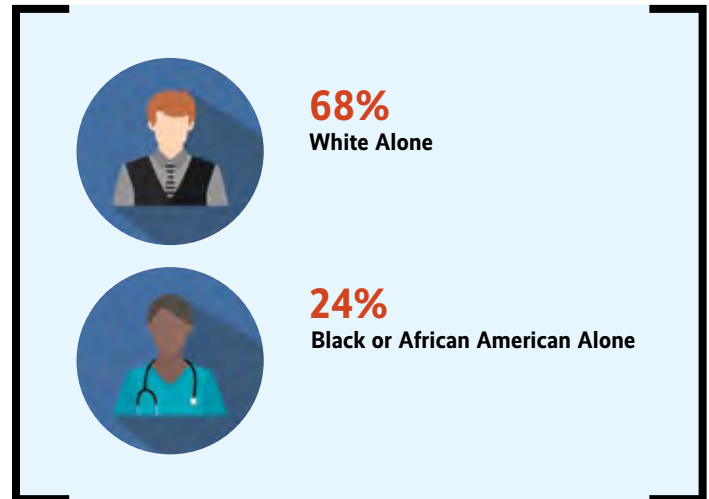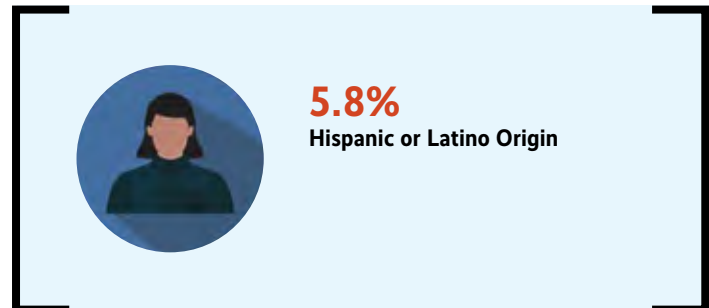
Diversity Index

The diversity index determines the likelihood that two people chosen at random from a given area will be from different racial or ethnic groups. Higher values indicate more diversity in an area and lower values indicate less diversity.

On Map 1.1, block groups with high racial and ethnic diversity index scores are shown in blue. These calculations are based on the methodology described in "Mapping the USA's diversity from 1960 to 2060" in USA TODAY.

Philip Meyer, Shawn McIntosh, THE USA TODAY INDEX OF ETHNIC DIVERSITY, International Journal of Public Opinion Research, Volume 4, Issue 1, SPRING 1992, Pages 51–58

Race & Ethnicity Changes, 1970–2010
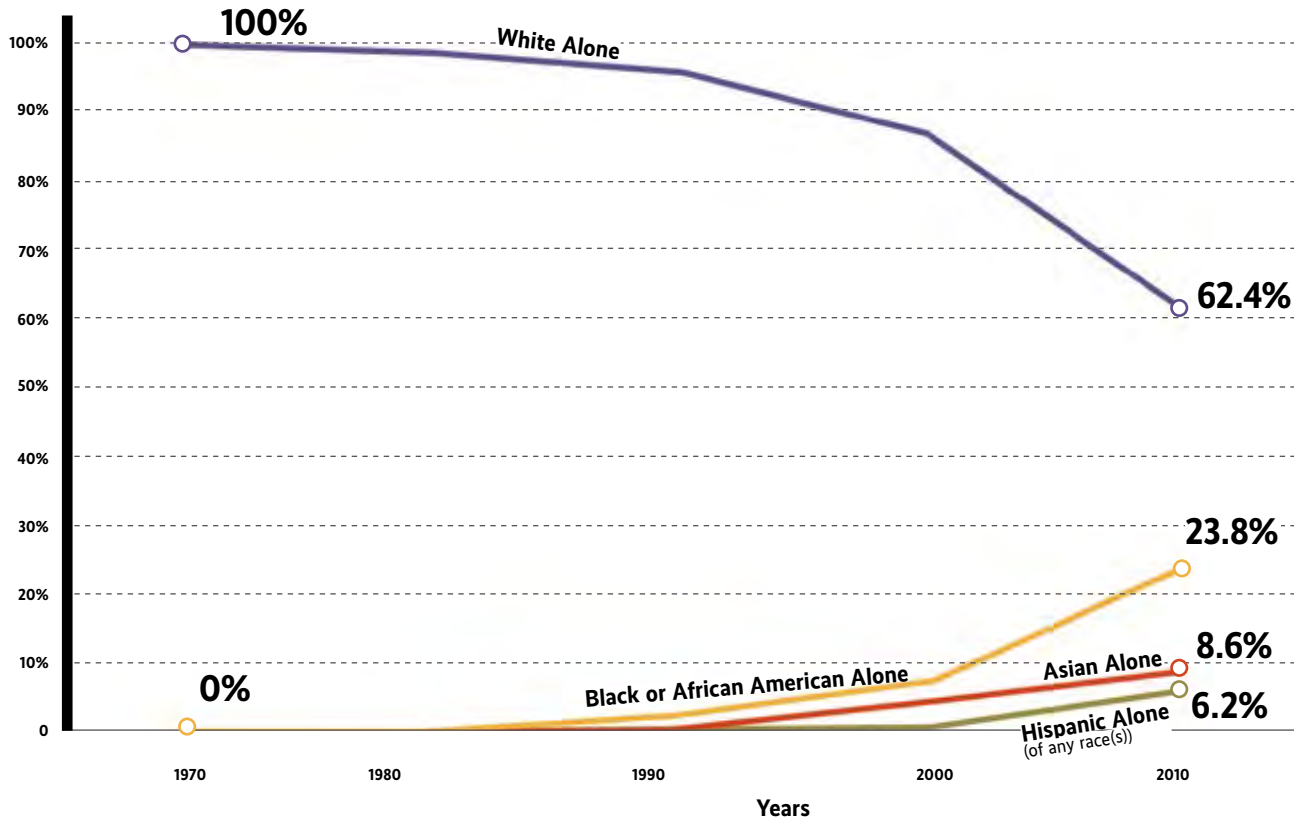
Figure 1.5–Race & Ethnicity Over Time, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

DIVERSITY INDEX

☐	0–14.9%
☐	15–29.9%
☐	30–44.9%
☐	45–59.9%
☐	60–74.9%
☐	75–89.9%
☐	90–100%
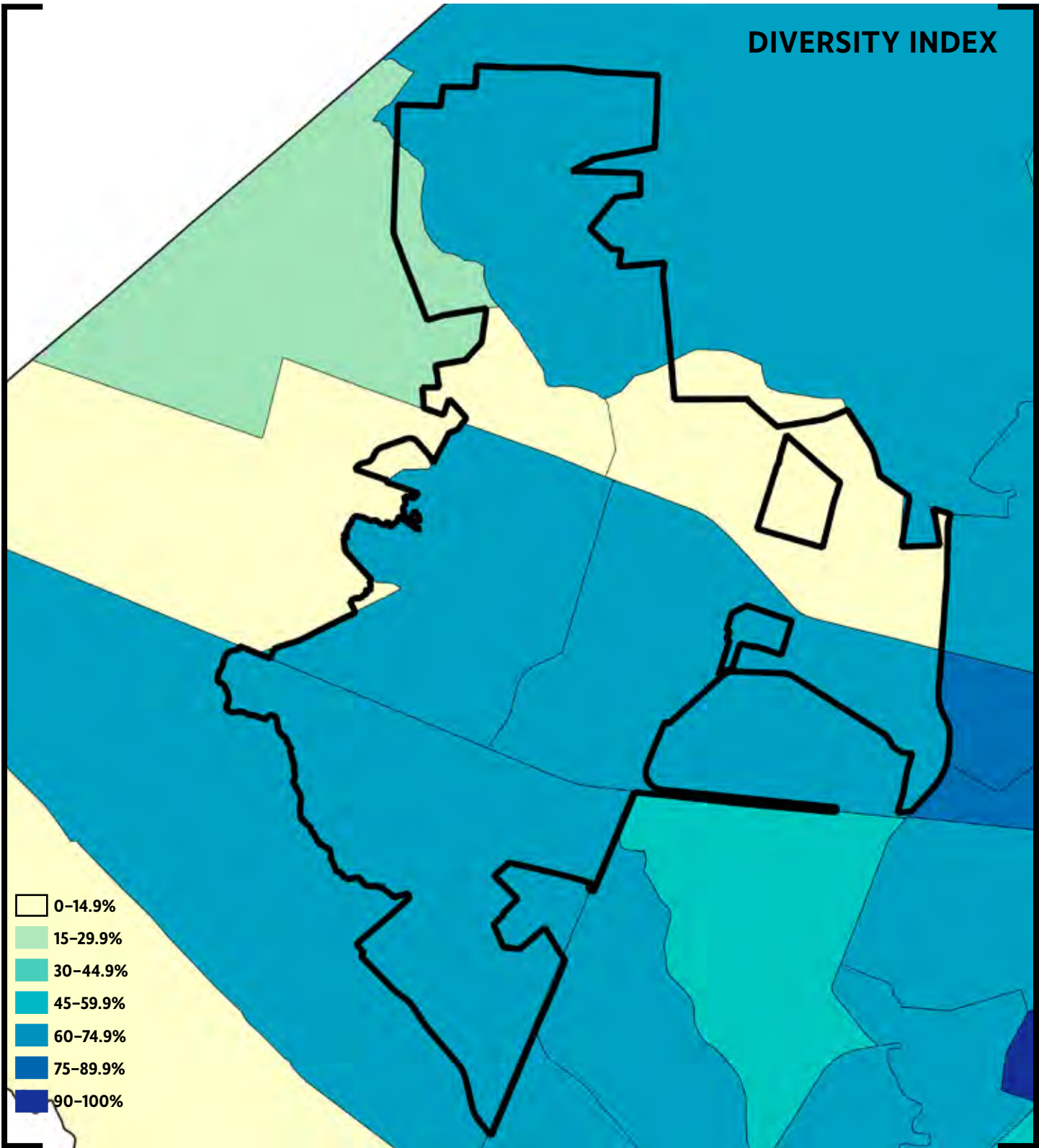
Map 1.1–Diversity Index by Block Group, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Employment

In 2014–2018, 67.0% of people 16 years and older were employed in the civilian labor force and 4.8% were unemployed; 27.3% of residents over 16 were not in the labor force. There was a significant decline in residents employed in the armed forces, from 3.3% in the 2009–2013 period to 0.9% in 2014–2018. An estimated 77.4% of employed people in Pooler were private wage and salary workers in 2018; 17.6% worked in federal, state, or local government; 4.7% were self-employed in their own (not incorporated) business, and 0.3% were unpaid family workers.

The unemployment rate in Chatham County had been declining steadily from mid-2011 until March 2020, when the economic impacts of the COVID-19 pandemic were felt across the country as seen in Figure 1.6. In April 2020, the monthly unemployment rate skyrocketed to 16.5, higher than the rates of both Georgia (12.2%) and the United States (14.8%).

Unemployment Rate Chatham County, 1992–2019
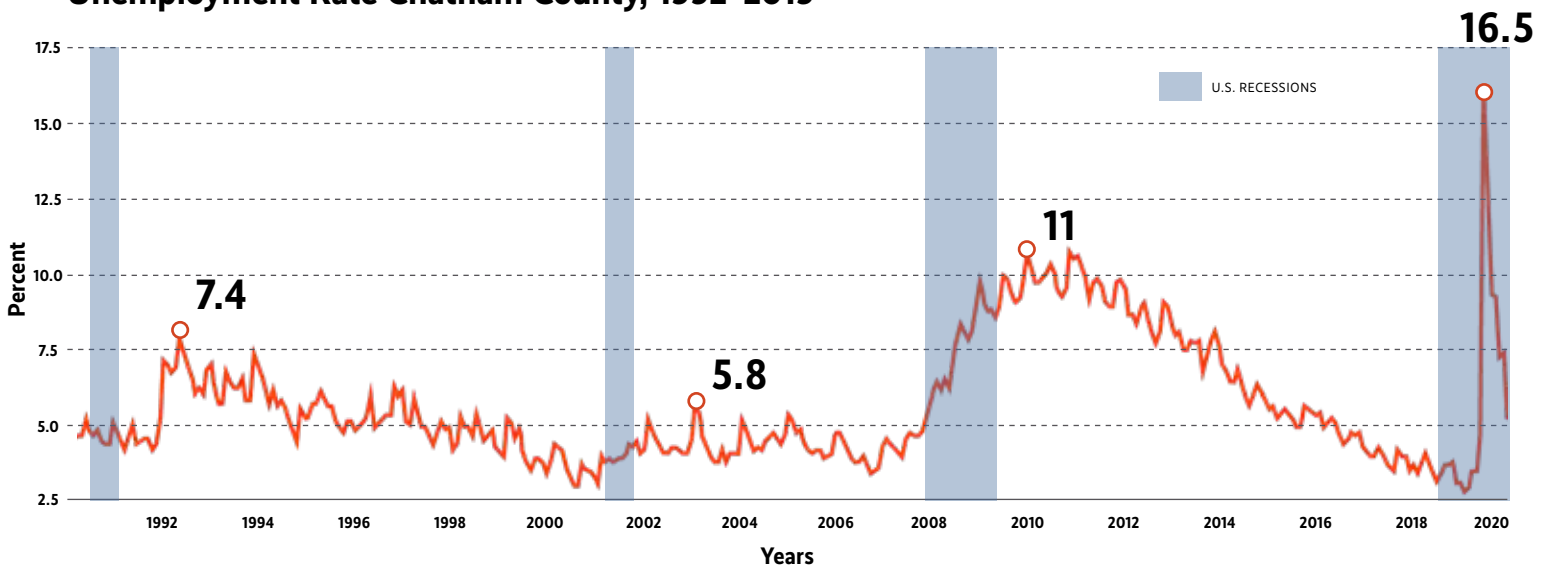
Figure 1.6–Unemployment Rate, Chatham County
Federal Reserve Economic Data (FRED)

Industry

In Pooler, the three largest industries by employment in 2018 were educational services, health care, and social assistance (2,289 employees); manufacturing (1,817); and retail trade (1,696). Collectively, these industries added nearly 1,300 jobs since 2009–2013 period, over half of which were in the retail trade industry. This industry also saw the greatest growth in employment during that time, increasing by 4.8% points.

Location quotient (LQ) is a measurement of how concentrated a particular industry is in an area relative to the nation as a whole. It compares the industry's share of local employment to the U.S. average. A LQ of 1 indicates an industry is providing the same share of jobs locally as it is nationally, a LQ above 1 indicates a higher-than-average concentration locally, and a LQ below 1 indicates jobs in that industry are less concentrated locally than the national average. The LQ for industries in the city of Pooler is shown below.

The transportation, warehousing, and utilities industry was nearly two times more concentrated in Pooler than the national average in 2018–approximately one in ten residents were employed in the sector that year. The public administration and manufacturing industries were also more concentrated locally than the country as a whole, despite both decreasing in their share of local employment between 2013 and 2018.

Largest Industries by Employment, 2014–2018

2,289
Educational Services, Healthcare, & Social Assistance

1,817
Manufacturing

1,696
Retail Trade

Industry Concentration, 2014–2018

Industries	LQ
Transportation & Warehousing	1.90
Public Administration	1.65
Manufacturing	1.46
Finance & Insurance	1.44
Wholesale Trade	1.23
Retail Trade	1.23
Information	.86
Educational Services	.81
Other Services	.67
Arts & Entmt.	.67
Construction	.63
Professional	.56
Ag	0.00
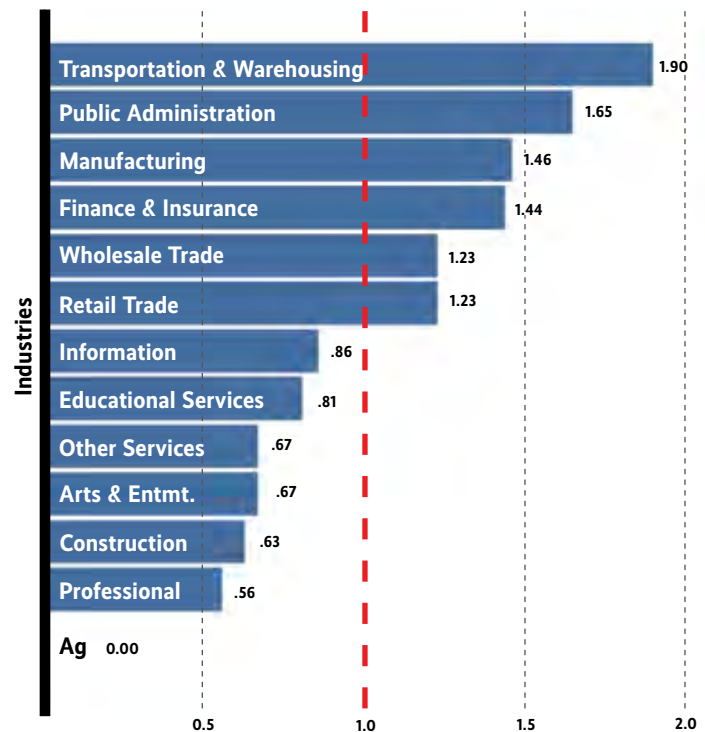
Figure 1.7–Industry Concentration, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Income & Poverty

In 2014–2018, the median income of households in Pooler was $78,102. In general, household incomes in Pooler have increased in recent years: the average household income increased nearly $10,000 from $85,031 in 2009–2013 to $94,698 in 2014–2018. The distribution of household incomes in 2009–2013 and 2014–2018 is shown in Figure 1.8. The recent rise in average household income was driven by both a significant decrease in the share of households making less than $10,000 and an increase in the share of households making $100,000 or more annually. By 2018, nearly four out of every ten households fell into the latter income category.

In 2014–2018, roughly 5.1% of people in Pooler lived below poverty level. An estimated 5.1% of children under 18 lived in poverty at that time, down significantly from 15.5% in 2009–2013. Of all ages, adults aged 18–64 were most likely to be living in poverty (5.4%), with seniors aged 65 and older being least likely (2.6%).

Poverty & Income Characteristics, 2014–2018

5.1%
Poverty Level
$78,102
Median Household Income
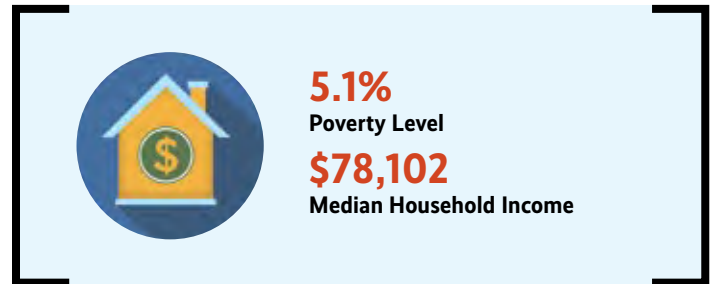
Likewise, females were overrepresented in the population living below poverty level in the city of Pooler: while females made up only 51.8% of the total population, they made up 63.4 % of the population living in poverty.

Median Household Income Change

Figure 1.8–Household Income Change, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Status of Poverty by Age, 2014–2018
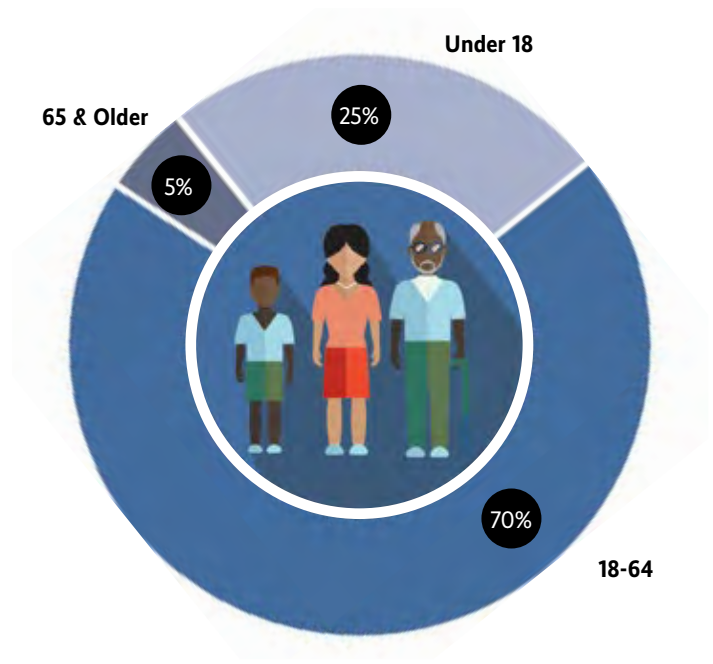
Figure 1.9–Poverty Age Status, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

MEDIAN HOUSEHOLD INCOME

Legend:
- 0–$24,999
- 25,000–$49,999
- 50,000–$74,999
- 75,000–$99,999
- 100,000–$124,999
- 125,000–$149,999
- 150,000–$200,000
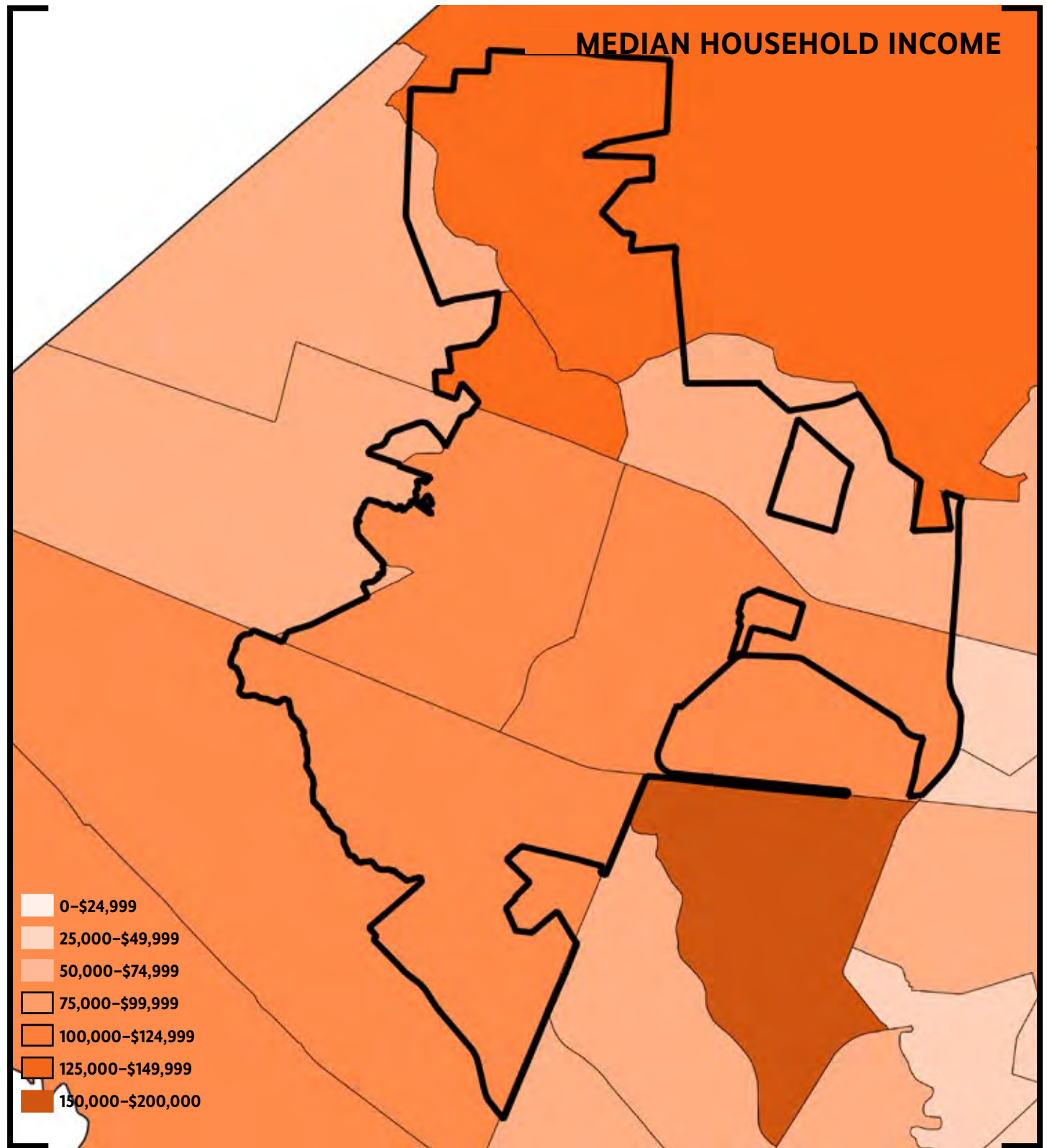
Map 1.2–Median Household Income by Block Group, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Households & Families

In 2014–2018, there were an estimated 8,655 households in Pooler. Families made up 67.0% of households, while 33.0% were people living alone or with other non-family members. National trends throughout the 20th Century, which saw a long-term decline in household size as families had fewer children over time, began to reverse in the 21st Century. This is mirrored in the change in average household size in Pooler: from 2000 to 2010, average household size decreased from 2.74 people to 2.61 people. By 2014–2018, the average household size had increased slightly to 2.70 people. This rise was likely driven by changes in household composition in recent years; although families are postponing childbearing and having fewer children overall— the share of married family households without children under 18 dropped significantly from 27.9% in 2009-2013 to 21.1% in 2014–2018—the share of young adults living with their parents increased as did the share of multigenerational households.

Household & Size Characteristics, 2014–2018

8,655
Total Households
2.70
Household Size
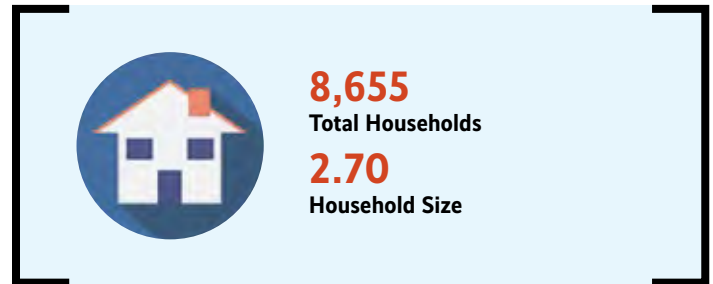
Additionally, people living in households with non relatives nearly doubled in the same time period from 3.9% in 2009–2013 to 7.0% in 2014–2018.

Household by Type, 2014–2018

33% Non-family Households (Includes Living Alone)

8% Female Householder (No Spouse)

6% Male Householder (No Spouse)

53% Married-Couple Family

Figure 1.10–Household by Type, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Marital Status, 2014–2018

Divorced 11%
Widowed 5%
Separated 2%
Never Married 26%
Now Married 56%
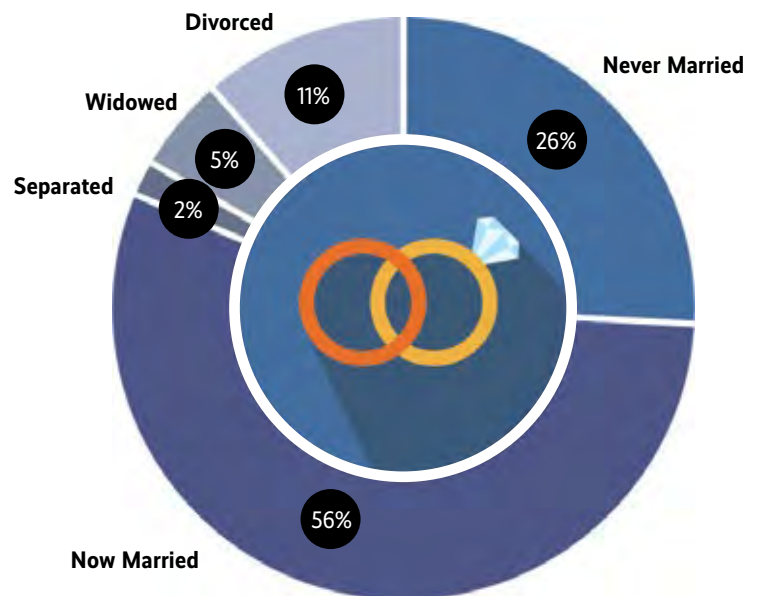
Figure 1.11–Marital Status Population 15 Years and Over, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Housing Units, Ownership & Tenure

There were an estimated 8,985 housing units in the city of Pooler in 2014–2018, the majority of which were single-unit structures (71.0%), which includes both detached and attached residences (i.e., townhomes). Notably, 96.3% of units were occupied (up from 87.9% in 2009–2013), primarily by homeowners (61.8%), with renters inhabiting roughly four out of every ten occupied housing units (38.2%).

According to American Community Survey estimates, the estimated rental vacancy rate, or amount of rental stock that is vacant for rent, was 4.0% while the homeowner vacancy rate was 0.0% (with a margin of error of (+/0.7). By comparison, the national rental and homeowner vacancy rates for the same time period were 6.0% and 1.7%, respectively.

Housing Characteristics, 2014–2018

8,985
Total Housing Units

Housing Types, 2014–2018
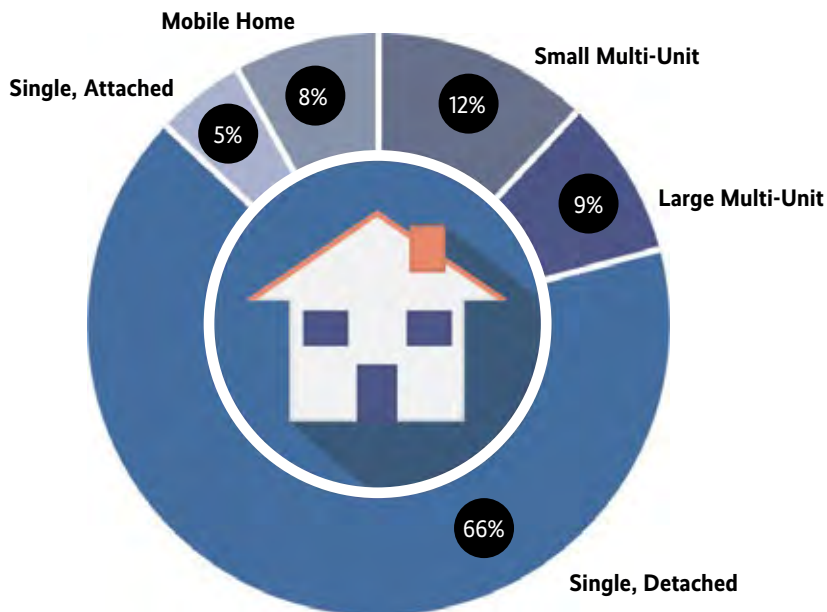
Figure 1.12–Housing Type, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

OWNER-OCCUPIED HOUSING

☐	0–19%
☐	20–39%
☐	40–59%
☐	60–79%
☐	80–100%
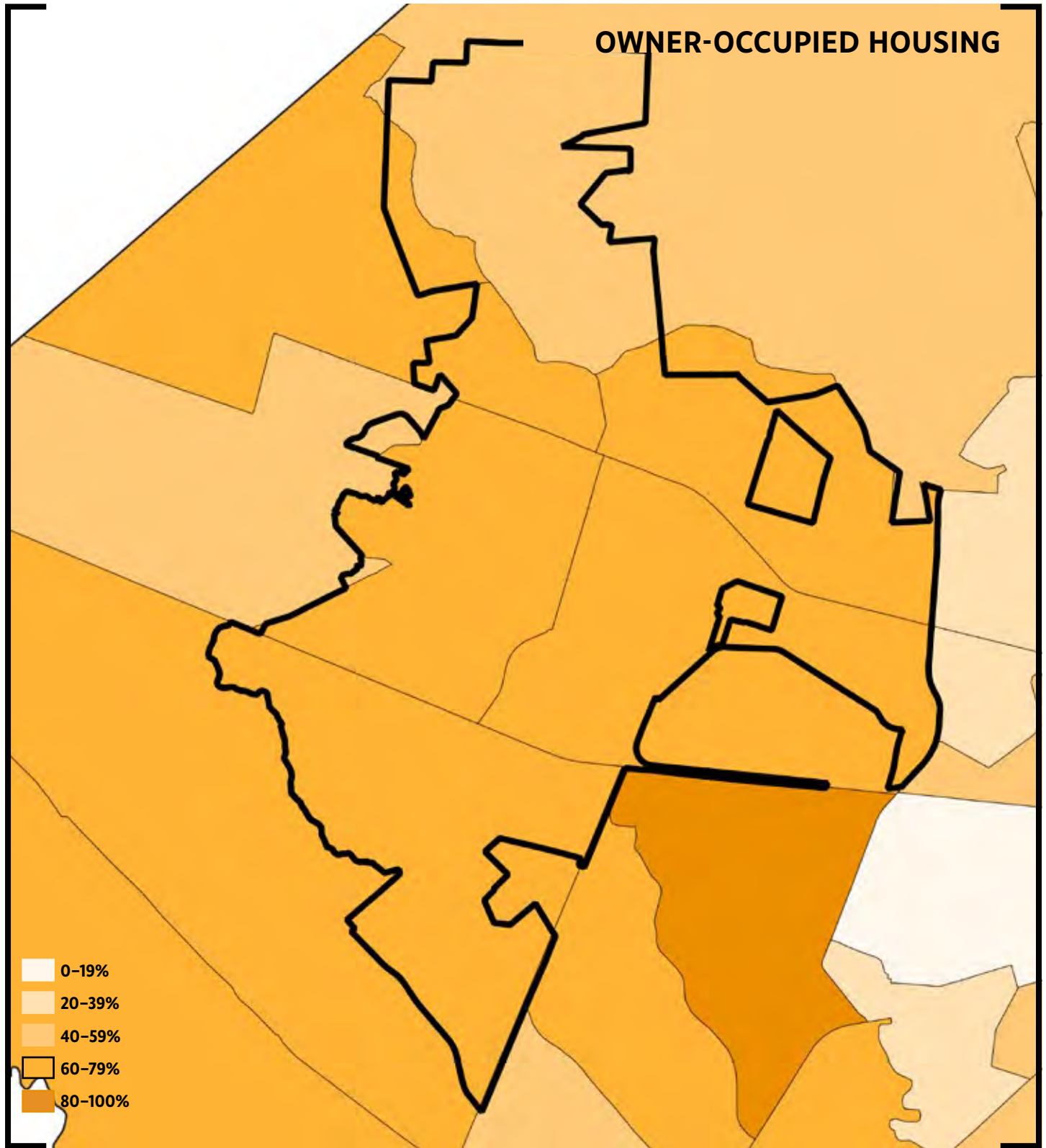
Map 1.3–Percent Owner–Occupied Housing by Block Group, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

RENTER-OCCUPIED HOUSING

Legend:
- 0–19%
- 20–39%
- 40–59%
- 60–79%
- 90–100%
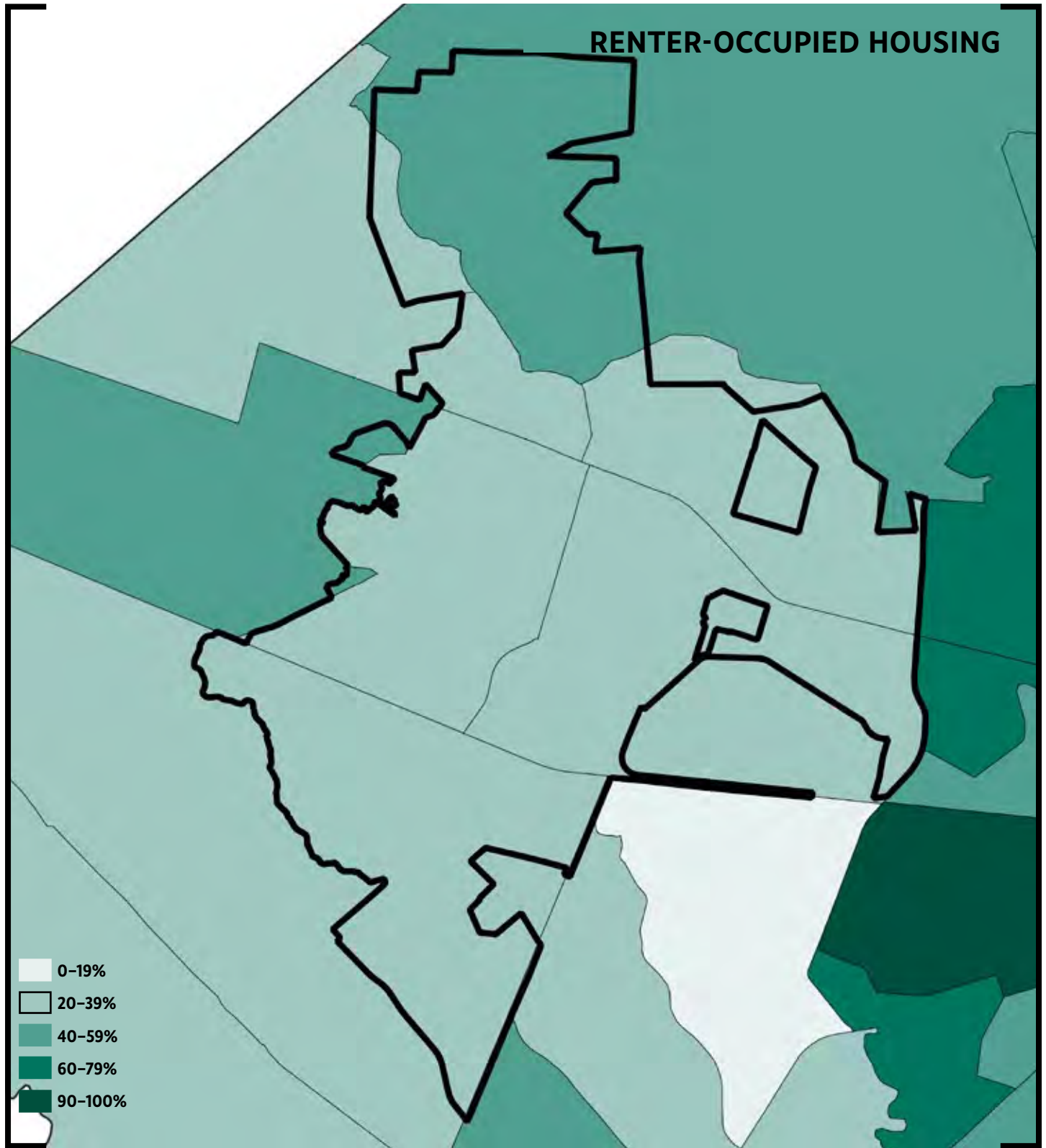
Map 1.4–Percent Renter-Occupied Housing by Block Group, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Housing Value & Costs

In 2014–2018, the median property value of owner-occupied residences in Pooler was $215,500. The 80.7% of owner-occupied units that had a mortgage typically spent an estimated $1,597 per month on housing costs, while those without a mortgage (19.3%) spent an estimated $424 per month. Of households with a mortgage, 26.4% were considered cost-burdened, paying at least 30% of their monthly income toward housing expenses.

According to the U.S. Department of Housing and Urban Development, cost-burdened households "may have difficulty affording [other] necessities such as food, clothing, transportation, and medical care." This is a decrease from 2006–2010, when 32.1% of households with a mortgage were cost-burdened.

Housing Characteristics, 2014–2018

$215,500
Median Housing Value
$1,217
Median Gross Rent

For renters in Pooler, the median gross rent was $1,217 in 2018 and 44.4% of rental households were cost-burdened, up 4.4% points from the share of cost-burdened renters in 2006–2010.

Significantly, one in five rental households (20.5%) were severely cost-burdened in 2018, paying at least half of their monthly income towards housing.

Gross Rent as a Percentage of Household Income, 2014–2018

Less than 15% — 20%
15–19.9% — 11%
20–24.9% — 13%
25–29.9% — 11%
30–34.9% — 8%
35%–or More — 37%
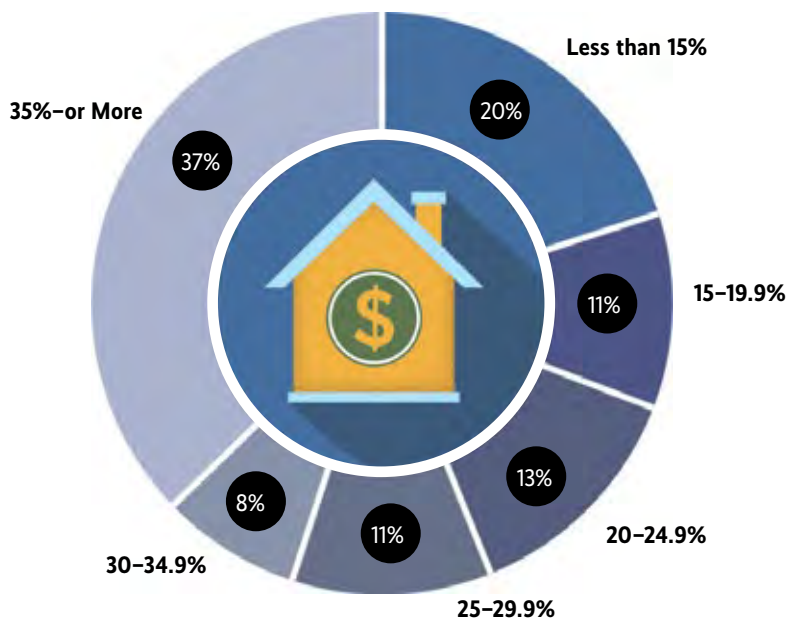
Figure 1.13–Cost–Burdened Renter, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

MEDIAN HOME VALUE

Legend:
- 0–$124,999
- 125,000–$249,999
- 250,000–$374,999
- 375,000–$499,999
- 500,000–$624,999
- 625,000–$749,999
- 750,000–$874,999
- 875,000–$1,000,000
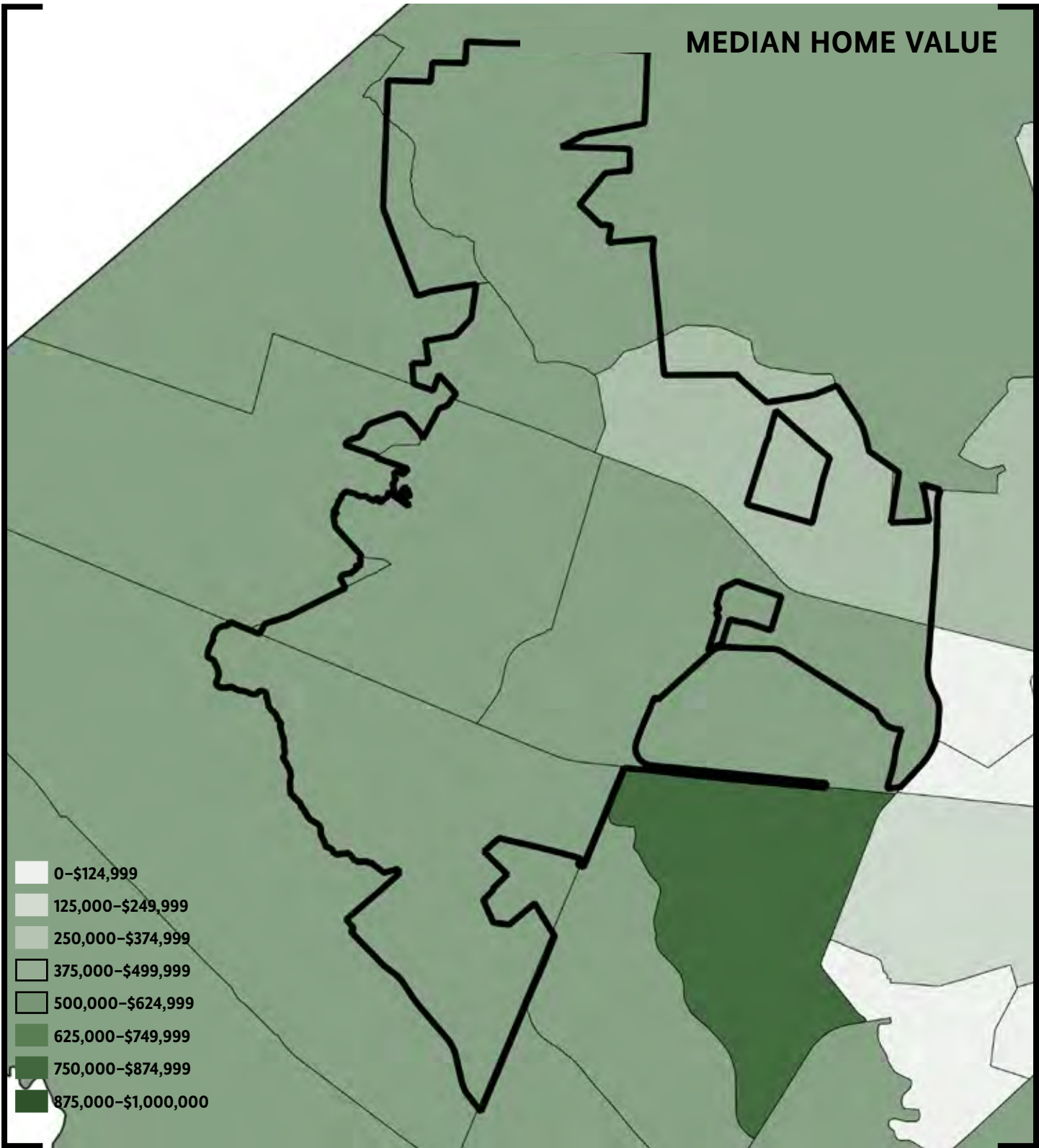
Map 1.5–Median Home Value by Block Group, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Educational Attainment

In Pooler, most people over age 25 held a high school diploma (including high school equivalency degree) or higher in 2018 (91.4%), while 37.1% held a bachelor's, graduate, or professional degree.

These are down slightly from 2009–2013, when an estimated 94.2% of residents had at least a high school diploma and an estimated 39.4% had a bachelor's degree or higher. Figure 1.14 illustrates the breakdown of educational attainment in Pooler.

Educational Characteristics, 2014–2018

91.4%
At Least High School Diploma
37.1%
Bachelor's Degree or Higher

Educational Attainment, 2014–2018

Post-Graduate 13%
No Degree 8%
High School 22%
Bachelor's 24%
Some College 33%
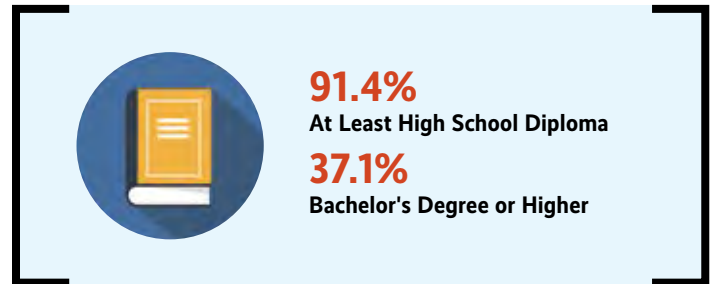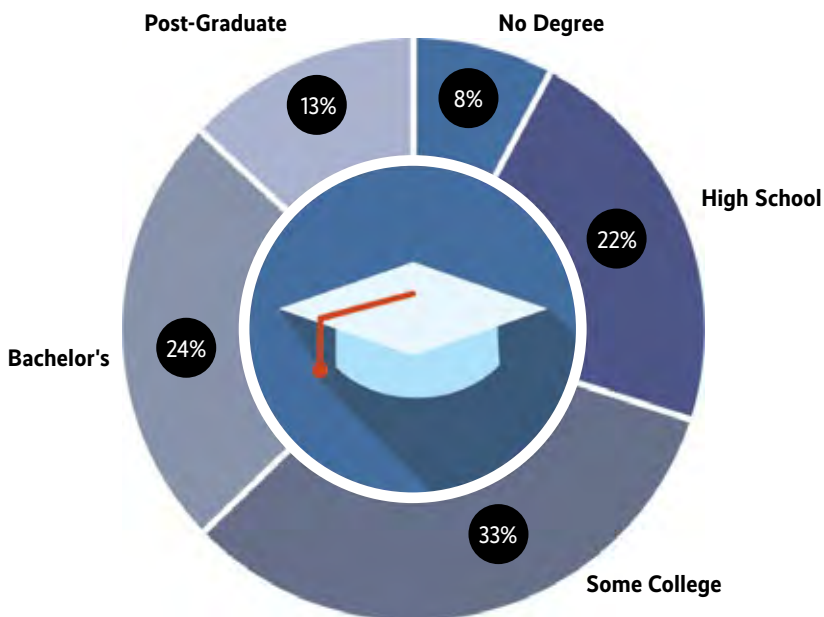
Figure 1.14–Educational Attainment, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

BACHELORS DEGREE OR HIGHER

Legend:
- 0–19%
- 20–39%
- 40–59%
- 60–80%
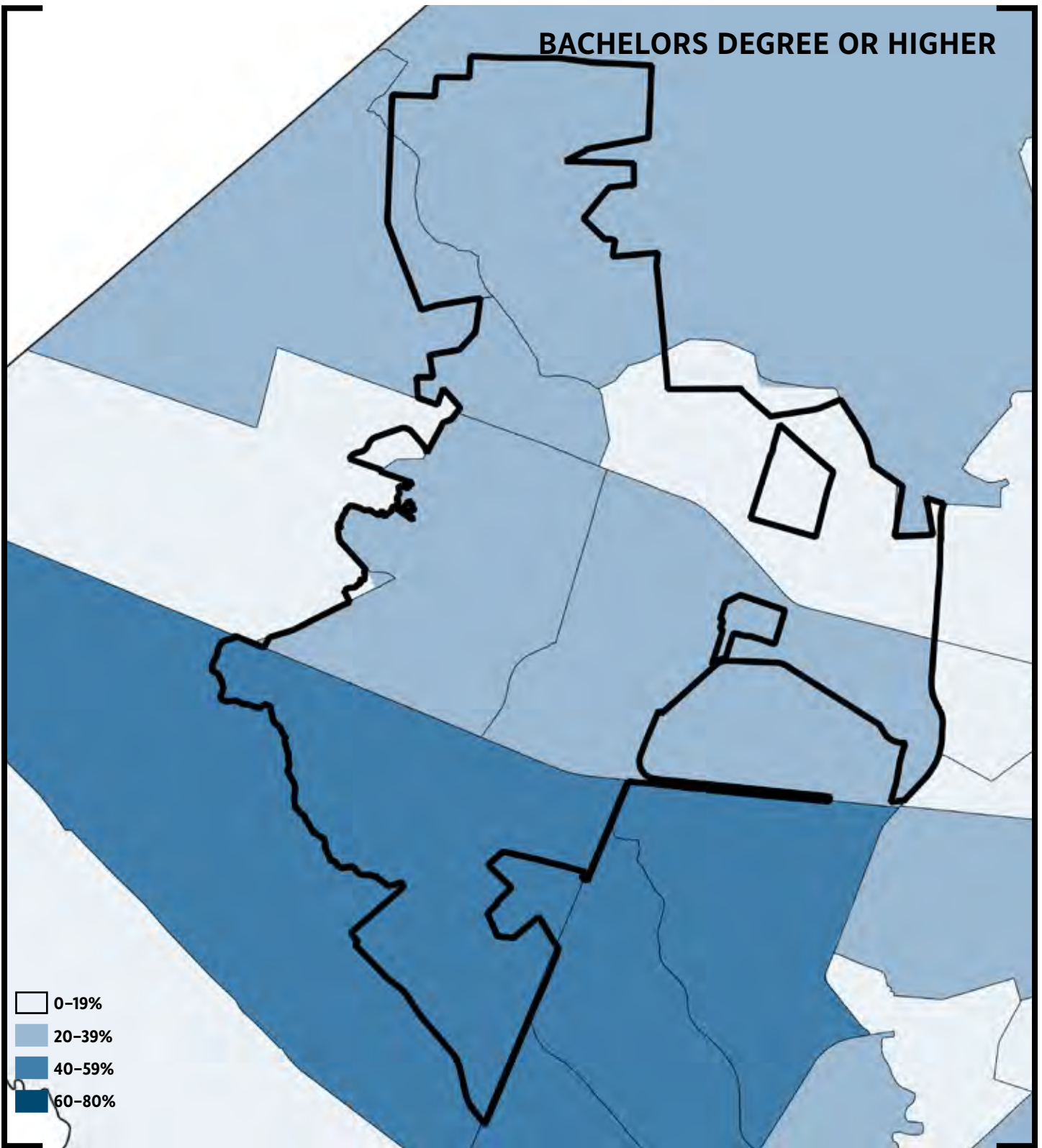
Map 1.6–Percent Bachelors Degree or Higher by Block Group, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Nativity

In 2014–2018, 93.3% of the population in Pooler were U.S. natives and 6.7% were foreign-born, the latter of which decreased 3.8% points from the 2009–2013 period. Of those residents born outside the United States, 83.1% came from Latin America (including the Caribbean, Central America, and South America) and Asia. In particular, the percentage of residents born in Latin America increased significantly from an estimated 17.8% in 2009–2013 to an estimated 48.4% in 2014–2018.

Veteran Status

In 2014–2018, approximately 16.6% of adults living in Pooler were veterans, which is over twice the proportion in the state of Georgia (8.2%) and the country as a whole (7.5%). Most veterans served during and after the Vietnam war, with only approximately 150 out of 2,869 veterans serving before then. The period of military service for veterans living in Pooler is shown below. Please note that some veterans may have served in more than one of the periods listed, so percentages in the graph may not sum to 100%.

Veteran Characteristics, 2014–2018

2,869
Total Veteran Population

Military Service for Adult Veterans
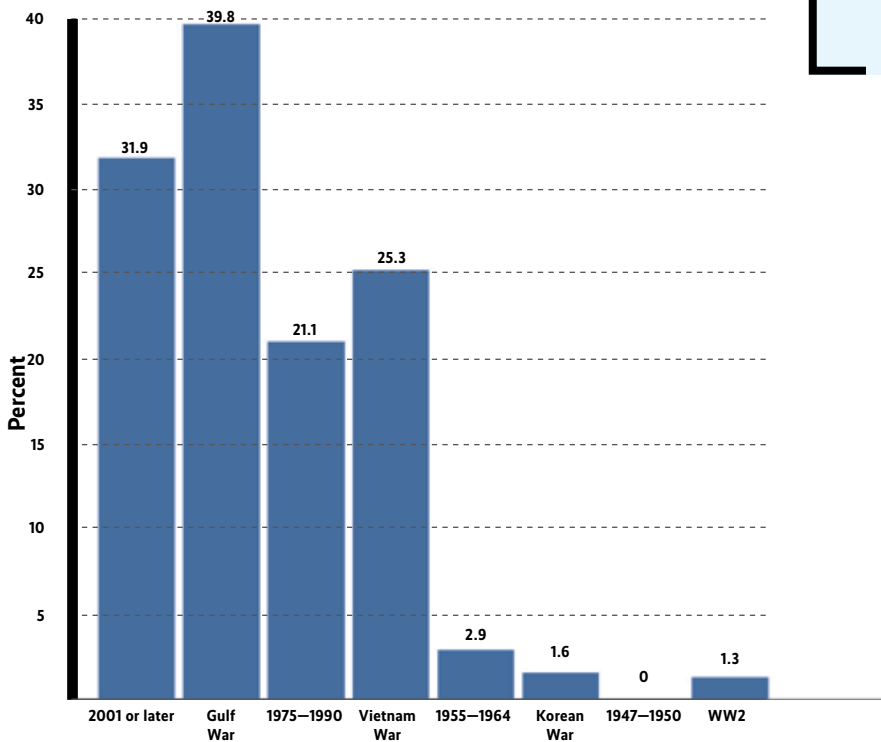
Figure 1.15–Period of Military Service for Adult Veterans, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Construction

The construction of residential buildings is generally a good indicator of a community's growth. There has been a substantial increase in building activity in Pooler in recent years, with the majority of new construction being single-family detached homes.

Figure 1.16 shows the recent residential construction trends for the city of Pooler. Estimating the population based on the number of building permits is useful in planning for roads and utilities because a residential dwelling unit represents the potential for population regardless of the occupant's official residence.

Construction Permits, 2018–2020
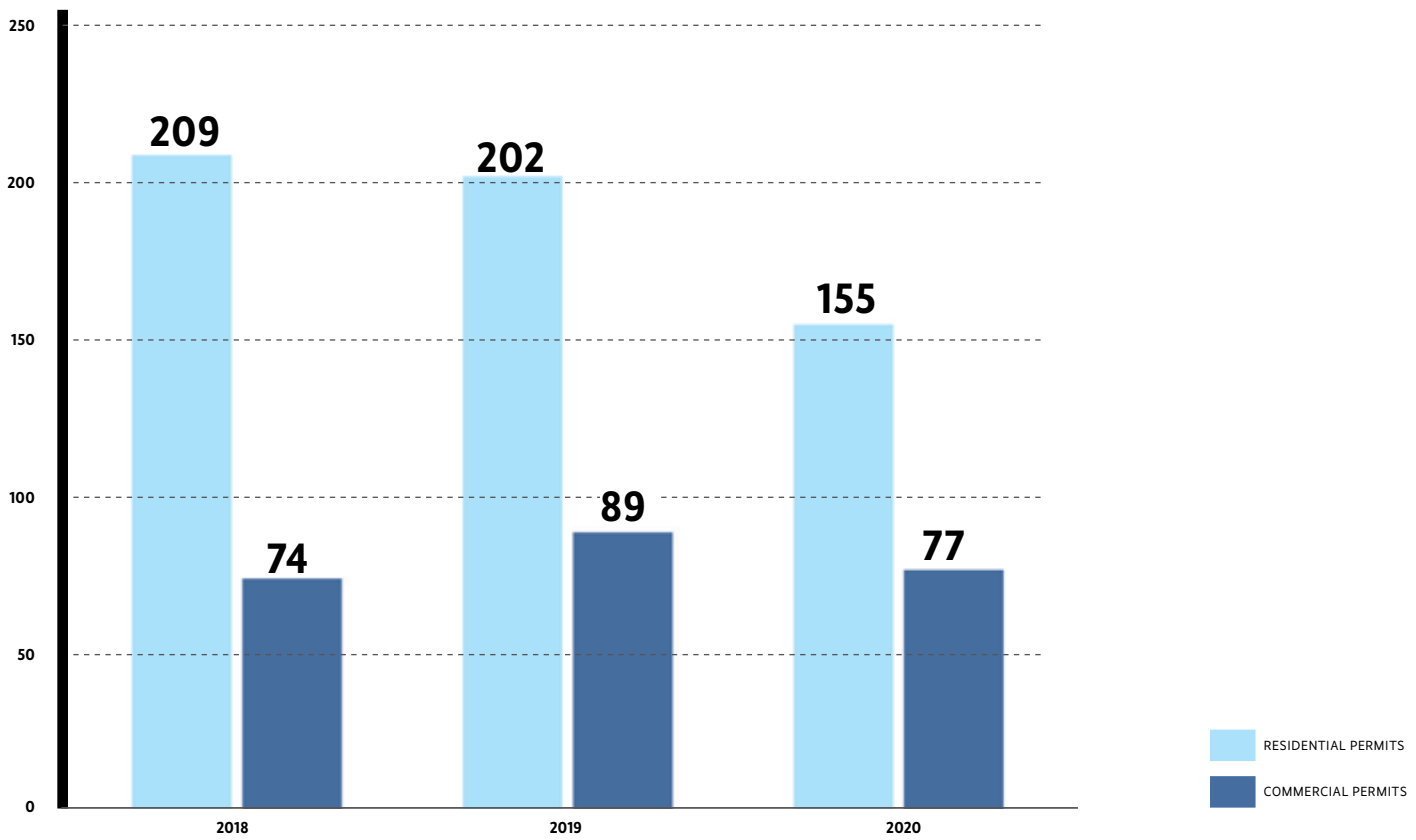
Figure 1.16–Construction Permits, Pooler
Chatham County Building Safety & Regulatory Services

COVID-19 Pandemic

COVID-19 has touched nearly every aspect of the community and the lives of citizens in the past year. Chatham County, like every county in the country, suffered the economic, social, educational, and health consequences of the pandemic that, at the time of this writing, has killed over 569,000 Americans. As of April 5, 2021, Chatham County had a total of 19,608 confirmed COVID-19 cases, 394 confirmed deaths, and 1,561 hospitalizations due to COVID-19. At the time these data were acquired, there were an additional 24 probable deaths due to COVID-19 in Chatham County as well.

At the time of writing, the world is still seeing the impacts of COVID-19. Although Pooler-specific data is unavailable, limited data is available at the county level and is represented here. As of February 2021, the employment rate in the county had decreased 5.8 percent compared to January 2020. These job losses have been concentrated primarily in low and middle wage jobs; in fact, the employment rate among workers in the top wage quartile has been above January 2020 levels since statewide stay at home orders were lifted on April 30, 2020. Workers in the bottom wage quartile, however, have remained hardest hit since last March, when the employment rate for low wage jobs dropped nearly 45 percent by mid-April 2020.

Unemployment claims in the county reached their peak the first full week of April 2020, when roughly 14,500 people filed an initial claim for unemployment benefits. This corresponds to a rate of 10.4 claims per 100 people in the labor force. The number of unemployment claims has generally been decreasing since then—as of the week ending October 31, 2020, there were 0.88 unemployment claims per 100 people in the County's labor force.

Small businesses have also been negatively impacted. As of February 2021, 33 percent fewer small businesses were open in Chatham County compared with January 2020, and total small business revenue had decreased by 38.5%. By mid-March 2021, however, total consumer spending in Chatham County had nearly rebounded back to January 2020 levels.

Overall, Chatham County residents spent 5% less time away from home in April 2021 compared with the start of 2020 when the pandemic began. When people did leave their residence during this time, the average amount of time spent elsewhere varied significantly depending on their destination.

– The total time spent at grocery stores in Chatham increased 2.9%

– Total time spent in parks increased 64.7%

– Total time spent at retail and restaurant locations increased 1.6%

– Total time spent at transit locations decreased 24%

– Total time spent in the workplace decreased 29.6%

Percent Change in Employment
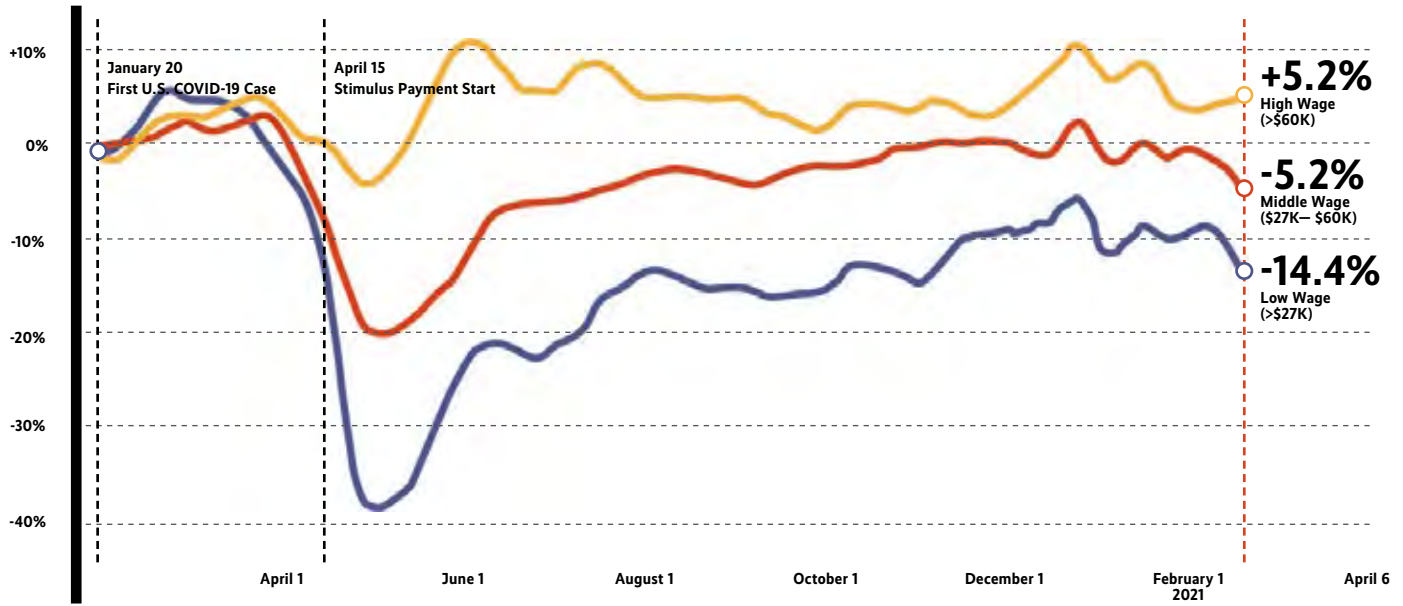
Figure 1.17–Percent Change in Employment, Chatham County

Time Spent Outside Home Chatham County
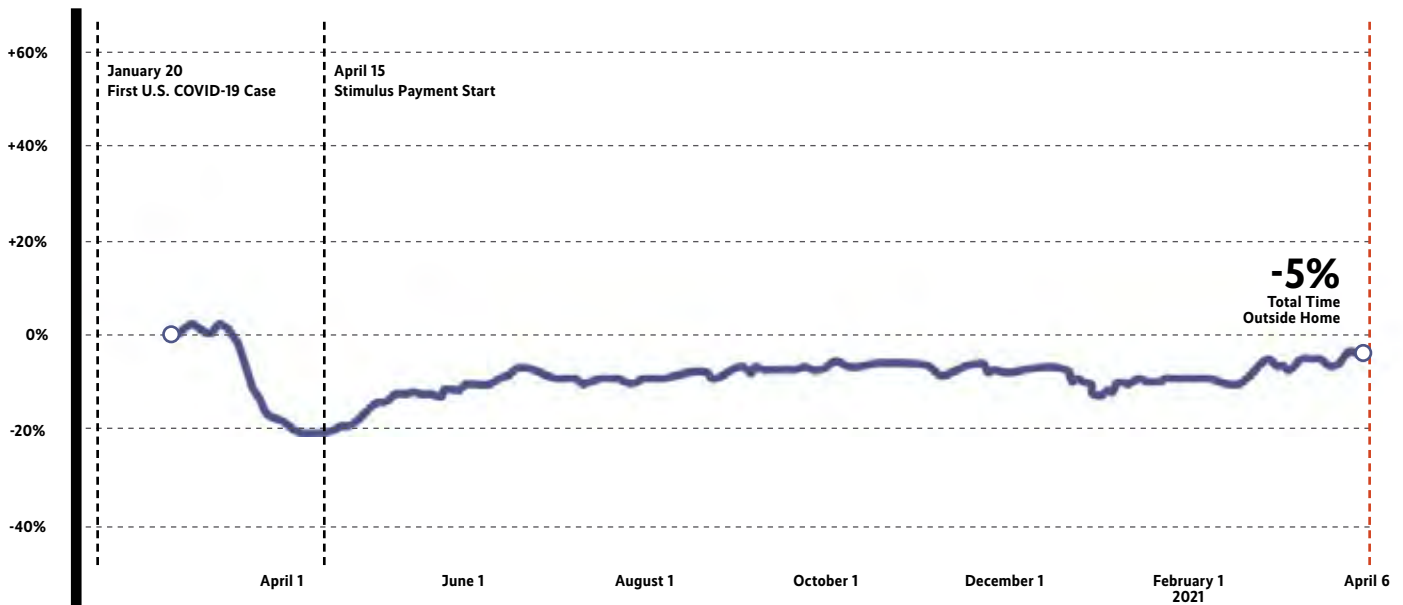
Figure 1.18–Percent Change in Time Spent Outside Home, Chatham County

COMMUNITY GOALS ELEMENT

02

COMMUNITY GOALS

Introduction

The visions and goals that emerged through the Pooler 2040 comprehensive planning process represent the voices of the community as expressed in virtual meetings, pop-up events and a survey conducted during 2020 and 2021.

The following results describe our community vision, goals and objectives for the next twenty years.

POOLER 2040 VISION & GOALS

Introduction

The Vision and Priority Goals identify Pooler's direction for the future and are intended to serve as a guide to Pooler officials in day-to-day decision making. They are the product of public involvement and the following components:

– The Vision

– Goals

– Objectives

Each of these components was previously established in the city's prior Comprehensive Plan. Through the Pooler Plan Update process community members were given opportunity to revisit and update each component.

The Vision

The Vision paints a picture of what Pooler desires to become. The Vision statement offered below was refined through discussion with City Council, Stakeholders, and Participants. The Vision is supported by the Goals created to help shape Pooler's Future Development.

A growing, prosperous community with a diverse population, offering a balanced range of residential settings and a thriving business community set on continually improving the community's quality of life

"

Goals

Goals are long-term outcomes the city hopes to achieve by implementing the Comprehensive Plan. They are aspirational, expressing Pooler's collective desires and values.

The community identified a number of goals to achieve in order to make Pooler's Vision a continuing reality. The following goals represent the recurring themes, and like the Vision Statement, were derived from a review process involving City staff, stakeholders, and members of the community.

Encourage & Support more Diversified Housing Types

Encourage & Expand Parks, Trails, and Multi-use Paths

Continue to Update City Codes and Ordinances

POOLER VISION

Maintain & Enhance Recreational Resources and Opportunities

Create & Implement Citywide Guidelines for Development

Continue to Improve & Address Infrastructure and Public Services

Define & Implement Ways to Improve Resident's Health, Safety, and Overall Quality of Life

Encourage & Support more Diversified Housing Types

Objectives:

– The City shall ensure that zoning and other regulatory tools will encourage or require the diversity of housing types in areas where new housing is anticipated or planned

– The city will approve development proposals, subject to other policies, if: they are appropriate to the scale and function of the area; are compatible with land use character within the zone; are consistent with adopted strategic framework including urban design themes, traffic management arrangements; and provides for convenient pedestrian and vehicle access and linkages to adjoining commercial centers

Encourage & Expand Parks, Trails, and Multi-Use Paths

Objectives:

– The City shall provide parks, trails, bike lanes, and multi-use paths to meet the community's growing needs

– The City will ensure design allows access to each type of experience for people of all abilities to the maximum extent possible

– The City will develop parks, trails, and bike lanes, and multi-use paths in an environmentally sensitive manner

– The City shall create a trail network and where feasible, develop interconnected trails and multi-use paths with bike lanes

Continue to Update City Codes & Ordinances

Objectives:

- The City will continue to update their ordinances to be user-friendly and easy to understand and illustrated with graphics, diagrams, and concise tables
- The City's ordinances will allow for a streamlined development review process
- The City's code update will be created so as to foster the desired type of redevelopment and future development with design standards and specific building material to change the aesthetics of the corridor
- The City will promote environmental protection, education, and preservation of local natural resources in order to promote the area as an ecotourism center
- The City will implement programs to comply with Environmental Protection Division requirements

Maintain & Enhance Recreational Resources and Opportunities

Objectives:

- The City shall provide quality recreation facilities and programs that improve community image and livability
- In the design of recreational resources, the City shall consider providing features, facilities and services that also promote tourism and make Pooler an attractive location for economic development as well as serve its residents
- The City of Pooler will provide amenities such as community centers, sport fields, dog parks, and community gardens

Create & Implement Citywide Guidelines for Development

Objectives:

- The City will create and adopt design guidelines that define key elements and determine patterns and standards that should be adhered to when developing site or building projects to include infrastructure projects and commercial structures
- Incorporate current and future needs for housing, infrastructure, and natural resource protection into economic development initiatives
- The city will create and adopt design guidelines for commercial corridors that define key elements and determine patterns and standards that should be adhered to when developing site or building projects
- The city will create and adopt design guidelines for commercial corridors that address issues of building size and massing, definition of open spaces, site character and quality as well as access and circulations

Continue to Improve & Address Infrastructure and Public Services

Objectives:

- The City will ensure transportation road systems are designed for both current capacity and future changes in use and patterns
- The City will expand Public Safety services relative to expanding needs

Define & Implement Ways to Improve Resident's Health, Safety, and Overall Quality of Life

Objectives:

– The City will participate in local and regional collaborative efforts among similar organizations working to improve the delivery of social services and expansion of continuum wraparound social services

– The City will increase access to healthy food for populations most likely to experience food insecurity through community gardens and alternative distribution methods (i.e., farmer's markets, mobile farmers' markets)

– The City will effectively address mental health by educating the public and reducing stigma, increasing early intervention programs, removing gaps and barriers, and increasing access to treatment particularly as it impacts incarcerated individuals, children, and adolescents

– The City will organize, promote, and ensure access to community health services, recreational opportunities, and fitness programs to accommodate the special needs of families, the obese, the elderly, and disabled citizens to adopt healthy lifestyle behaviors

– The City will prevent crime, by building trust between law enforcement and residents, focusing enforcement, and expanding the visibility of police to ensure all residents feel safe

ECONOMIC DEVELOPMENT ELEMENT

03

ECONOMIC DEVELOPMENT

Introduction

The Economic Development Element of Pooler 2040 is an inventory and assessment of the community's economic base, labor force characteristics, and economic development opportunities and resources. The goal of this element is to explain the foundation of Pooler's economy, and the city's relationship to the Savannah Metropolitan Statistical Area (MSA) to provide a complete picture of the area's employees, the largest industries, and the possible future direction of the economy. It attempts to determine the community's needs and goals in light of population trends, natural resources, housing, and land use in order to develop a strategy for the economic well-being of the community.

REGIONAL ECONOMY

Savannah MSA

According to the U.S. Census Bureau, a metropolitan statistical area (MSA) refers to cities where adjacent communities are socially and economically interconnected. The city of Savannah acts as an anchor to other communities throughout Chatham, Effingham, and Bryan Counties. The jurisdictions, employees, and employers within the MSA all have an impact on each other. For example, many residents live in Pooler and work in Savannah and vice versa. Being the third largest MSA in Georgia (behind the Atlanta MSA and Augusta MSA), the Savannah Metropolitan Statistical Area is home to a variety of industries and an estimated population of over 400,000 people. The economic development element will not only discuss the economy within Pooler, but also the impact of the city of Pooler on the Savannah MSA.

Because Pooler is economically connected to jurisdictions throughout the MSA, a discussion of major industries, economic opportunities, and economic changes within the Savannah MSA as a whole will be discussed.

METROPOLITAN STATISTICAL AREA (MSA)

A MSA is a geographical region with a relatively high population density at its core and close economic ties throughout the area. The city of Savannah acts as an anchor to other communities throughout Chatham, Effingham, and Bryan Counties.

—Census Bureau

Figure 3.1–Savannah MSA

LABOR FORCE CHARACTERISTICS

Labor Force Participation

According to the Bureau of Labor Statistics, the labor force is defined as all people above the age of 16 who are working or actively looking for work. This section will specifically address the key characteristics of the labor force in the city of Pooler and the Savannah MSA, ranging from the size of the labor force to their level of education.

Employment

The Savannah MSA, of which Pooler is a small part, has a labor force of almost 189,000 people, with an unemployment rate that typically hovers around 3% according to a 2020 report from the Georgia Department of Labor. During the pandemic, the unemployment rate skyrocketed to over 15% in April of 2020 and had since settled to an unemployment rate of 5.6% in December of 2020. Before the pandemic, the unemployment rate had been consistently declining. In December of 2019, the unemployment rate shrunk to 2.7% according to the Georgia Department of Labor. Prior to the decline in the economy caused by the COVID-19 pandemic, Savannah's economy showed consistent improvement, with the number of employed residents in the area steadily increasing since 2009, while the unemployment rate consistently decreased during that same period. It is anticipated that the unemployment rate will again show a decrease once the economy begins to recover from the worldwide impacts of COVID-19.

> **LABOR FORCE**
>
> The labor force is defined as all people above the age of 16 who are working or actively looking for work. This section will specifically address the key characteristics of the Savannah MSA's labor force.
>
> —Bureau of Labor Statistics

In 2019, the city of Pooler had a labor force of over 14,000 people, accounting for 7.45% of the entire labor force in the MSA. With a 2019 unemployment rate of 2.6% that later jumped to 5.9% in 2020 (due to COVID-19), Pooler, in general, experiences less unemployment compared with the rest of the Savannah MSA. It is anticipated that the unemployment rate will again show a decrease once the economy begins to recover from the worldwide impacts of COVID–19.

Average Unemployment Rates

	POOLER	SAVANNAH MSA
Year	%	%
2013	7.6%	8.0%
2014	6.6%	7.1%
2015	5.5%	5.8%
2016	4.5%	5.2%
2017	3.7%	4.4%
2018	3.1%	3.7%
2019	2.7%	3.3%
2020	5.9%	7.0%

Figure 3.2–Average Unemployment Rates, Pooler & Savannah MSA
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates (Table S2301)

Educational Attainment

Education is an important factor in the economy as it can provide insight into the skill base of the labor force. Understanding the skill set of the population can lead to creating better strategies for attracting industries or identifying a gap in skills that can be filled through educational programs. For example, if it is found that a large portion of the labor force has a degree in engineering, the community will be better able to attract engineering firms that can then hire that employment base.

Conversely, if there is a lack of technology skills in the labor force, prioritizing tech programs and training can increase the labor base, and thereby contribute to attracting more technology-based businesses.

High School

For the 2019–2020 school year, the Savannah Chatham County Public School System (SCCPSS) statistics show that

In Pooler, over 90% of residents age 25 or older have a high school diploma (or equivalent), and 37% of residents have a bachelor's degree or higher according to the American Community Survey.

Key Points: SY 2019–20 Graduation Rate

– SCCPSS achieved a graduation rate of 89.7%. This represents a gain of nearly two points compared with the previous year and establishes a new record high for the district

– The district has consistently improved the graduation rate since SY 2014–15 and exceeded the 2019–20 annual target rate of 85.7%

For the sixth consecutive year the district exceeded both the state and the comparison group graduation rates. In 2018–19 and 2019–20 school years, SCCPSS earned the highest graduation rate within the comparison group.

It should be noted that these statistics are only for the Chatham County public school system (SCCPSS), and do not reflect Effingham or Bryan County's schools, which are also within the Savannah MSA.

ARE YOU LOOKING FOR MORE INFORMATION?

For more information see the Quality of Life Element under Education, page 250.

Four-Year Education Focus Areas

According to the 2019 American Community Survey 5-year estimates, around 35% of adults aged 18–64 in the Savannah MSA have a bachelor's degree or higher. There are a variety of majors available at the many higher education institutions in the area. The majors of local college students, as shown in Figure 3.3, reflect that variety.

The most common major for residents 25 or older is Science and Engineering followed closely by Arts, Humanities, and Others

The third most popular major is Business. The majors that have the highest share of students also reflect some of the current businesses and institutions that make up the Savannah MSA economy. For example, there is a large presence of healthcare and aerospace businesses, which could explain why the Science, Engineering, and related fields have a higher share of students and vice versa.

The presence of an internationally recognized art institution, the Savannah College of Art and Design, as well as the growing entertainment industry, could contribute to the Arts, Humanities, and Others field also having a high share of students. Additionally, Pooler has a higher percentage of people who majored in an engineering or science field compared with the Savannah MSA as a whole, which may due to the fact that Gulfstream, a large aviation company in the area, is a major employer for Pooler residents.

First College Major for Residents 25 or Older
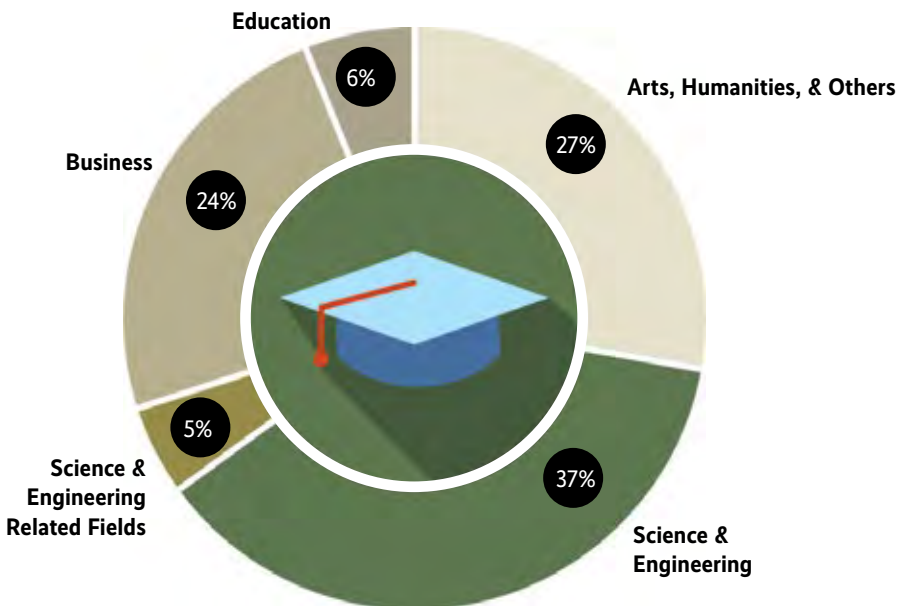
Figure 3.3–First College Major for Residents 25 or Older, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Two-Year Technical College Focus Areas

A technical school or college is a form of higher education that offers two-year degrees. This form of degree program is beneficial as it provides attendees a more flexible and often a less expensive way to further their education compared to a four-year institution. Additionally, technical schools offer very specialized occupational schooling so students can gain specific skills that can be applied directly to the local workforce.

Savannah Technical College offers a diverse selection of technical degrees, with some degree fields growing more than others. Broadly speaking, the programs experiencing the most growth are manufacturing, drafting technician, or healthcare related programs. Similar to the four-year college majors discussed above, the largest programs also reflect the existing economy, in which healthcare, manufacturing, engineering, and construction have a large presence.

This data is important to highlight for Pooler, as industries with a large presence in Pooler, such as Aviation, Trucking Transportation, Construction, are some of the highest growing degree programs.

Savannah Tech is seeing a decline in Mechanical CAD Drafters and Nursing Aides graduates. This could suggest that there are changes in these job fields influencing students to change direction and pursue specific programs over others.

One field that has seen a decline in the number of students within the technical program yet has seen growth locally and continues to benefit the overall economy is Cinematography and Film/Video Production. Not only is this field growing, it also has a large presence in the Chatham County area, as Georgia is the number one state in the U.S. in film production. Because more studios choose to film in Savannah, film production has been identified as a growing economic driver by the Savannah Economic Development Authority (SEDA).

This field has the potential to bring more capital into the economy and provide high paying, skilled jobs. According to the Savannah Area Chamber of Commerce, direct spending related to the film industry was $2.9 billion in 2019. Trends suggest that area schools of all levels with film related programs should consider promoting and expanding these programs.

Plan 2040 Survey

Forty-two percent (42%) of the respondents felt that developing skilled work force through training programs, recruitment, and continuing education was very important.

A full copy of the survey and the results can be found in the Pooler 2040 Appendix.

SAVANNAH
Economic Development Authority

Technical Programs with the Highest Growth in Graduates

	TOTAL GRADUATES		PERCENT CHANGE 2018—2019
Program	2018	2019	%
Airframe Mechanics and Aircraft Maintenance Technology/Technician	50	94	88.0
Barbering/Barber	5	13	160.0
CAD/CADD Drafting and/or Design Technology/Technician	8	18	200.0
Construction Management	22	43	95.5
Criminal Justice/Police Science	25	42	68.0
Drafting and Design Technology/Technician, General	8	12	50.0
Food Preparation/Professional Cooking/Kitchen Assistant	60	81	35.0
Licensed Practical/Vocational Nurse Training	14	23	64.3
Machine Shop Technology/Assistant	21	29	38.1
Medical Insurance Coding Specialist	32	48	50.0
Medical/Clinical Assistant	7	10	42.9
Solar Energy Technology/Technician	28	39	39.3
Truck and Bus Driver/Commercial Vehicle Operator and Instructor	167	227	37.1

Figure 3.4–Technical Program Growth Rates, Savannah MSA
Georgia Department of Labor (GDOL)

Technical Programs with the Highest Decline in Graduates

	TOTAL GRADUATES		PERCENT CHANGE 2018—2019
Program	2018	2019	%
Accounting Technology/Technician and Bookkeeping	34	22	-35.3
Autobody/Collision and Repair Technology/Technician	16	3	-81.3
Cinematography and Film/Video Production	49	22	-55.1
Electrical, Electronic and Communications Engineering/Technician	10	6	-40.0
Fire Science/Firefighting	16	11	-31.3
Fire Services Administration	5	1	-80.0
Hospitality Administration/Management/Personnel Administration	7	3	-57.2
Industrial Mechanics and Maintenance Technology	80	52	-35.0
Legal Assistant/Paralegal	10	6	-40.0
Mechanical Drafting and Mechanical Drafting CAD/CADD	5	2	-60.0
Nursing Assistant/Aide and Patient Care Assistant/Aide	319	158	-50.5
Teacher Assistant/Aide	3	2	-33.3

Figure 3.5–Technical Program Decline Rates, Savannah MSA
Georgia Department of Labor (GDOL)

EDUCATION & LOCAL JOB ENVIRONMENT

Education is a powerful tool for economic advancement. It is one of the most effective ways to reduce poverty and increase earnings. For example, according to the Bureau of Labor Statistics, people with more education tend to have a higher weekly income and lower unemployment. While there are still economic issues related to education, such as student loans and a lack of access due to price for lower income residents, it demonstrates that having more education opens the door for more job opportunities. Because of this, investment in educational programs, especially those that are relevant to the local job market, is a necessary strategy to reducing the ever-present state of high poverty in the area.

Savannah Tech is an example of an institution that is offering degree programs in industries that exist locally, including the newly created Logistics degree program.

Earnings and Unemployment Rates by Educational Attainment in the U.S., 2020

Median usual weekly earnings ($)

Education Level	Earnings
Doctoral Degree	$1,885
Professional Degree	$1,893
Master's Degree	$1,545
Bachelor's Degree	$1,305
Associate's Degree	$938
Some College, No Degree	$877
High School Diploma	$781
Less than High School Diploma	$691

All workers: $1,029

Unemployment rate (%)

Education Level	Rate
Doctoral Degree	2.5
Professional Degree	3.1
Master's Degree	4.1
Bachelor's Degree	5.5
Associate's Degree	7.1
Some College, No Degree	8.3
High School Diploma	9.0
Less than High School Diploma	11.7

Total: 7.1%

Figure 3.6–Earnings & Unemployment Rates by Educational Attainment, 2020
U.S. Bureau of Labor Statistics, Current Population Survey

ECONOMIC BASE

The Savannah MSA has a diverse economic base similar to that of many coastal areas. Employment is highest in the service, retail trade, and manufacturing sectors. The largest manufacturing facilities in the MSA produce textiles, paper products, chemicals, transportation equipment, and food products. Retail trade establishments are located throughout Pooler to provide for the daily needs of local residents. Regional shopping areas that attract customers from throughout the southeast can be found in Pooler and the surrounding areas.

Major employers in the service sector include the health care industry, the tourism industry, and educational institutions. St. Joseph's/Candler and Memorial Hospitals are the most visible components of the city's health care industry. Additional health care jobs are provided at clinics, nursing homes, laboratories, and the offices of doctors, dentists, and other health care practitioners. The healthcare field will continue to grow in the Chatham County region as the aging population continues to rise.

Major educational institutions providing employment include the Savannah State University (SSU), South University, Georgia Southern University's Armstrong Campus, Savannah Technical College, Savannah College of Art and Design, and the Chatham County Board of Education. Major businesses providing support for the tourism industry include hotels, restaurants, gift shops, and museums.

MAJOR ECONOMIC DRIVERS

Major Industries

The major industries of the Savannah MSA impact the local economy in a variety of ways, either by employing a large portion of the workforce and/or contributing a significant amount of money back to the local economy. This section will discuss the major economic drivers of the Savannah MSA and the city of Pooler, and the overall impact on the area.

Georgia Ports Authority & Logistics

Chatham County's geographic position allows for a vibrant trading economy, in which imports can come directly to the port and be shipped to other nearby large metropolitan areas—which also contributes to the growing transportation industry. The Port of Savannah is the largest single container terminal in the United States, accounting for 21.6% of container trade on the east coast, and 12.2% of all container exports in the United States. The steady growth of the GPA has had a tremendous impact on the economy with no slowdowns predicted for the near future. This future growth will also impact port related businesses, such as logistics centers situated around the Savannah/Hilton Head Airport and Gulfstream Aerospace, both located within the city of Pooler.

IMPACTS OF GEORGIA PORTS AUTHORITY

– Garden City Terminal is the third busiest and fastest growing container handling facility in the U.S.

– The Port of Savannah handled 41.27 million tons of cargo in 2018

– In May 2021, the largest ship to ever dock on the east coast, the CMA GGM Marco Polo, the ship is 1,299 feet long

– In 2019, agriculture accounted for 60% of Savannah's exports

Manufacturing

The Savannah MSA enjoys a diverse manufacturing base. Products range from paper and forest products to chemicals, from construction equipment to food processing, and from corporate jets to drill bits. The significance of the manufacturing segment of the local economy cannot be overstated. Some of the largest employers and highest wage-earning workers are within the manufacturing segment. According to the Savannah Area Chamber, manufacturing firms accounted for 19% of the area's GDP. This already significant industry within the economy is set to grow more in the future.

Manufacturing expansion by companies like Medline Industries, Anatolia Tile+Stone, Plastics Express, Preci-Dip, A&R Logistics, and others will add at least 1,050 jobs over the coming years

Manufacturing also has a significant presence in the city of Pooler. JCB Inc, a manufacturing company specializing in construction, agriculture, and defense equipment, is headquartered in Pooler as is Blue Force Gear, a business that produces weapons and weapon accessories.

Aerospace

Aerospace manufacturing has been a key industry in the Savannah MSA since Gulfstream Aerospace Corporation planted roots in 1967. As the largest aerospace manufacturer in the Southeast, Gulfstream employs nearly 10,000 workers locally. In addition, more than 30 aerospace-related companies are located in the MSA, making the area a true aerospace supply cluster.

The aerospace industries enjoy the same benefits as other businesses in the area's advanced manufacturing sector, including state and local incentives, easy access to the Port of Savannah, the Savannah/Hilton Head International Airport and nationally recognized workforce training programs, among others. As with many of the larger economic drivers in the region, the trend for growth in the aerospace industry seems certain. Because Gulfstream is situated centrally between Pooler, Garden City, and Savannah, it has a direct economic impact on all three jurisdictions. For Pooler specifically, multiple Gulfstream facilities are located directly off Pooler Parkway, giving residents and staff direct access to one of the largest employers in the MSA.

Creative & Technical Businesses

A burgeoning group of small to large creative and technical firms have chosen Chatham County for their office locations. To support and encourage this growth, organizations such as the Creative Coast were formed through collaborative private and public partnerships to leverage the area's unique blend of bright talent, leading-edge technologies, and exceptionally high quality of life—all to stimulate the growth of entrepreneurial, creative, and technical business in the area.

Since the development of the Creative Coast in 1997, numerous organizations and efforts have come together to better meet the needs of Chatham County's creative community. By focusing on creative entrepreneurship, technology, new media, art, music, and food culture, these groups are helping to support and shape the future of the area. Additionally, the Creative Coast and others continue to market and bring in high tech and knowledge-based businesses to the area as highly technical jobs have been identified as a needed resource to improve economic growth in the region.

In 2020, Governor Brian P. Kemp announced that Georgia had been ranked as the number one state for film production, and prior to the global COVID-19 pandemic, was on pace for another record-setting year. The film industry has an established and continually growing presence in Chatham County. This is due to tax credits being offered at both the state and local levels as well as the diverse site locations being offered, ranging from natural to architectural resources. With sites varying from marshland to historic houses and parks, Pooler has numerous possibilities for filming.

Military & Government

The Fort Stewart/Hunter Army Airfield military complex is a major sector in the Savannah MSA's economy. Hunter Army Airfield (HAAF) is the sister Installation to Fort Stewart and is located within the Savannah city limits. Its mission is to provide air transport to Fort Stewart, home of the 3rd Infantry Division, located on more than 285,000 acres nearby. HAAF's 5,400 acres centrally located in Savannah, plays a critical role in the Installation's deployment capabilities as a power projection platform with access to rail, port operations, and a major interstate road network. With the longest Army runway on the east coast, the largest military aircraft can land at Hunter, load the biggest equipment in the Army inventory, and deploy both equipment and soldiers within an 18-hour wheels-up timeline anywhere in the world.

Just 35 miles from Pooler, Fort Stewart is located in Liberty, Bryan, and portions of Evans, Long, and Tattnall Counties. Fort Stewart and HAAF together are one of Coastal Georgia's largest employers. The ratio of military to civilian employees is approximately five to one, with 20,850 officers and enlisted military and 4,153 civilians employed at both installations. With a total of 25,000 employees, Fort Stewart and HAAF account for nearly three-quarters of military employment in the area. Total payroll for both bases is estimated at well over $1 billion dollars and with an annual financial impact of $4–$5 billion dollars.

The direct spending from military operations, staff, and residents helps to sustain local communities by creating employment opportunities across a wide range of sectors, both directly and indirectly. Active duty and civilian employees spend their military wages on services such as retail, food service, real estate, and education. The Savannah MSA also benefits from defense contracts with private companies for equipment, supplies, construction, and various services such as health care and information technology.

Higher Education

Higher education institutions have a large presence in the community, with the Savannah College of Art and Design (SCAD) being one of the top ten largest employers in the region. There are multiple other institutions in the area, such as Savannah State University, South University, Strayer University, and the Georgia Institute of Technology's Pooler campus that all have an impact on the economy. These institutions allow for an ever-growing skilled workforce to attract a variety of businesses and institutions to the Savannah MSA and Pooler area.

As more individuals are drawn to the area for both education purposes and to tap into a diverse, higher skilled workforce that graduates nearly 10,000 students a year, a large majority of graduates currently leave the area after graduation. Efforts to retain these graduates and ensure their placement in the Savannah MSA should be expanded.

Healthcare

As the population of the area ages, access to healthcare will become increasingly more crucial. This industry already composes a large portion of the economy, as it is one of the top 10 employment sectors in the area. According to the Savannah Area Chamber of Commerce, the healthcare industry generated $1.5 billion in the Savannah MSA in 2019.

The two major hospitals within this industry are Memorial Health University Medical Center (MHUMC) and St. Joseph's/Candler Health System (SJ/C). Memorial Health University Medical Center has been investing in adding and updating its facilities, and expanding health care for children, people with disabilities, and mental health services. MHUMC includes the region's only Level 1 trauma center, the region's only children's hospital and the Savannah campus of Mercer University School of Medicine. The St. Joseph's/Candler Health System is also expanding its reach just minutes over the bridge in Bluffton, South Carolina where the health system is scheduled to build a new medical campus. Additionally, a new campus was constructed in 2019 in Pooler to serve the western Chatham region. This new facility includes primary care, specialty care, outpatient surgery, advanced imaging services, physical therapy services and more. Within this system is also new forms of health care, such as the robotic DaVinci Surgical System, offering residents an advanced level of care, with more planned in the future as the hospital expands. With the continued growth in the area, St. Joseph's/Candler Health System already has plans for expansion in the vicinity of the new Pooler campus. As the population grows and more residents move to Pooler, the demand for both routine and critical healthcare services will surely increase.

Tourism

Since the beginning of the preservation movement in the 1950s, the preservation of Savannah's historic resources has helped to preserve the famed Oglethorpe Plan, which helps give Savannah its distinctive qualities that attract visitors from all over the country, creating a robust tourism industry.

Aesthetically pleasing architecture, culture, activities, and the beautiful natural environment brings an increasing number of visitors each year. The impact of tourism in 2019 generated $3.1 billion in direct spending and $27.7 million in tax revenue with most being spent on lodging, followed by food and beverage. The majority of travel to the Chatham County region is leisure while an ever-growing amount is for business travel.

According to Visit Savannah, a major economic driver in the tourism industry is the Savannah Convention Center, hosting more that 160 events and 200,000 tourists annually. The economic impact the convention center has on the Savannah MSA and state economics is immense, providing $1.4 billion in economic impact over that past twenty years, $13.5 million raised in state and local government tax revenues annually, and supporting 28,000 tourism and hospitality jobs. As the convention center grows, the economic effects will spill over to Pooler and other surrounding jurisdictions, fueling their local economy.

According to the Pooler Chamber of Commerce and Visitors Bureau, there are currently 17 hotels located in the city. These hotels help support the overall tourism industry by offering local visitors more options for lodging. For example, tourists lodging in Pooler have the option to visit destinations like the Tanger Outlet Mall and Savannah's River Street located within minutes of Pooler. Figure 3.8 shows the net taxable charges for lodging accommodations per year and mean of approximately $22.5 million per year

While COVID-19 temporarily affected these numbers, tourism is beginning to recover and is expected to continue growing to meet and possibly exceed the figures that the industry had seen before the pandemic's disruption.

Total Overnight Spending by Sector
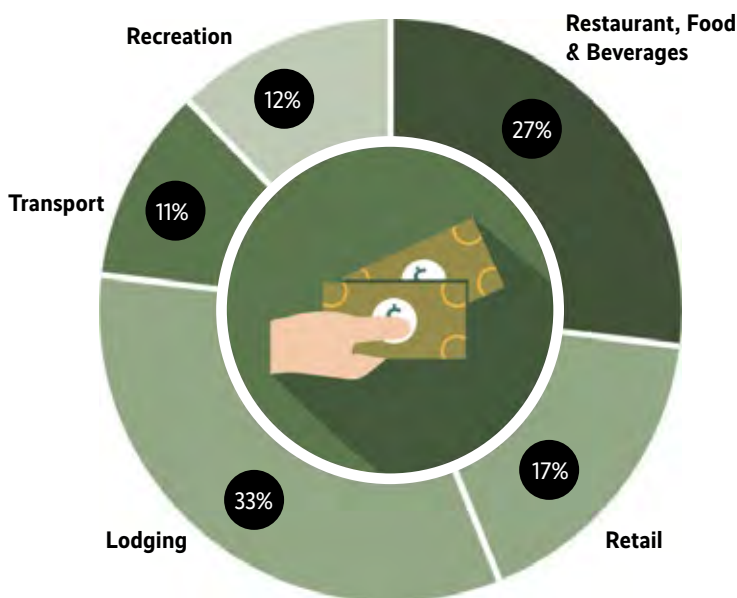
Figure 3.7–Total Overnight Spending by Sector, Savannah MSA
Savannah Area Chamber of Commerce 2019

Retail

Retail is a major industry in the Pooler area, especially given one of the main attractions is the regionally prominent Tanger Outlet Mall. The mall is home to over 100 businesses, ranging from clothing, to food, and furniture. Not only does this mall offer employment and business opportunities, but it also acts as an anchor for the multitude of other businesses along Pooler Parkway.

Net Taxable Charges for Lodging 2016–2020
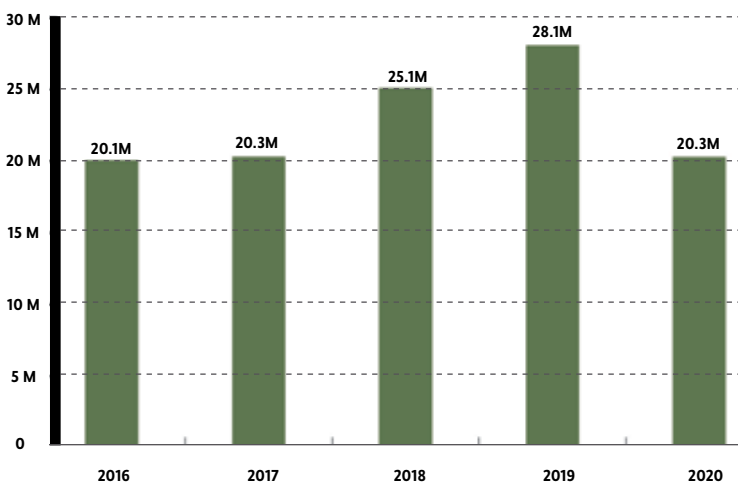
Figure 3.8–Net Taxable Charges for Lodging, Pooler
Savannah Area Chamber of Commerce 2019

SAVANNAH MSA BUSINESS PROFILE

MSA Profile

The community understands that businesses, most notably small businesses, are the backbone of what keeps the U.S. economy thriving. Throughout Chatham County there are numerous resources and organizations specifically dedicated to assisting existing and prospective businesses both small and large by providing education, networking, and growth opportunities.

The majority of businesses in the Savannah MSA employ fewer than five people, but 21% of the workforce is employed by companies with fewer than 20 employees. This suggests that the small business infrastructure and programs in the MSA support a strong business environment.

Based on Georgia Department of Labor data, the largest employers in the Savannah MSA are listed below (in alphabetical order). Service industry employers, such as hospitals, retail, and grocery stores, represent the bulk of these major employment centers.

–   Candler Hospital Inc.
–   Gulfstream Aerospace Corporation
–   Gulfstream Services Corporation
–   Marine Terminals Corporation–East
–   Savannah College of Art and Design
–   Savannah Health Services, LLC
–   Sitel Operation Corporation
–   St. Joseph's Hospital, Inc
–   The Kroger Company
–   Walmart

Of the documented 158,399 individuals working in Chatham County, 77% work for businesses and companies with 20+ employees, while the remaining 23% work for companies with fewer than 20 employees

Business Employment, 2020

ESTABLISHMENT SIZE	ESTABLISHMENTS	PERCENT	EMPLOYEES	PERCENT
0—4	5,973	57.78%	8,301	5.24%
5—9	1,714	16.58%	11,319	7.15%
10—19	1,232	11.92%	16,855	10.64%
20—49	895	8.66%	26,517	16.74%
50—99	287	2.78%	19,358	12.22%
100—249	182	1.76%	27,128	17.13%
250—499	30	0.29%	10,322	6.52%
500—999	12	0.12%	8,630	5.45%
1000 and Over	12	0.12%	29,969	18.92%

Figure 3.9–Business Employment Based on Size
Georgia Department of Labor 2020

Per Capita Income

Per capita income refers to the average amount of money earned per person in a given area over a specified year.

The average income of employees per capita income in the Savannah MSA has increased almost $6,000 since 2015, from $42,357 to $48,139 in 2019
—U.S. Bureau of Economic Analysis

Average Yearly Residential Per Capita Income
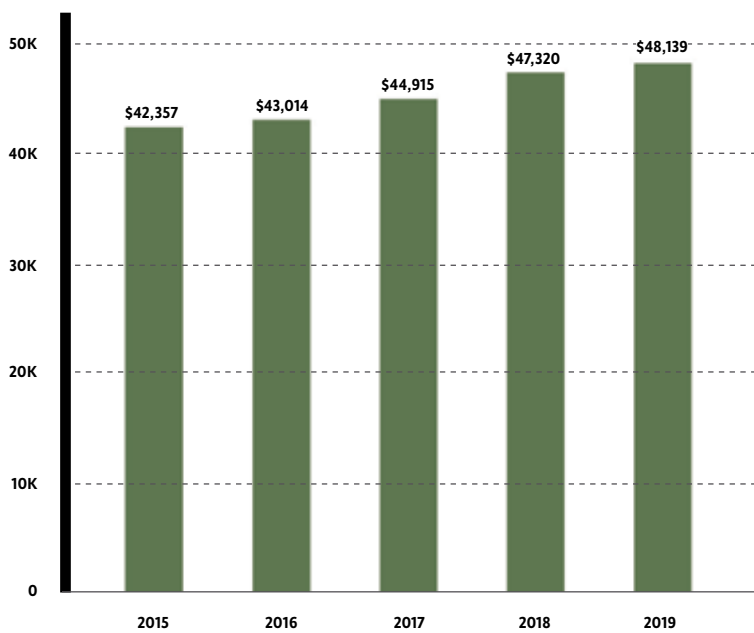
Figure 3.10–Average Yearly Income, Savannah MSA
Georgia Department of Labor 2015–2019
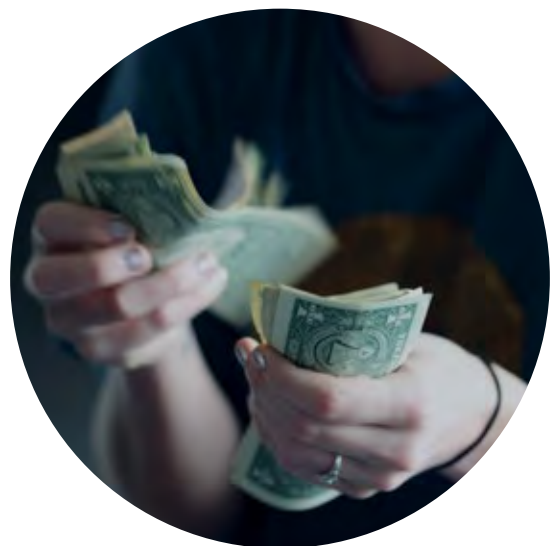
Wages and Employment

The overall average weekly wage in the Savannah MSA is $921, which is a 3.1% increase between 2019 to 2020 according to the Georgia Department of Labor. The average hourly wage is $21.92 according to the Bureau of Labor Statistics. These wages can vary by industry or job field, with some industries having a far higher average wage than others.

Household Income

According to the U.S. Census Bureau, household income refers to the combined earnings of all individuals in a household aged 15 or older. According to the American Community Survey, the median household income in Pooler is $78,102, which is around $21,000 higher than the median household income for the Savannah MSA of $57,470. As shown by the chart below, a majority of households in Pooler earn $100,000 to $149,999.

Industry Breakdown

The majority of residents within the Savannah MSA work in the Service-Providing industry (69.5%), followed by the Goods-Producing industry (15.8%), and government (14.5%). The Goods-Producing industry is defined as a field that produces a physical product, whereas the Service-Providing industry is a field in which the product is the service itself. As shown on the facing page, Goods-Producing jobs have a higher average wage than both Service-Providing and government jobs. Within the Service-Providing industry, food service has the lowest average weekly wage among all of the job fields listed. It is important to note that these numbers are from 2020 and were impacted by COVID-19.

In Pooler, the majority of workers are employed in the Service-Providing industry (60.2%), followed by Goods-Producing (32.1%) and government (7.7%). A larger proportion of Pooler's population works in the Goods-Producing industry compared with the Savannah MSA as a whole—this could be due to the city's proximity to many manufacturing, construction, and transportation businesses.

Employees by Industry, 2020
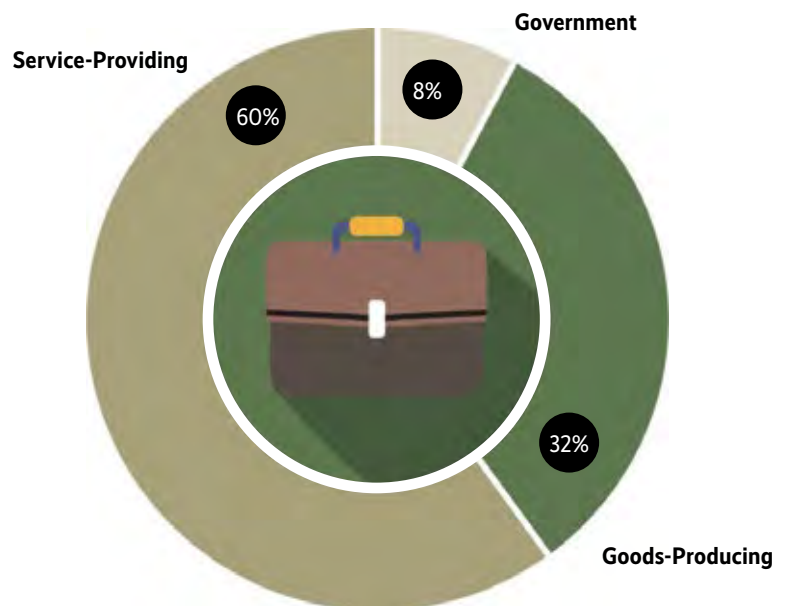
Figure 3.12–Percentage of Employees by Industry, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimate

Income Distribution, 2018

	POOLER
Income	%
Less than $10,000	0.9%
$10,000 to $14,999	2.7%
$15,000 to $24,999	7.1%
$25,000 to $34,999	5.6%
$35,000 to $49,999	13.7%
$50,000 to $74,999	17.6%
$75,000 to $99,999	12.8%
$100,000 to $149,999	20.7%
$150,000 to $199,999	12%
$200,000 or more	6.9%

Figure 3.11–Income Distribution, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimate

Goods-Producing Industry

The highest wages within the goods-producing field are in Transportation Equipment, with a weekly wage of $1,892. The lowest paying Goods-Producing jobs are in Printing and Related Support Activities, with a weekly wage of $634.

The average wage within the Goods-Producing field is $1,399

Service-Providing Industry

The highest paying jobs in the Service-Providing field are in Finance and Insurance, with a weekly wage of $1,669, while the lowest wages are in food service and accommodations, with a weekly wage of $346.

The average wage within the Service-Providing field is $808, while the average weekly wage in the government sector is $1,025

Savannah MSA Service-Providing Wages, 2020

INDUSTRY	AVERAGE WEEKLY WAGE
Utilities	$1,369
Wholesale Trade	$1,227
Retail Trade	$641
Transportation and Warehousing	$884
Information	$1,069
Finance and insurance	$1,669
Real Estate and Rental and Leasing	$863
Professional, Scientific, and Technical Services	$1,126
Management of Companies and Enterprises	$1,287
Administrative and Support and Waste Management and Remediation Services	$606
Educational Services	$1,133
Health Care and Social Assistance	$1,006
Arts, Entertainment, and Recreation	$552
Accommodation and Food Services	$346
Other Services (except Public Administration)	$757

Figure 3.14–Service-Providing Wages, Savannah MSA
Georgia Department of Labor, 2020

Savannah MSA Goods-Producing Wages, 2020

INDUSTRY	GOODS-PRODUCING SUB-CATEGORY	AVERAGE WEEKLY WAGE
Agriculture, Forestry, Fishing, and Hunting		$797
Mining, Quarrying, and Oil and Gas Extraction		$1,004
Manufacturing		$1,569
	Beverage and Tobacco Product	$837
	Chemical	$1,364
	Fabricated Metal Product	$1,244
	Food	$1,298
	Furniture and related Product	$878
	Machinery	$1,063
	Misc.	$927
	Nonmetallic	$1,141
	Paper	$1,419
	Petroleum and Coal Products	$1,422
	Plastics and Rubber Products	$869
	Printing and Related Support Activities	$634
	Textile Mills	$1,073
	Textile Product Mills	$900
	Transportation Equipment	$1,892
	Wood Product	$960

Figure 3.13–Goods-Producing, Savannah MSA
Georgia Department of Labor, 2020

Savannah MSA Government Wages, 2020

	AVERAGE WEEKLY WAGE
Federal Government	$1,466
State Government	$1,110
Local Government	$918

Figure 3.15–Government Wages, Savannah MSA
Georgia Department of Labor, 2020

GROWING INDUSTRIES

Which Industries are Growing?

Not only is the healthcare industry already one of the largest employment sectors in the MSA, but it is also forecast to continue growing due to the increasing number of seniors living longer, healthier lives. Healthcare services such as ambulatory services, hospitals, and nursing homes are set to significantly increase over the next few years. Ambulatory services providing outpatient healthcare services will experience the largest growth in the number of employees between 2016–2026 with an almost 30% increase in the number of jobs.

The industry sector predicted to grow the most by percentage is the "Amusement, Gambling, and Recreation" sector, which is projected to grow by almost 35%, adding over 900 new jobs to the Savannah MSA region. "Construction of Buildings" will also experience large growth, with an increase of almost 30%, or 800 new jobs expected to be added to the region between 2016 and 2026.

Pooler is also expected to see growth in recreation and retail, with a new indoor skydiving business that began construction in 2020 and the highly anticipated Costco that was announced in 2021.

Even though the almost 33,000 jobs within the "Food Service" category have some of the lowest weekly wages, this industry is projected to grow over the next few years, highlighting the need to reassess the hourly wage for the sector with the most employees in the Savannah MSA. With major growth in the volume of "Food Services and Drinking Places," "General Merchandise Stores," and "Support Activities for Transportation" industries, Pooler will continue to see strong impacts on the city's economy viability.

Targeted Growth Industries

According to SEDA, there are five major industries that are likely to increase economic growth if they are invested in at the local level:

- Manufacturing/Ports/Logistics
- Tourism
- Education
- Government/Military
- Healthcare
- Retail Logistics

MANUFACTURING, PORTS, AND LOGISTICS

This industry grew 24% between 2007 to 2017. With a growing logistics industry based around expanding port operations, investing in the manufacturing, ports, and logistics industry should continue bringing higher paying jobs to the Savannah MSA.

The average yearly wage for Manufacturing, Ports, and Logistics jobs was $55,115 in 2017
—SEDA

CREATIVE AND TECHNICAL SERVICES

While creative and technical services have decreased over the last decade, there is still opportunity to increase growth and retain the highly skilled graduates that often leave Chatham County after college. Additionally, creative, and technical jobs, such as software and video game design, often have higher wages.

By expanding partnerships between businesses and education facilities to include SCAD, GSU, and other universities, highly skilled workers are more likely to be retained, and the industry will have a greater ability to expand.

TECHNOLOGY

Regional initiatives such as the Savannah Logistics Technology Corridor (SLTC) have helped to expand the technology sector. Established in 2018 to help cement Chatham County's place in the technology industry as well as encourage and grow investment, SLTC is already having a positive impact on the local industry.

The SLTC is an initiative comprised of business, government, education, and community stakeholders committed to the advancement of Georgia and the Savannah area in particular through the development of a technology corridor that supports logistics technology development through innovation and investment. The corridor was approved in 2018 by the Georgia legislature after looking for incentives for technology growth and locations for technology corridors.

The designation creates a geographically defined area where businesses can locate and be close enough to each other to encourage collaboration and innovation. The updated 2019 corridor boundaries cover a portion of Interstates 95 and 16, the Savannah River and U.S. Highway 17 and provide opportunities for Savannah and Chatham, as well as other areas such as Bryan and Effingham counties.

The following efforts are the current focus of the SLTC:

– Expand the corridor to include the Savannah Advanced Manufacturing Center, Georgia Southern Armstrong Campus, and Savannah Tech

– Fund the development of a "Logistics Tech Academy" following the model being used in other regions (Cyber Academy and FinTech Academy)

– Fund the development and operations of an innovation center/incubator, following the model being used in other areas of the state (TechSquare in Atlanta and Cyber Center in Augusta)

– Create Cluster Grants dedicated to the corridor to enable new ideas, better education, improved cooperation between entities all dedicated to Logistics Technology

– Create a student loan repayment program, similar to that used to attract doctors, to attract experienced technologists to the corridor

– Create a program where corridor-based companies can sell their R&D credits or financial losses to raise capital

– Increase funding for the Angel tax credit and dedicate that increase to corridor-based companies

ENTERTAINMENT PRODUCTION

The entertainment industry grew significantly between 2007 and 2017, with a 275% 10-year growth rate as cited by SEDA

The entertainment production industry has major potential to bring new opportunities to Chatham County. Not only have numerous movies been filmed in the area, but there is also a potential talent base in SCAD and Savannah Tech graduates, who have majored in subjects such as film, sound design, on-set production, and visual effects.

HEALTHCARE

The healthcare industry continues to be a major source of high paying jobs in Chatham County. With Georgia Southern University, South University, Savannah Tech, Mercer School of Medicine, and others offering health programs, continuing to emphasize the health care industry's impacts and needs in Chatham County will help to attract and keep highly trained graduates in the area.

The healthcare industry grew 20% between 2007 and 2017
—SEDA

Projected Employment Growth, 2016–2026

Industry Title	2016 Base Year Employment Staff	2026 Projection Year Employment Staff	Total Change in Employees	Percent Change in Employment	Projected Annual Growth Rate (%)
Ambulatory Health Care Services	12,050	15,610	3,560	29.55%	2.62%
Educational Services	25,370	28,690	3,320	13.09%	1.24%
Administrative and Support Services	15,350	17,850	2,500	16.25%	1.52%
Food Services and Drinking Places	30,920	32,840	1,920	6.21%	0.60%
Hospitals	12,560	14,140	1,580	12.58%	1.19%
Support Activities for Transportation	5,800	7,130	1,330	23.05%	2.10%
Social Assistance	4,660	5,890	1,230	26.18%	2.35%
General Merchandise Stores	7,460	8,510	1,050	14.12%	1.33%
Professional, Scientific, and Technical Services	7,750	8,750	1,000	12.90%	1.22%
Nursing and Residential Care Facilities	4,020	4,980	960	23.94%	2.17%
Local Government, Excluding Education and Hospitals	10,940	11,890	950	8.67%	0.83%
Amusement, Gambling, and Recreation Industries	2,650	3,580	930	34.89%	3.04%
Federal Government, Excluding Post Office	10,120	11,000	880	8.77%	0.84%
Construction of Buildings	2,760	3,580	820	29.75%	2.64%
Motor Vehicle and Parts Dealers	4,370	5,140	770	17.54%	1.63%
Accommodation, including Hotels and Motels	7,890	8,630	740	9.40%	0.90%
Specialty Trade Contractors	6,260	6,970	710	11.31%	1.08%
Religious, Grantmaking, Civic, Professional, and Similar Organizations	5,660	6,320	660	11.79%	1.12%
Repair and Maintenance	3,250	3,840	590	17.99%	1.67%
Merchant Wholesalers, Durable Goods	3,840	4,400	560	14.70%	1.38%

Figure 3.16–Projected Employment Growth within the Savannah MSA by Sector
Georgia Department of Labor, 2016–2026

RETAIL LOGISTICS

Amazon has announced a new fulfillment center, dubbed the "Pooler Megasite," to be built at a central point between unincorporated Chatham, the city of Savannah, the city of Pooler, and Garden City. The project is expected to be complete in the second half of 2022, and is predicted to add 1,000 jobs to the economy. This fulfillment center is a part of a larger trend of the growing foothold of the logistics industry in the area. The facilities' location creates the opportunity for multiple jurisdictions to participate and work in this job system.

DECLINING INDUSTRIES

Which Industries are Shrinking?

"Paper Manufacturing" is predicted to experience the highest decline in employees with an estimated 200 fewer jobs between 2016 and 2026. "Publishing Industries" are set to experience the biggest percentage decline in base employment, with a third of jobs expected to be lost in an ever-declining small industry.

Projected Employment Decline, 2016–2026

Industry Title	2016 Base Year Employment Staff	2026 Projection Year Employment Staff	Total Change in Employees	Percent Change in Employment	Projected Annual Growth Rate (%)
Paper Manufacturing	3,100	2,900	-200	-6.55%	-0.67%
Publishing Industries (except Internet)	450	280	-170	-37.53%	-4.60%
Postal Service	1,060	950	-110	-10.33%	-1.08%
Health and Personal Care Stores	1,980	1,890	-90	-4.94%	-0.51%
Forestry and Logging	300	240	-60	-20.46%	-2.26%
Petroleum and Coal Products Manufacturing	210	170	-40	-17.22%	-1.87%
Textile Product Mills	100	80	-20	-16.00%	-1.73%
Printing and Related Support Activities	470	460	-10	-2.75%	-0.28%
Nonmetallic Mineral Product Manufacturing	1,450	1,460	10	0.28%	0.03%
Miscellaneous Manufacturing	180	190	10	6.21%	0.60%
Miscellaneous Store Retailers	1,590	1,600	10	0.63%	0.06%
Rail Transportation	800	810	10	1.63%	0.16%
Data Processing, Hosting and Related Services	50	60	10	28.00%	2.50%
Beverage and Tobacco Product Manufacturing	120	140	20	16.26%	1.52%
Water Transportation	230	250	20	7.73%	0.75%
Broadcasting (except Internet)	410	440	30	7.26%	0.70%
Furniture and Related Product Manufacturing	180	220	40	19.78%	1.82%
Telecommunications	860	910	50	4.98%	0.49%
Scenic and Sightseeing Transportation	330	390	60	17.74%	1.65%

Figure 3.17–Projected Employment Decline within Savannah MSA by Sector

Georgia Department of Labor, 2016–2026

ECONOMIC GROWTH CHALLENGES

While the Savannah MSA has many assets with the potential to drive economic growth, there are some challenges that may prevent employers and employees alike from planting their roots in the area.

QUALITY OF LIFE IMPACTS:

– According to a survey conducted by SEDA, many residents believe that the quality of education in the area is a problem. Respondents also believed that crime was a major deterrent in the city of Savannah. The existence and perception of these issues can negatively impact economic growth, as employers and skilled employees may steer clear of the Savannah MSA to avoid these issues.

HOUSING AFFORDABILITY:

– A significant portion of residents in Savannah are cost burdened by housing. Far more people rent homes than own them. The lack of accessibility to home ownership can prevent possible new employees from moving to the region due to cost concerns.

WORKFORCE SKILL SHORTAGE:

– Both at the national level and more specifically via a study conducted locally by SEDA, business owners have voiced that the pool of new, younger candidates are lacking the basic "soft skills" needed for long-term success in the job force.

SOFT SKILLS

Soft skills are abilities that relate to how one works and interacts with others. Employers look for soft skills in candidates because these skills are hard to teach and are important for long-term success. Examples of Soft Skills are listed below:

– Dependability
– Effective Communication
– Open-Mindedness
– Teamwork
– Creativity
– Problem–Solving
– Critical Thinking
– Organization
– Willingness to Learn

Chatham County's planning efforts have identified key initiatives that can advance the economic and physical success of the Savannah region in the next 20 years. The challenge becomes how best to increase density, become more diverse, and yet maintain a sense of place that draws people to the region.

SWOT ANALYSIS

SEDA's SWOT Analysis below identifies some of the Strengths, Weaknesses, Opportunities, and Threats (SWOT) associated with the local economy for 2020.

STRENGTHS	WEAKNESSES
– Logistics Infrastructure: Port of Savannah, rail, interstate – Diverse economic drivers (manufacturing, logistics, tourism, health-care, education, government, military) – Higher education – Military assets – Favorable cost of living compared to other national MSAs – Historical preservation and cultural richness – Ability to draw people back after years away – Quality of life	– Persistently high poverty rates – Under performing K-12 schools – Crime – Inadequate skilled workforce/lack of soft skills – Capital is limited for small business community/entrepreneurs – Small number of headquarters leading to few corporate leaders active in community and economic development – Limited opportunities for young professional's career advancement – Limited public owned land available to attract high wage projects
OPPORTUNITIES	THREATS
– Retain and attract more talent – Further diversify economic base – Continue efforts to attract affluent visitors, lengthen visitor stays and increase spending – Grow entrepreneurial resources and support entrepreneurship – Increase air service and lower costs – Invest in GSU as the regional university with the greatest potential to achieve a high level of talent – Develop infrastructure and ecosystem as well as local and regional support for the entertainment production industry – Leverage World trade Center Savannah and other assets to increase international trade and investment – Continue to partner with SCAD to advance technology industries and entrepreneurship	– Lack of coordination between governmental entities – Perception of crime and public education limits progress – Limited public transportation for workforce – Companies unable to scale in Savannah – Environmental threats – Status quo bias – Land assets not always developed for highest and best use from an employment perspective (i.e., high wage companies) – Shortage of teachers and principals – Trade wars and other temporary global economic challenges arise

Figure 3.18–SEDA SWOT Analysis for the Local Economy, 2020
Savannah Economic Development Authority

WORKFORCE DEVELOPMENT

The goal of workforce development programs is to provide resources that residents can tap into to aid in their professional, educational, and/or career development. These programs offer an array of resources that include educational workshops, apprenticeships, internships, networking workshops, and job shadows. Efforts should be made to continue funding and expanding the reach and capabilities of similar organizations.

STEP UP SAVANNAH: CHATHAM APPRENTICE PROGRAM (CAP)

– The goal of this program is to help unemployed and under-employed residents improve their economic health by offering sessions on business, budgeting, and networking. The program is open to Chatham County residents 18 and older.

SAVANNAH IMPACT PROGRAM (SIP)

– This program is designed for at-risk youth and high-risk offenders to prevent the possibility of re-offending. SIP provides supervision, job readiness skills, and mental health resources, so youth who have previously committed a crime can re-enter society.

WORKSOURCE COASTAL

– This economic development program serves multiple coastal counties, including Bulloch, Bryan, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven counties. The program has resources including training and workforce education for veterans, adult and dislocated workers, youth, and employers.

JUNIOR ACHIEVEMENT (JA) OF GEORGIA

– This teacher and volunteer driven program provide activities for K-12 students focused on career readiness, entrepreneurship, and financial literacy. JA works to empower the next generation with the knowledge, capacity, and motivation to thrive and build a better future for themselves.

YOUTH APPRENTICESHIP

– This program is designated for junior and senior high school students and aims to prepare them for the workforce by providing apprenticeships.

EMPLOYABILITY

– This organization's goal is to empower those with intellectual and developmental disabilities (IDD). Some of the services offered include job placement, career development, resume development, and ongoing job support so those with IDD can find and keep employment.

AUTOMATION, LOGISTICS, & ENTREPRENEURSHIP

Automation is expected to change the employment landscape. As machines become more able to perform tasks typically done by humans, there will be a major shift in the job market. An example of automation that has increased are self-checkouts in stores and self-ordering kiosks in fast food restaurants. These technologies reduce the need for cashier positions. While this may be more visible in service positions, there is also increasing automation in manufacturing and transportation industries. With the rise of self-driving cars, AI technology, self-service technology, and businesses operated entirely online, the economy as we understand it may change completely over the next few decades. This brings the possibilities of less jobs as automated machines increasingly can do them more efficiently than humans. The plan for economic development must also consider a future with fewer jobs or new innovative roles.

Entrepreneurship has always been an important factor in the overall economy. With the rise of the internet, there are a variety of new ways that individuals can pursue self-employment and small business startups. The majority of businesses in the Savannah MSA are small, so it is necessary to be able to support this sector of the economy while also helping people wanting to start businesses enter the field.

The economy is changing, with many people being unable to afford to live off of one job. Because of this, there has been an increase in the gig economy, which is defined as temporary, short term, or small task jobs that are more flexible than getting a second job. People also can have gig jobs as their main source of income because of their flexibility. Gig jobs include driving for Uber and Lyft, and food delivery services like GrubHub and Instacart. Streamlining the entrepreneurship process can make this form of labor participation more accessible to local residents, and provide more economic opportunities.

Plan 2040 Survey

Fifty-three percent (53%) of respondents felt that supporting local entrepreneurship, especially small business and home business was very important.

A full copy of the survey and the results can be found in the Pooler 2040 Appendix.

THE IMPACT OF GEOGRAPHIC MOBILITY

Geographic mobility refers to people moving into or within a municipality. According to the 2014–2018 American Community Survey, 8% of Pooler's population moved into the city from within Chatham County, 3% relocated from another county within Georgia, 7% relocated from another state, and 1% relocated from abroad. These moves can be an indicator of the economic situation within an area. While there has been major economic growth in the Savannah MSA, the persistent poverty rate and low economic mobility suggests that this job growth is more beneficial to new residents of the Savannah MSA than existing residents. Economic growth in and of itself, therefore, is not necessarily beneficial to the local population if residents are not able to benefit from that growth through job access. People living within the Savannah MSA should have access to the same economic opportunities that newcomers receive.

Plan 2040 Survey

According to the Plan 2040 survey, investment into local businesses and residents is important to the majority of respondents. For example, over 78% of respondents felt it was important or very important to develop a skilled workforce through training programs, recruitment, and continuing education

A full copy of the survey and the results can be found in the Pooler 2040 Appendix.

ECONOMIC RESILIENCE

The impact of COVID-19 on communities throughout the country has increased discussions on how to make the economy more resilient.

Employment in the city of Pooler declined 18% during the COVID-19 pandemic

The number of passengers flying out of the Savannah Hilton Head International Airport declined significantly, which greatly impacted the aviation industry. Despite the economic disruptions caused by the pandemic, Pooler is forecast to bounce back, with the unemployment rate expected to decrease and employment expected to grow by 4-6% (i.e., 600 new jobs added to the economy). Job industries in Logistics/Port Activity, Real Estate Development, Residential Construction, Retail, and Leisure and Hospitality are also expected to improve in 2021 as the pandemic subsides.

As the economy recovers, it is important to consider the specific impacts caused by the COVID-19 pandemic and strategies necessary to improve economic resilience in the future

ECONOMIC RESILIENCE

Economic resilience refers to the ability to recover quickly from a shock, the ability to withstand a shock, and the ability to avoid the shock all together.

—U.S. Economic Development Administration (EDA)

TRENDS

– The COVID-19 pandemic accelerated the practice of remote working for most organizations. Businesses have invested in employee and customer safety, restaurants and retail have pivoted to providing outdoor services and options for online commerce, and the pandemic may have accelerated the adoption of virtual healthcare.

– The following section identifies some points that should be evaluated and implemented to ensure the community is planning for and implementing economic resilience through the integration of specific goals and actions to bolster the long-term economic durability of the Chatham County region.

EQUITY

– Multiple racial and ethnic groups were disproportionately impacted by unemployment in 2020. According to the Bureau of Labor Statistics, the seasonally adjusted unemployment rate for Black or African Americans jumped from 6% to 16.7% between February and May 2020 before dropping to 9.9% in December. By contrast, seasonal unemployment for white individuals grew from 3.0% to 12.3% in the same period and dropped to 6.0% by December 2020.

– It is estimated that COVID-19 will have disproportionately impacted Black, Indigenous, and People of Color (BIPOC)-owned small businesses. A recent report from the Service Corps of Retired Executives (SCORE) notes that BIPOC business owners were more likely to apply for forms of financial assistance than white business owners, but less likely to receive it. BIPOC business owners were also more likely to report negative business impacts as a result of remote work measures compared with white-owned businesses. A report from the Federal Reserve Banks shows that BIPOC-owned businesses were nearly twice as likely to be classified as "at risk" or "distressed" in 2019, pointing to structural barriers that influence issues such as financial health and whether a business is able to accumulate significant cash reserves.

According to the Bureau of Labor Statistics, the seasonally adjusted unemployment rate for Black or African Americans jumped from 6% to 16.7% between February and May 2020 before dropping to 9.9% in December

—Bureau of Labor Statistics

LAND USE ELEMENT

04

LAND USE

Introduction

The Land Use Element of Pooler 2040 defines Pooler's existing physical form and development patterns and presents a set of recommendations and strategies as a framework for responsible growth. The following land use information, recommendations, and strategies are intended to provide guidance for the location and intensity of land uses to support the city of Pooler in future land use policy decisions.

The Regional Development and Existing Land Use components describe historical and contextual information relating to land use in Pooler. The Character Area Map (CAM) identifies the character vision for Pooler and the Future Land Use Map (FLUM) serves as a guide for future zoning and development policy decisions in the community. Together, the CAM and the FLUM are intended to guide future land use decisions in Pooler through the interconnected elements of community character, development patterns, existing and future infrastructure, equity, and natural resources.

REGIONAL CONTEXT

Physical Context

The city of Pooler is located in the western portion of Chatham County, encompassing 27.85 square miles. It is bounded by Bloomingdale to the west, Garden City to the east, the city of Savannah to the north, and unincorporated Chatham County to the south. The city is primarily residential and commercial in character, with undeveloped areas between pockets of residential, commercial, and industrial areas and planned unit developments (PUDs). Several of these undeveloped areas serve as buffers, such as the land between the Savannah/Hilton Head International Airport and the northern portions of Pooler. As the city continues to experience growth, these undeveloped areas will likely be developed as the pressure for growth continues to become more intense.

Development Patterns

In 1838, Pooler Station Stop No. 1 was established by the Central of Georgia Railroad, spurring the development of what would become the city of Pooler. In the late 1800s, permanent residential development in Pooler was motivated by the purchase of several hundred acres for locals to utilize to build homes in a bid to make the area a lasting community. When Pooler officially incorporated in 1907, the population was about 337 people. In 1928, the paving of U.S. Highway 80 allowed residents of Pooler easy access to Savannah.

Development in Pooler began to pick up in the 1950s with the construction of I-95, as businesses began to develop around the interchanges. For the remainder of Pooler, growth was slow until the 1990s, when development demands began to move west from Savannah and new subdivisions and businesses began going up at a rapid rate. Transportation facilities played a large role in this growth and continue to influence growth and land use patterns in Pooler today. Major facilities in proximity to Pooler include the Savannah/Hilton Head International Airport, Interstates I-16 and I-95, U.S. Highway 80, and Pooler Parkway.

Due to the rapid development of Pooler over the last 50 years, planning practice has been largely in reaction to incoming development and has allowed for incompatible land uses and decreased connectivity. This comprehensive plan looks to ensure that planning efforts are forward thinking and consider growth with intentional forethought. Development in Pooler is likely to remain anchored around major transportation corridors, such as U.S. Highway 80 (Louisville Road) and Pooler Parkway, and expand outward into areas are currently developed at lower densities or remain undeveloped.

HISTORIC DEVELOPMENT PATTERNS

Efffingham County

South Carolina

Bryan County, GA

I-95

Jimmy Deloach Pkwy

I-16

I-95

Louisville Rd

Augusta Rd

I-16

Ogeechee Rd

W Bay St

E President St

E Victory Dr

E DeRenne Ave

Truman Pkwy

I-95

204

ATLANTIC OCEAN

- PLANNED TOWN
- STREETCAR
- EARLY & MODERN AUTO
- AMENITY COMMUNITY
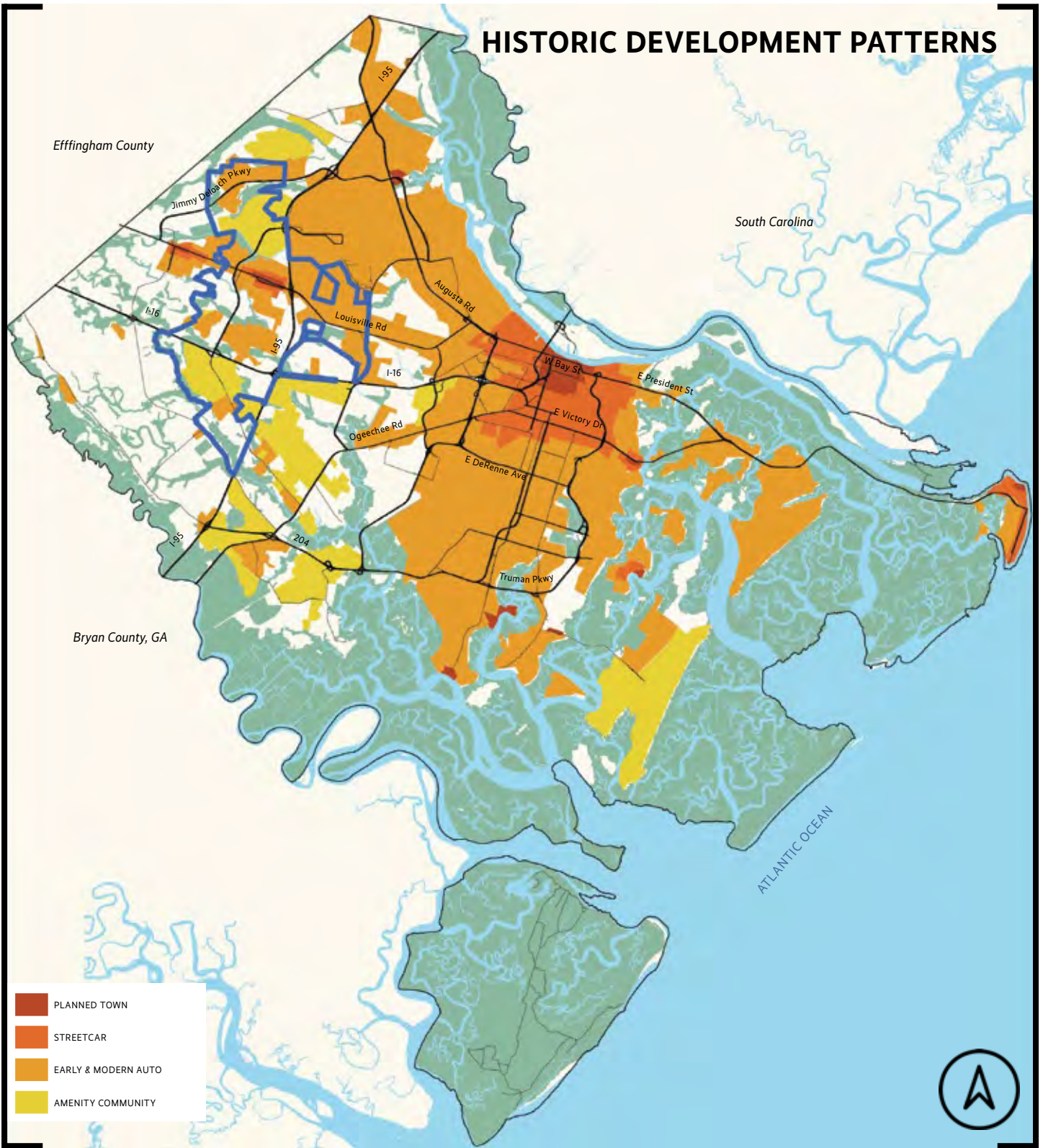
Map 4.1–Chatham County's Development Patterns Over Time

EMPLOYMENT CENTERS

This component highlights some areas of Chatham County that influence land use patterns as areas with existing and projected job growth. Employment centers have been identified based on a concentration of one or more of the following employment sectors: hospitality, industrial/manufacturing, tourism, retail, health care, educational/public services, and other. Individual employers that have a large impact on land use have been identified as well.

The identification and analysis of employment centers is a useful tool in understanding which areas see high levels of daily commuters and could be suitable for reducing vehicle miles through a promotion of mixed-use development or strengthening access to public transportation and preventing sprawl into undeveloped areas.

1. **West Chatham Aviation**

   » The West Chatham Aviation employment center is situated between Augusta Road and I-95 and is comprised of the Savannah/Hilton Head International Airport and the bulk of the operations of Gulfstream Aerospace Corporation in Chatham County.
   This area provides employment opportunities in operation and management of the airport, and the design, manufacturing, and marketing of aircraft. Commuters traveling to and from this area typically travel by automobile.

2. **Georgia Ports Authority**

   » The Georgia Ports Authority (GPA) employment center consists of the Garden City and Ocean Terminal, operated by the GPA. This area provides employment opportunities in marine transportation and logistics.

3. **Downtown Savannah**

   » Downtown Savannah is a major employment hub that provides jobs in many sectors including tourism, hospitality, retail, and educational/public services. This area sees a high number of commuters each day, many of whom utilize modes of transportation other than a car, such as walking, bicycling, or public transit.

4. **South Savannah Medical**

   » This employment area is located along DeRenne Avenue near the Truman Parkway, and consists of several large medical facilities and offices, including Memorial Health University Medical Center and Candler Hospital. Downtown residents can access this area by bus, however, most commuters use automobiles.

5. **Abercorn Extension Commercial Corridor**

   » This area is located along the Abercorn Street Extension, which serves as a centerline for regional commercial activity on either side. This employment corridor is home to many businesses, including some of the county's largest employers such as Walmart, Kroger, and Georgia Southern University (Armstrong). This is a high traffic area, with both commuters and shoppers traveling primarily by automobile, with some utilizing the public bus system.

EMPLOYMENT CENTERS
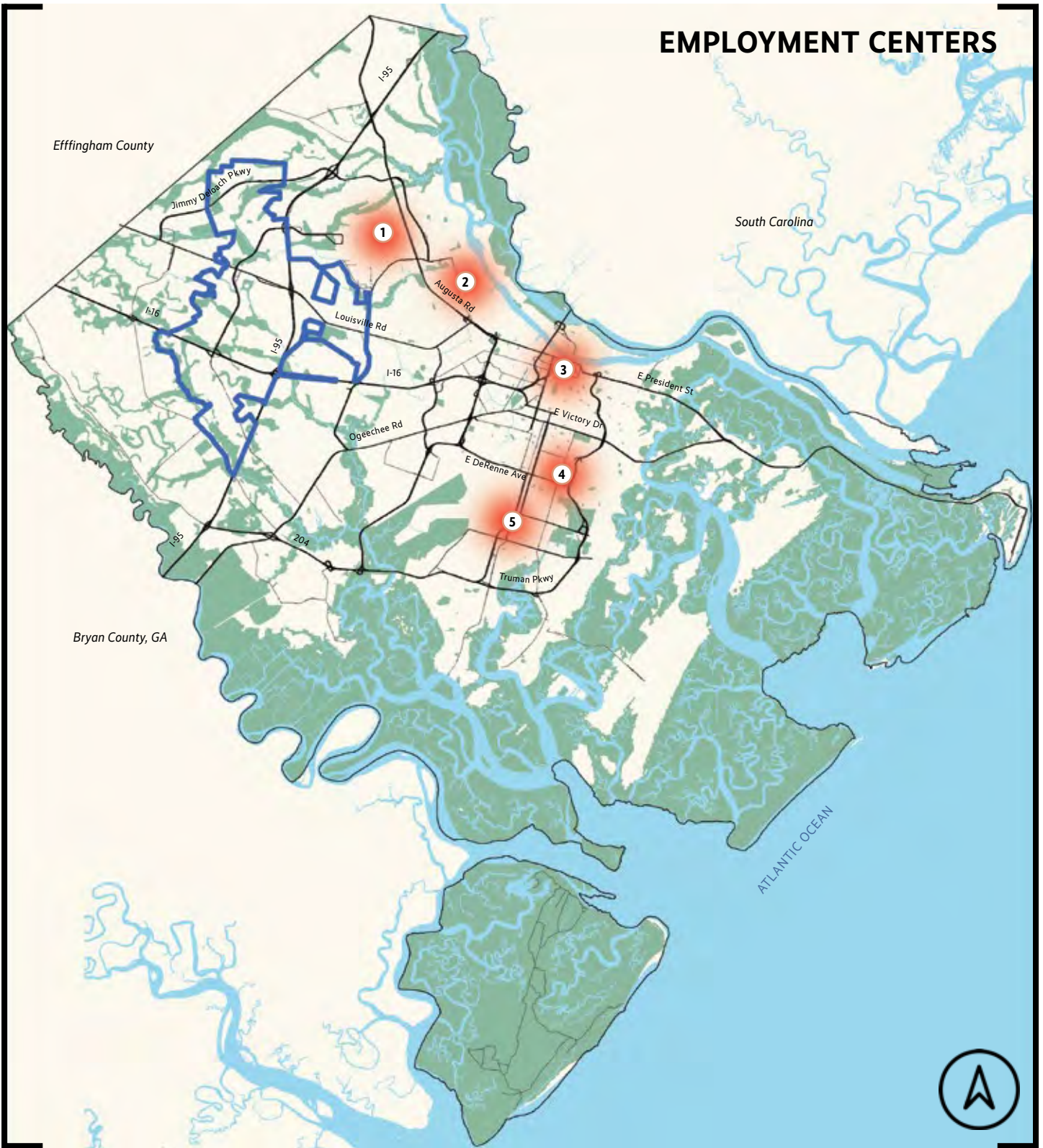
Map 4.2–Chatham County Employment Centers

FUTURE GROWTH STRATEGIES

Options for the Future

Over the next 20 years, various mechanisms can be used to manage growth and promote sustainable development within the county. Three alternative approaches were presented to the public and stakeholders for feedback during development of the Comprehensive Plan in 2020: Business as Usual, Strong Corridor, and Compact Growth.

The intent was to allow the public to visualize different potential directions growth could take over the next 20 years and gauge the desirability of each.
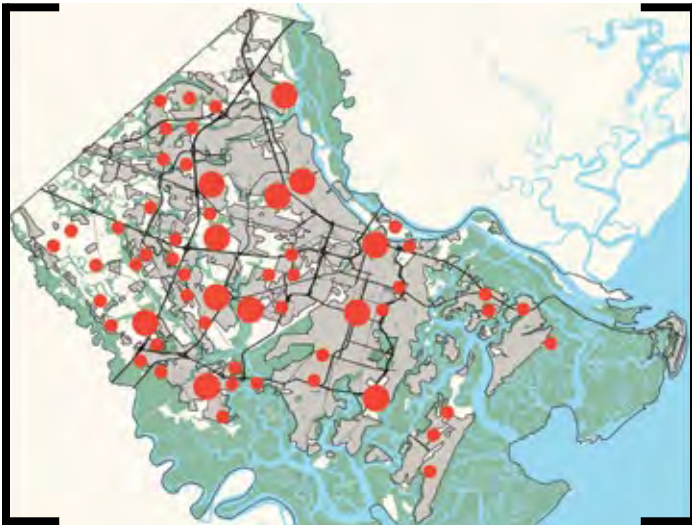
Business as Usual

The Business as Usual consists of continued outward development in Pooler between 2020 and 2040.

This strategy is based on existing development patterns, residential densities, future land uses, and infrastructure investments.
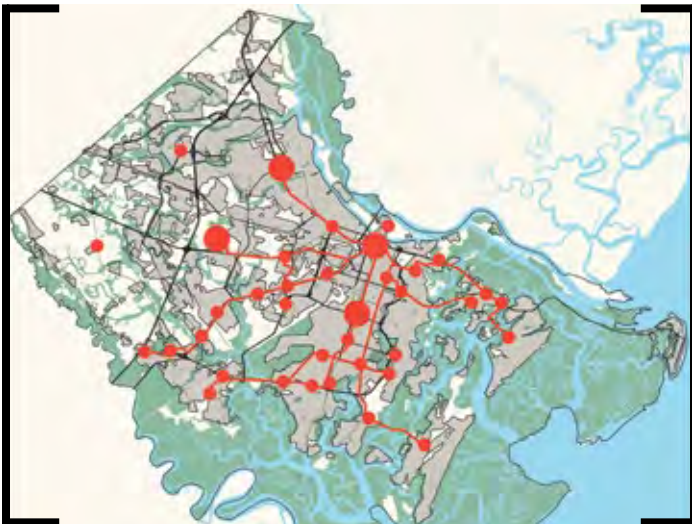
Strong Corridors

The Strong Corridors strategy focuses on reinvestment strategies along existing multimodal transportation nodes and corridors in Pooler.

This strategy incorporates efficient, mixed–use development and density around transit hubs.

Compact Growth

The Compact Growth strategy is based on reinvestment strategies into existing town centers, utilizing vacant lands and derelict or underperforming properties.

The strategy primarily focuses on efficient development, infill, redevelopment, and adaptive reuse within existing development boundaries.

Preferred Growth Strategy: Strong Corridors

Given the choice of three scenarios in an online public survey, Pooler's respondents supported the "Strong Corridors" option: Forty-one percent (41%) of survey respondents chose this strategy as their first preference. Under the Strong Corridor Scenario the following activities and concepts become the main focus for future decision making:

– More managed growth of development

– Focus on urban rehab and infill of existing developed areas

– Priority for mixed-use zoning

– Interest in diversity of housing choices

– Concentrate development at existing transportation nodes

– Prioritize land for parks, trails & natural areas

– Manage land for conservation & preservation

– Regional cooperation between municipalities

– Preserve undeveloped natural resource areas

– Brownfield redevelopment

With continued growth pressure in Pooler and other areas of the county, a coordinated growth strategy across the nine jurisdictions will be critical. The adoption and successful implementation of a coordinated, regional growth policy can aid in the mitigation of the negative externalities of growth—such as traffic congestion, air pollution, and loss of tree canopy—and will help to promote sustainable and equitable development countywide.

The Strong Corridor scenario became the basis for developing the Growth Centers Map, identifying Character Areas, and updating the Future Land Use Map found on the following pages.

PREFERRED GROWTH STRATEGY

Efffingham County

South Carolina

I-95

Jimmy Deloach Pkwy

Augusta Rd

Louisville Rd

I-16

I-16

I-95

Ogeechee Rd

E President St

E Victory Dr

E DeRenne Ave

Truman Pkwy

I-95

204

Bryan County, GA

ATLANTIC OCEAN

MAJOR NODES

MINOR NODES
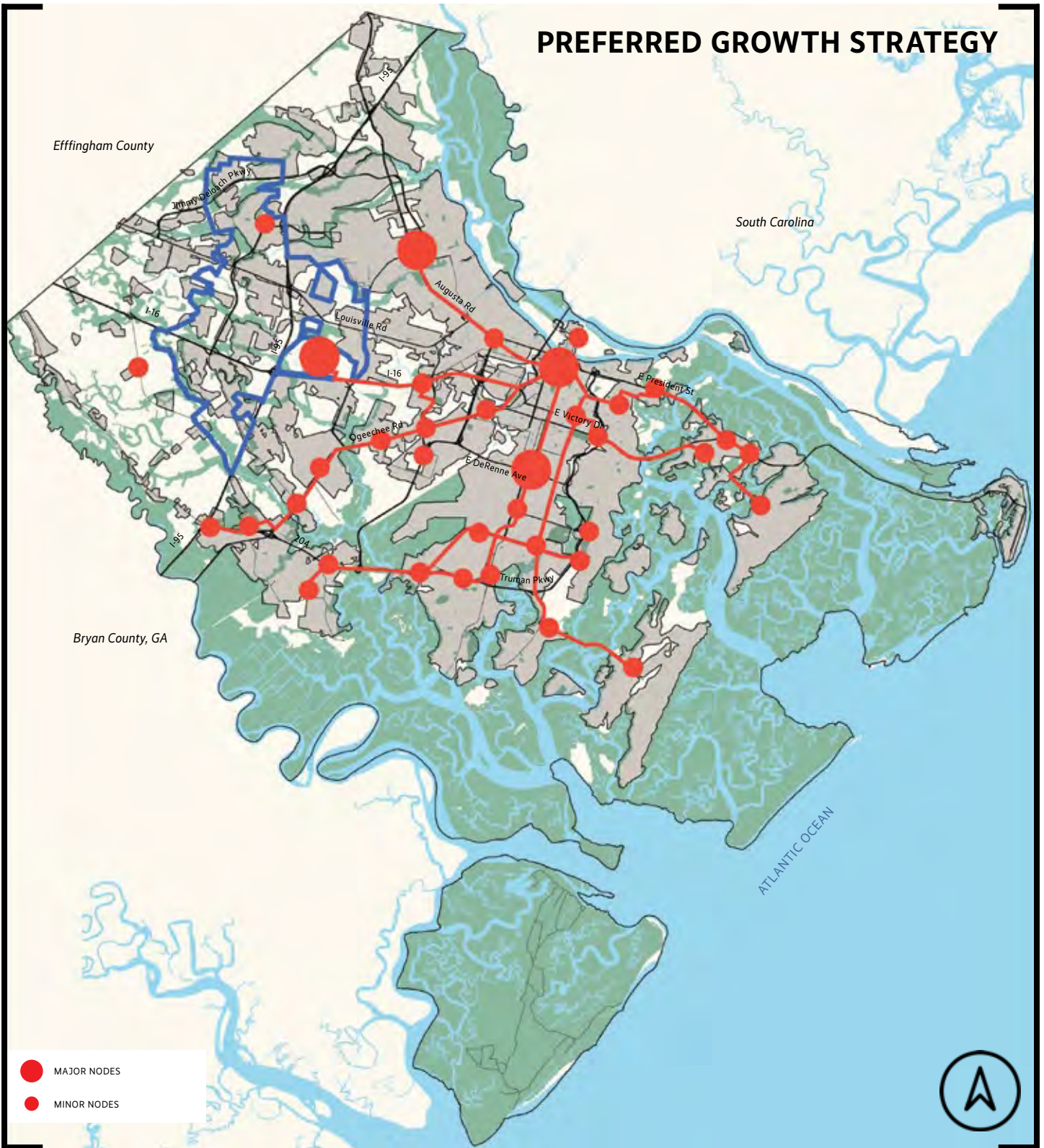
Map 4.3–Preferred Growth Strategy: Strong Corridors

GROWTH CENTERS

Purpose

The intent of the Growth Centers Map is to highlight areas of Pooler that may be suited to accommodate future development or redevelopment/infill efforts. These areas include suburban, commercial, or employment centers that should be studied to determine what type of redevelopment and/or infill development would be most appropriate. Due to their proximity to major road systems and potential sites of public transit expansion, transit-oriented (TOD), traditional neighborhood (TND), and mixed-use development should be a priority focus of these studies. More generally, the identification of growth areas that may support new development has implications in guiding future land use decisions.

The Growth Centers Map defines the prioritization of lands for development to maximize areas that already have public investment (water, sewer, utilities, roadways, and services). Also taken into consideration are historic development patterns, employment centers, service areas, existing transportation nodes, and flood zones.

The Growth Centers Map is not a zoning map and is primarily intended to guide local decision makers on locations that should receive further study.

Areas of Further Study

Below is a list of potential Growth Areas identified through the prioritized land analysis and preferred growth strategy. The listing below is in no particular order and does not indicate the level of importance or priority of one area over another There are four identified growth centers in the city of Pooler.

1. New Hampstead
2. Highlands
3. **GODLEY STATION**
4. **HISTORIC MAINSTREET**
5. **US 80 CORRIDOR**
6. **QUACCO CORRIDOR**
7. Megasite
8. Hopeton
9. Fort Argyle
10. Berwick
11. Georgetown
12. Rockingham Farms
13. Chatham Parkway
14. Highway 21
15. Garden City South
16. West Savannah
17. Tremont
18. Savannah Mall GSU–Armstrong Vicinity
19. Yamacraw Village
20. Canal District
21. Hutchinson Island
22. Kayton-Frazier
23. DeRenne Ave Corridor
24. Oglethorpe Mall
25. Abercorn Corridor
26. Waters Ave Corridor
27. Victory Square/Olympus
28. Medical Arts
29. Sandfly
30. Marshpoint
31. Beech & Capital
32. Skidaway
33. Whitemarsh Island
34. Wilmington Island

GROWTH CENTERS

Efffingham County

South Carolina

Jimmy Deloach Pkwy

I-95

I-16

I-95

Louisville Rd

Augusta Rd

Ogeechee Rd

E President St

E Victory Dr

E DeRenne Ave

204

Truman Pkwy

Bryan County, GA

ATLANTIC OCEAN

POTENTIAL GROWTH AREAS
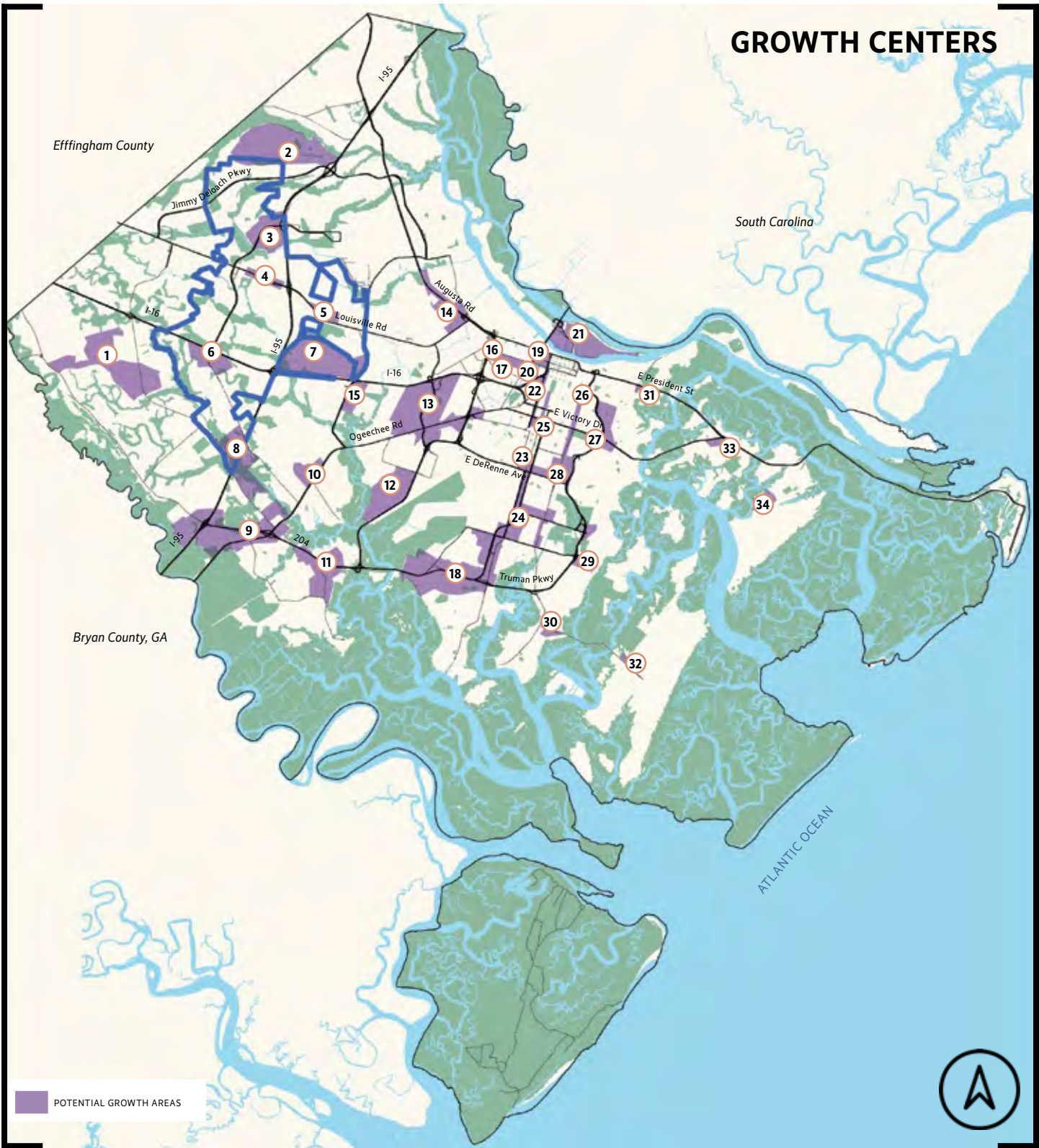
Map 4.4–Potential Growth Centers Throughout Chatham County

WAYS TO ACCOMMODATE GROWTH

Transit-Oriented Development (TOD)

Transit-oriented development (TOD) is defined as a moderate- to high-density mix of uses—such as residences, retail shops, offices, and civic and entertainment spaces—located within one-half mile of a transit station and designed to encourage transit use. The typical "station area" is within a half-mile radius, which is considered to be an acceptable 10-minute walking distance for most transit users if the area contains a destination, provides dedicated walking routes, is safe, and is visually appealing. Within the U.S., TOD is typically associated with rail transit; however, TOD could occur with other fixed guideway transit services, such as bus rapid transit, if facilities and service levels similar to rail transit are provided.

– Implementation of a TOD ordinance can help ensure that the investments made in regional transit systems would be continual and that related codes and processes would be supported and utilized to their full extent.
Benefits of a TOD Ordinance include:

» Reducing greenhouse gas emissions

» Increasing transit ridership

» Increasing pedestrian access

» Providing long-term return on investment for property owners

» Providing easy access to goods and services for families, seniors, and people with disabilities

» Creating vibrant centers and corridors for pedestrians

– Possible incentives for developers could include the following:

» Fast track development review (expedited review process)

» Incentives for constructing multi-unit housing projects with 25 or more units

» Prohibiting certain uses within one-quarter mile of existing or proposed bus nodes to enable and promote more pedestrian oriented development

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. It is often best applied in suburban landscapes with larger undeveloped parcels.

Cluster development regulations are implemented through municipal zoning, subdivision, and land development ordinances in order to provide applicants with appropriate design standards and municipalities with adequate information on development plans.

– Allow as a permitted use "by right"

– Density incentive

– Possible requirement for subdivisions with parcels larger than a certain number of acres

Traditional Neighborhood Development (TND) Ordinance

Traditional Neighborhood Development (TND) Ordinances can involve development of a previously undeveloped area or construction on vacant or undeveloped parcels within an already developed community. Though this method is often driven by the private sector, TNDs are regulated by the zoning, subdivision, and land development ordinances of local governments for those planned growth areas.

Town Center (TC) Overlay

The Town Center (TC) Overlay districts are intended to be developed based on standards consistent with the community character of the surrounding neighborhood. This type of center is to be low in scale, not exceeding two stories in height (unless greater height is allowed on an incentive basis), and emphasizes landscaping and pedestrian access.

Planned Development (PUD/PD)

Conventional ordinances are often to blame for the auto-mobile oriented subdivisions that have taken claim to many landscapes. A planned unit development (PUD) or planned development (PD), however, can provide the flexibility needed for a TOD and, more generally, encourage innovative site planning and lot design. A PUD allows a local government to control the development of individual tracts of land by specifying the permissible form of development in accordance with the local ordinance. However, care should be taken to protect and preserve natural resource areas during the design and planning process of PUDs.

Suburban Retrofit

While suburban locations will always exist in a community's landscape, the principles of urbanism can be introduced to sprawling suburban communities as well. Retrofitting is simply a reconfiguration of existing uses and building types to create a more typical urban environment. The elements of suburban retrofit include:

– Creating a street grid

– Rezoning single use commercial to mixed-use

– Creation of public spaces

– Developing missing middle housing

– Preservation of wetlands & marshlands

Adaptive Reuse

Adaptive reuse is when existing older buildings are repurposed for new uses. While the practice is commonly associated with historic preservation, the term can be used to encompass any structure that is underused, abandoned, vacant, obsolete, and/or dilapidated. While adaptive reuse is a tool to conserve energy and waste, it also supports economic development, and enhances community character.

MISSING MIDDLE HOUSING

Missing middle housing describes a range of multi-family or clustered housing types that are compatible in scale with single-family or transitional neighborhoods.

—Optics Design

EXISTING ZONING

The city of Pooler's Existing Zoning Map is represented in order to classify, regulate, and restrict the uses of land, buildings, structures, and other open spaces around buildings. Pooler is divided into the zoning districts shown in Figure 4.1.

Existing Zoning Classifications, 2018

ZONING CLASSIFICATION	DESCRIPTION
R-1 (A-C)	One-family residential district
R-2 (A-C)	Two-family residential district
R-3 (A-C)	Multi-family residential district
R-4 (A-C)	Townhouses and condominiums district
MH-1	Manufactured home dwelling district
MH-2 (A-B)	Manufactured home dwelling district
MH-3	Manufactured home park district
C-1	Commercial, light district
C-2	Commercial, heavy district
C-P	Commercial–professional district
I-1	Industrial, light district
I-2	Industrial, heavy district
R-A	Residential–agriculture district
RA-1	Residential–agriculture, limited district
RA-2	Residential–agriculture, two-family dwelling district
PUD	Planned Unit Development

Figure 4.1–Existing Zoning Classifications, Pooler

Mainstreet Overlay Master Plan

Figure 4.2–Mainstreet Overlay Master Plan, Hussey Gay Bell

EXISTING ZONING

MAINSTREET OVERLAY

R-1 (ONE-FAMILY)

R-2 (TWO-FAMILY)

R-3 (MULTI-FAMILY)

R-4 (TOWNHOUSE & CONDO)

C (COMMERCIAL)

C-P (COMMERCIAL–PROFESSIONAL)

I (INDUSTRIAL)

MH (MANUFACTURED HOMES)

R-A (RESIDENTIAL–AGRICULTURAL)

PUD (PLANNED UNIT DEVELOPMENT)
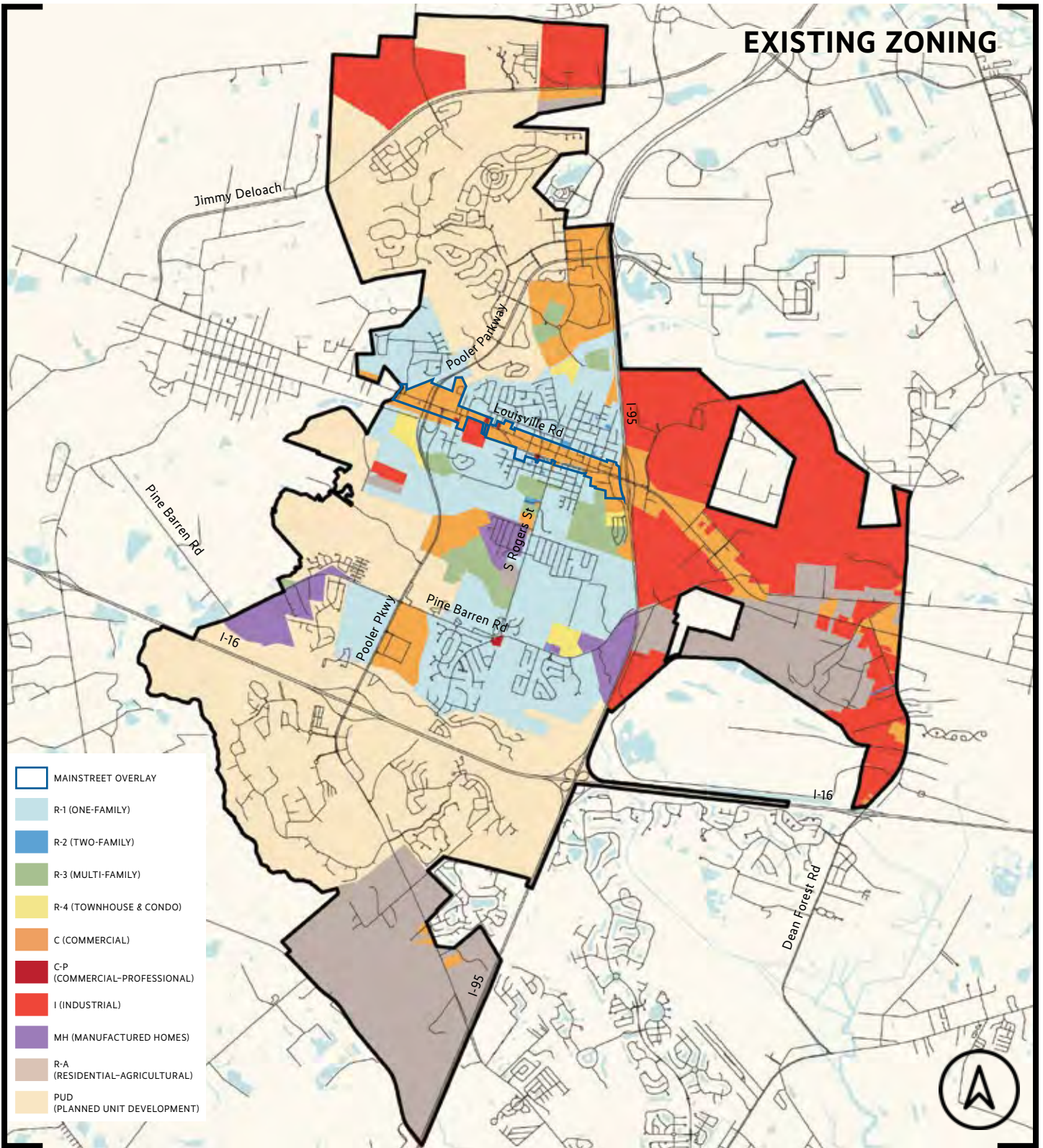
Map 4.5–Existing Zoning Classifications, Pooler

CHARACTER AREAS

Character Areas

Character areas are places that may contain a multitude of specific land uses, but share defining characteristics such as development intensity or topography. Pooler's character areas were developed utilizing the existing 2016 Comprehensive Plan character areas, existing community character, and future growth trends, in an effort to ensure compatible development and responsible future land use patterns.

Interpretation of the Character Area Map (CAM) is to be used jointly with the Future Land Use Map (FLUM). The CAM is not intended to represent future zoning; however, it is important that the CAM be considered along with the FLUM, the city's zoning ordinance, and other local policies when decision-makers consider land development questions or requests.

Character Areas Identified

– Historic District
– Shopping & Dining
– Commercial
– Industrial
– PUD Mixed-Use
– Traditional Neighborhood
– Residential
– Residential Homestead

CHARACTER AREAS

Legend:

- HISTORIC DISTRICT
- SHOPPING & DINING
- COMMERCIAL
- INDUSTRIAL
- PUD MIXED-USE
- TRADITIONAL NEIGHBORHOOD
- RESIDENTIAL
- RESIDENTIAL HOMESTEAD

Jimmy Deloach

Pine Barren Rd

Pooler Parkway

Pooler Pkwy

Pine Barren Rd

Louisville Rd

S Rogers St

I-95

I-16

I-16

Dean Forest Rd
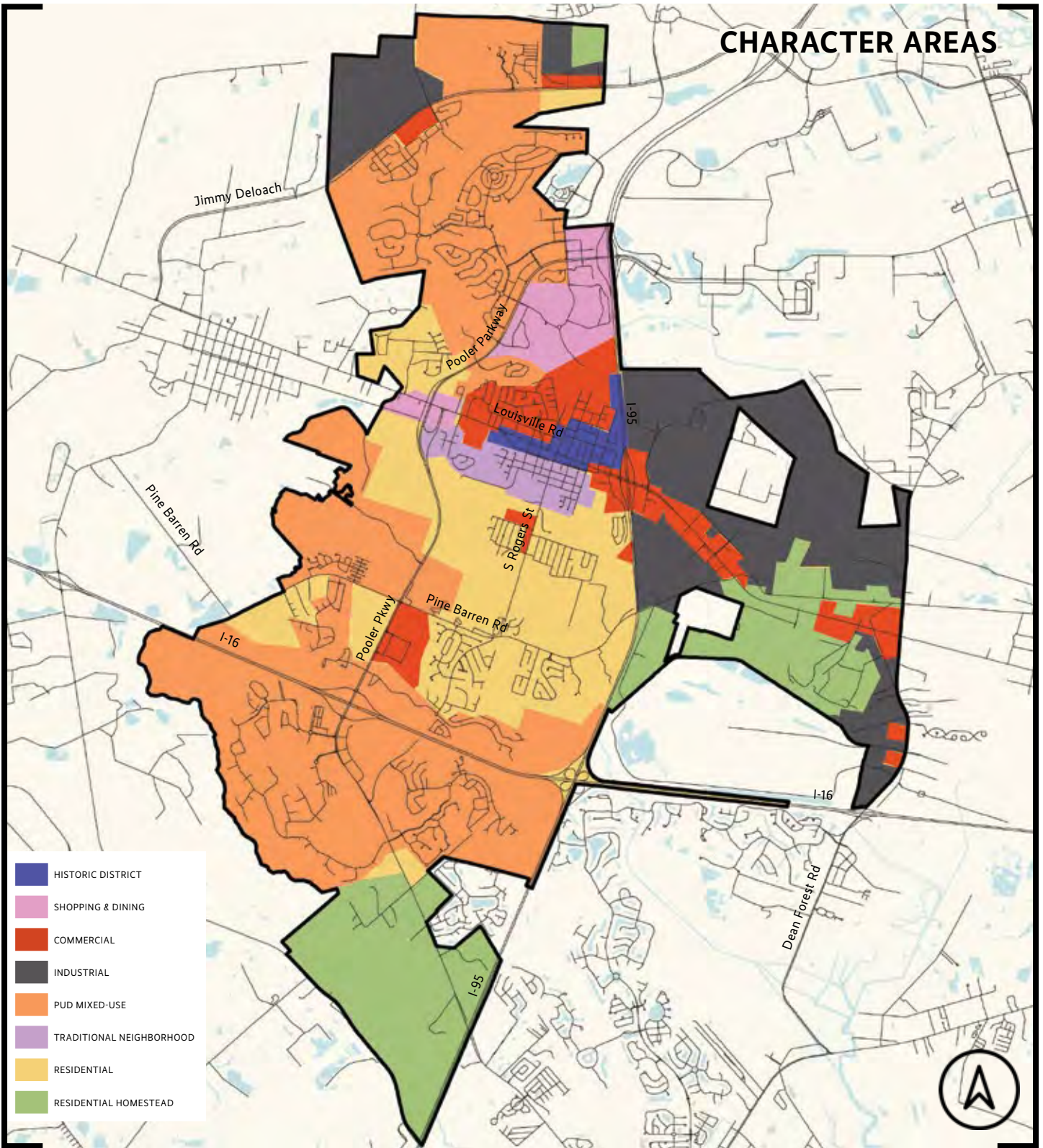
Map 4.6–Character Areas, Pooler

HISTORIC DISTRICT

The city of Pooler's historic district is designed to protect the city's historic area from incompatible development. The city finds that its historic district is important to its cultural and economic assets, tourism, and education goals and ultimately public long-term interest.

See the Historic and Cultural Resources section in the Quality of Life Element (Element 8) for more detailed information regarding the establishment of historic preservation efforts in the city of Pooler.

Current Zoning:

R-1-A

Future Zoning Classification:

The City will need to survey current historic areas (as identified in Element 8) to identify existing historic structures and to determine the best approach for steering future development while preserving and protecting the past. The creation of a conservation overlay district should be explored to provide a review process for the proposed demolition of historic structures and buildings within specific older areas or neighborhoods in the city.

Implementation Measures:

– Finalize the boundaries of the area for a comprehensive historic resources survey and create a timeline for surveying those areas

– Enact protection strategies such as a conservation overlay district and/or procedures, standards, and guidelines for all new construction, building additions, and material changes within this district

The purpose of the Shopping and Dining character area is to retain existing commercial uses and to provide for establishments catering to the lodging, dining, shopping, and service needs of residents and tourists.

Current Zoning:

C-1, C-2

Future Zoning Classification:

The land within the Shopping and Dining district is generally zoned for heavy or light commercial use. The City will need to evaluate current development trends, demand for property, and traffic impacts to determine the best approach for managing future development in these areas and to ensure the areas remain a pleasurable destination residents and tourists want to visit.

Implementation Measures:

– Modify and allow flexibility for the parking ratio currently required for commercial development

– Establish maximum parking requirements versus minimum parking requirements

– Develop standards for overflow parking

– Develop access management standards for parking lots along main corridors to eliminate excessive curb cuts, etc.

COMMERCIAL

The Commercial character area is applied to land that is, or should be, developed for general commercial purposes, as well as institutional and professional services. Pooler has a strategic location that will attract commercial businesses because of its proximity to the interstate. The commercial character area is established to enhance the quality and compatibility of development, to encourage the most appropriate use of land, and to promote safe and efficient movement of traffic.

Current Zoning:

C-1, C-2

Future Zoning Classification:

Most of the land located within this character area is zoned for commercial use. However, the City will need to evaluate current development trends and the demand for property to determine the best approach for managing future development in these areas and to ensure issues such as traffic congestion and road network capacity are properly planned for.

Implementation Measures:

– Increase existing commercial retention and expansion rates

– Ensure allowed uses reflect the needs of the local market and are compatible with nearby residential neighborhoods

– Promote revitalization efforts to enhance job creation and location of businesses and offices within Pooler

– Incorporate current and future needs for housing, infrastructure, and natural resource protection into economic development initiatives

– Ensure road edges are clearly defined by locating buildings closer to the roadside with parking in the rear or at the side

INDUSTRIAL

The Industrial character area identifies areas where industrial uses should be protected from an inappropriate level of unrelated uses and where activity should improve or accommodate a wider range of employment opportunities.

Current Zoning:

C-2, I-1, I-2

Future Zoning Classification:

Almost all of the land within the Industrial character area is already zoned for industrial use. The biggest challenge the city will face with regard to industrial use is buffering such uses from neighboring residential areas.

Implementation Measures:

– Enhance workforce development by collaborating with business, industry, and planning of educational entities that provide necessary workforce skills

– Employ a strategy for industrial land use wherever economically and environmentally feasible, using industrial performance standards to integrate related industries while protecting neighboring uses

– Utilize commercial and office infill as a buffer between residential and industrial uses

The PUD/Mixed-Use character area is established to promote projects that integrate different land uses such as retail stores, restaurants, residences, civic buildings, offices, and parks within a defined area. Mixed-use developments by definition have a minimum of three separate types of uses included in the development. PUDs and other mixed-use developments should aim to provide services equitably throughout the community.

Current Zoning:

PUD

Future Zoning Classification:

Amendments to the existing zoning ordinance and PUD zoning district would be required to ensure that future development in the PUD/Mixed-Use character area consists of a minimum of three separate types of uses. Additionally, the City should explore the creation of an overlay district along redevelopment corridors to ensure a consistent and connected form of development.

Implementation Measures:

– Encourage residential development and commercial uses that complement each other and create a live/work environment

– Allow for varied residential densities and housing types

– Encourage commercial uses that include a mix of retail, services, and offices to serve neighborhood residents' day-to-day needs and that match the character of the neighborhood

– Ensure mixed-use area design is very pedestrian-oriented, with strong, walkable connections between different uses

– Encourage connectivity throughout the city by connecting pedestrian-accessible areas within and outside the boundaries of the PUD

– Create an overlay district along redevelopment corridors to facilitate consistent form of development

TRADITIONAL NEIGHBORHOOD

Traditional Neighborhood character areas are characterized by mixed land uses, grid street patterns, pedestrian circulation, intensively-used open spaces, architectural character, and a sense of community. Homes in this character area are primarily early- and mid-twentieth century single-family homes. Existing housing stock—older homes in particular—should be preserved and improved. Under-utilized or vacant sites could be candidates for infill or redevelopment, which should be of a compatible scale and character with the surrounding neighborhood.

Current Zoning:

R-1, R-3

Future Zoning Classification:

While this activity will continue to occur in appropriate land use areas, the city should explore the creation of an overlay district and/or design standards to ensure the protection of historic structures and appropriate infill development.

Implementation Measures:

–   Encourage the continuation of the street grid pattern

–   Ensure that infill development and redevelopment are consistent with the traditional architectural and design style.

–   Identify and protect historic structures

–   Continue to enforce residential property maintenance standards

–   Require the continuation of existing sidewalk networks in new development

–   Identify and seek funding for the implementation of streetscape improvements to improve the pedestrian environment

–   Evaluate the City's tree protection ordinance to ensure the tree canopy is preserved citywide

RESIDENTIAL

Residential character areas are characterized by grid street patterns, pedestrian circulation, architectural character, and a sense of community.

Current Zoning:

R-1, R-2, R-3, R-4, R-A, M-H

Future Zoning Classification:

Amendments to the existing zoning ordinance would be required.

Implementation Measures:

– Encourage the continuation of the street grid pattern

– Ensure that infill development and redevelopment are consistent with the traditional architectural and design style.

– Identify and protect historic structures

– Continue to enforce residential property maintenance standards

– Require the continuation of existing sidewalk networks in new development

– Identify and seek funding for the implementation of streetscape improvements to improve the pedestrian environment

– Evaluate the City's tree protection ordinance to ensure the tree canopy is preserved citywide

RESIDENTIAL HOMESTEAD

Pooler's Residential Homestead character area is designed for large tracts of land upon which a large home or estate can be built. The Residential Homestead allows for various large housing types and residential amenities. New developments should have access to adequate educational facilities, as well as active and passive recreational opportunities.

Current Zoning:

R-A

Future Zoning Classification:

Amendments to the existing zoning ordinance would be required.

Implementation Measures:

– Promote developments that have strong, walkable connections within and between neighborhoods

– Encourage roadway activity and connectivity

– Allow for smaller local roads and associated rights-of-ways

– Allow for appropriate neighborhood mixed uses within planned developments to provide a destination for pedestrians and to minimize the need for long trips

FUTURE LAND USE

Pooler 2040 sets out a vision for the community and its future land use decisions. In addition to the CAM, the Land Use Element includes a FLUM to present information, strategies, and recommendations to guide future land use policies and decisions. The FLUM and the CAM envision future land uses with attention to the interconnected elements of community character, development patterns, transportation infrastructure, equity, and natural resources.

The FLUM provides direction for zoning decisions through specific land use categories, while the CAM identifies the character vision for the city of Pooler. In combination with one another, the FLUM and the CAM are intended to guide the character and direction of land use decisions in the city with the goal of furthering consistent uses and character.

The city of Pooler's future land use patterns are shown on the FLUM. The FLUM contains land use and overlay categories which visually represent the land uses that serve to guide future zoning and development policy decisions. Land use categories are defined in detail on the following pages. Interpretation of the FLUM should be considered along with all zoning requests, local policy reviews, recommendations, and decisions when policy makers consider land development questions or requests.

FUTURE LAND USE

COMMERCIAL

INDUSTRIAL

RESIDENTIAL

PUBLIC

PLANNED DEVELOPMENT

TRANSPORTATION CORRIDOR

PARKS/RECREATION/ CONSERVATION

Jimmy Deloach

Pooler Parkway

Louisville Rd

Pine Barren Rd

S Rogers St

I-95

I-16

Pooler Pkwy

Pine Barren Rd

Dean Forest Rd

I-16

I-95
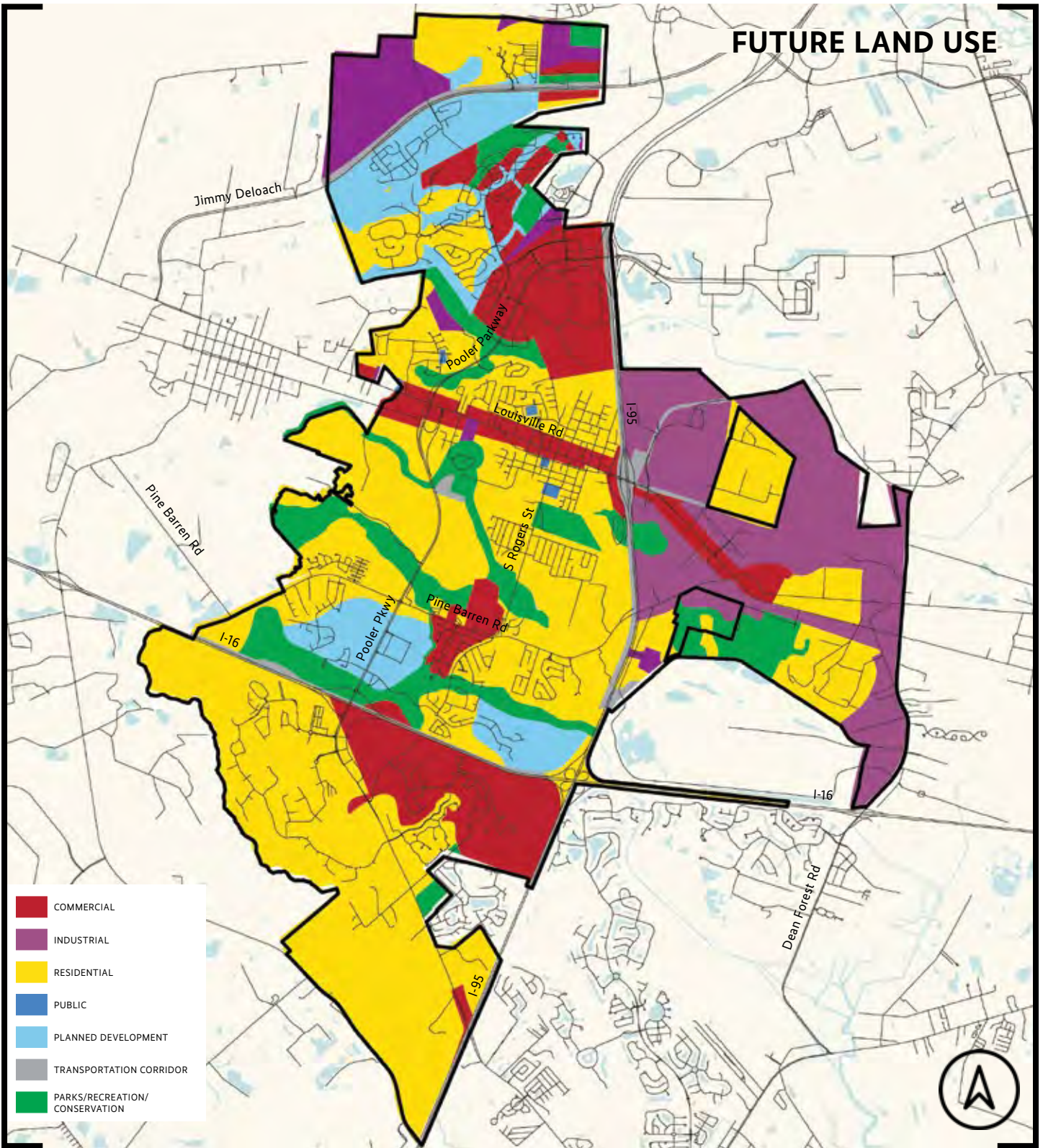
Map 4.7–Future Land Use, Pooler

LAND USE CATEGORIES

MAP COLOR		
LAND USE	Commercial	Industrial
DEFINITION	This district is defined as an area designated for the development of commercial properties with land uses of less than two acres. This district is consists of lands and structures used primarily for the retailing of goods and the furnishing of services. Regulations within this district are intended to permit and encourage full development of the necessary uses while at the same time protecting nearby residential properties from the possible adverse effects of the commercial activity.	This district is established to provide land for industrial uses that are not significantly objectionable with regard to noise, odor, fumes, etc. to surrounding properties. This district's regulations are designed to provide a compatible environment for uses generally classified as industrial in nature; to protect and reserve undeveloped areas within the city that are suitable for such industries; and to discourage encroachment by residential, commercial, or other uses that may adversely affect the industrial character of the district. Lands within this district should be located in relation to the major thoroughfare network of the city, as well as rail and airport facilities if possible, and designed so that uses within the district do not disrupt normal traffic flow patterns within the city. Planned industrial parks are encouraged within this district.
USES	Light Commercial, Heavy Commercial, Commercial Professional	Light Industry, Heavy Industry

MAP COLOR		
LAND USE	Residential	Public
DEFINITION	The predominant use of land within the residential category is for single-family, multi-family, townhome, condominiums, manufactured homes, and manufactured home park district dwelling units organized into general categories of net densities.	This category includes certain state, federal or local government uses, and institutional land uses. Government uses include government building complexes, police and fire stations, libraries, prisons, post offices, schools, and military installations, among others. Examples of institutional land uses include colleges, churches, cemeteries, and hospitals. This category does not include facilities that are publicly owned but would be classified more accurately in another land use category.
USES	One-Family, Two-Family, Multi-Family, Townhouse & Condominiums, Manufactured Homes, Residential Agricultural	Public/Institutional

MAP COLOR	 	
LAND USE	**Planned Development**	**Transportation Corridor**
DEFINITION	The purpose of the PUD district is to encourage flexibility in land planning that will result in improved design, character, and quality of new mixed-use developments; to promote the most appropriate use of land; to facilitate the provision of streets and utilities; and to preserve the natural and scenic features and open space.	This category includes such uses as major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, telephone switching stations, airports, port facilities or other similar uses.
USES	Planned Developments	Transportation/Communications/Utilities, Rights-of-Way

MAP COLOR	 	
LAND USE	**Green Infrastructure/Park/Recreation/Conservation**	
DEFINITION	This category is for land dedicated to active or passive recreational uses. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers or similar uses.	
USES	Recreation Active	

TRANSPORTATION ELEMENT

05

TRANSPORTATION

Introduction

The Transportation Element of Plan 2040 draws from the Coastal Region Metropolitan Planning Organization's (CORE MPO) Total Mobility 2045 Plan to identify transportation-related issues and opportunities for quality growth. Pooler is a member of the CORE MPO, which is the entity responsible for transportation planning in the region.

As Pooler continues to grow in terms of population and employment, strategic transportation investments will be needed to handle and manage the additional traffic and congestion pouring into the city. While investments into the city's roadway infrastructure are necessary to increase capacity for vehicular users, other forms of infrastructure investment should be considered, including bike lanes, walking paths, and sidewalks, as well as bus service to create additional opportunities for connectivity to the region.

TRANSPORTATION CONDITIONS & TRENDS

Chatham County has long served as the regional center for Coastal Georgia and the Lowcountry of South Carolina for employment, shopping and recreation. In addition to serving as the regional center for residents, Savannah, with its Historic Landmark District, is host to over 14.8 million visitors each year spending $3.1 billion and has become one of the top tourist destinations, both nationally and internationally, according to Longswoods Travel USA Study via Visit Savannah.

Chatham County is also home to the Port of Savannah, which is the largest and fastest growing single-operator container terminal in North America and the fourth largest in total volume, according to the Georgia Ports Authority (GPA).

The port is a major economic engine for the region, as well as the State of Georgia. The CORE MPO region is also home to a number of other regional employment centers, including medical, military and educational institutions, port-related industries and manufacturing centers.

An efficient transportation system that effectively provides for the movement of people and goods is critical to the continued economic vitality of Pooler.
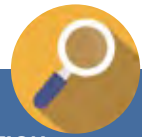
METROPOLITAN PLANNING ORGANIZATION

A Metropolitan Planning Organization (MPO), is responsible for developing a regional transportation vision, directing planning and implementation of projects, allocating federal funds, and gathering input from the public and stakeholders.

—Federal Transit Administration (FTA)
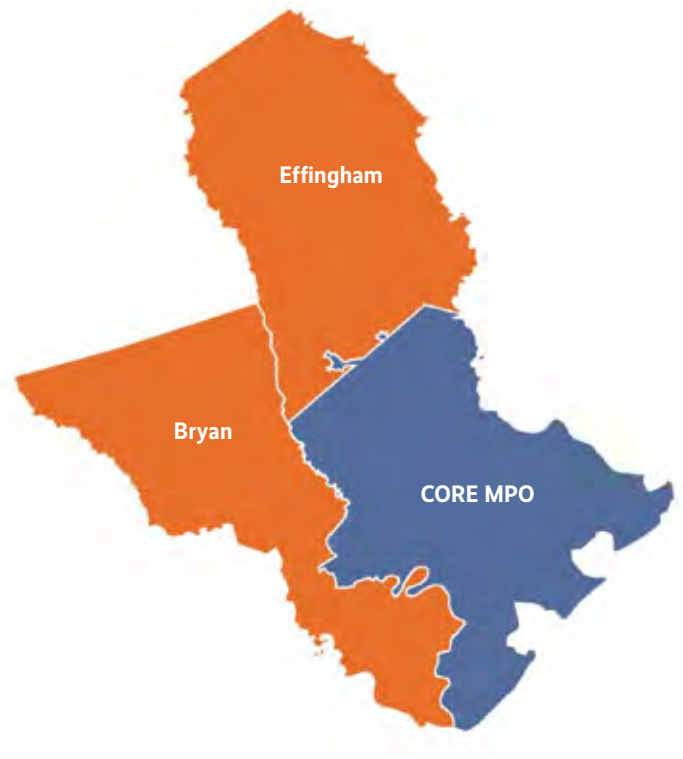
Figure 5.1–CORE MPO Boundary

Coastal Region MPO

The boundaries of the CORE MPO are smaller and fall within the larger Savannah MSA. The CORE MPO is a transportation policy-making and planning body with representatives of elected and transportation authorities from Chatham County and its municipalities, Bryan County, Effingham County and executives from local, state and federal agencies.

The CORE MPO is comprised of a policy board known as the Executive Board and four advisory committees including the Technical Coordinating committee (TCC), the Citizens Advisory Committee (CAC), the Advisory Committee on Accessible Transportation (ACAT) and the Economic Development and Freight Advisory Committee (EDFAC).

METROPOLITAN TRANSPORTATION PLAN

A Metropolitan Transportation Plan (MTP), is a long-range planning document that sets future goals and identifies transportation deficiencies, strategies, and projects over the next two decades.

—CORE MPO

The CORE MPO follows the 3-C transportation planning process: comprehensive, continuing, and cooperative. Through this planning process, the MPO coordinates policies, corridor studies, and plans such as the Metropolitan Transportation Plan. Pooler, being within the CORE MPO planning boundary, will also be subject to the long-term transportation development outlined in the MTP.

CORE MPO Statistics

Total Population in MPO*

276,406

Land Area (Square Miles)*

651

Year Established*

1983

*Metropolitan Planning Organization (MPO) Database

TRAVEL CHARACTERISTICS

Regional Commuting Patterns

Chatham County and the city of Pooler are regional hubs for employment, shopping, recreation, medical and educational institutions, and other economic generators. Many residents of neighboring counties commute into Chatham County for work each day, greatly impacting the traffic patterns and overall efficiency of the transportation network flowing through Pooler.

The neighboring counties of Bryan and Effingham both have over 64% of their residents commuting outside the county for work each day, and 72% of Richmond Hill residents travel outside Bryan County for work. Other nearby counties also experience a significant out-commuting pattern. Liberty County has 18.6% and Bulloch County has 24% of their population working outside their county, and those workers have a typical commute time of about one hour each way.

COMMUTING PATTERN

A commuting pattern is the journey to work and refers to groups of workers in a region, and the distances and directions they travel from home to work.

—Census Bureau

Commuting Patterns

	Work in County of Residence	Work Outside County of Residence
Chatham County	92.2%	4.9%
Savannah	94.1%	3.6%
Richmond Hill	26.2%	72.1%
Bryan County	27.5%	69.7%
Effingham County	31.1%	64.4%

Figure 5.2–Regional Commuting Characteristics
U.S. Census Bureau: 2017 American Community Survey 5-Year Estimates

64,530 Employed in Chatham County but living outside the county

88,221 Employed and living in Chatham County

29,945 Living in Chatham County but employed outside the county

Map 5.1–Regional Commuting Pattern Flow, 2014–2018
U.S. Census Bureau: 2014–2018 American Community Survey

Local Commuting Patterns

Many local residents commute into the city of Pooler for both employment and leisure. Over 90% of people employed in Pooler live outside of the city, while 80% of people living in Pooler commute outside the city for employment. The high amount of commuting in and out of the city is evidenced by the high volume of traffic that often congests Pooler's roadways. Roughly, a typical commute time to work for Pooler residents is more than 20 minutes each way.

10,121
Employed in Pooler but living outside the county

987
Employed and living in Pooler

7,111
Living in Pooler but employed outside the county
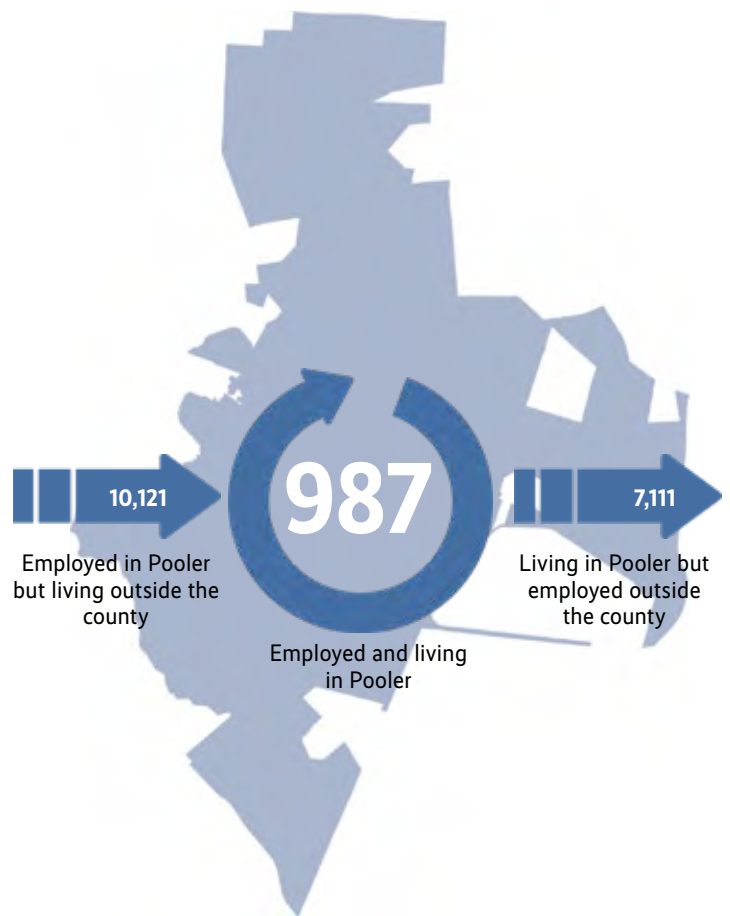
Map 5.2–Local Commuting Pattern Flow, 2014–2018
U.S. Census Bureau: 2018 LEHD Origin-Destination Employment Statistics

Commute Mode Share

The proportion of travelers using a given method of transportation is called the "mode share" or the "mode split." Mode share is influenced by the types of facilities or services that have been emphasized in the past (i.e., provision of more and wider roadways and "free" parking, rather than transit service, bikeways, or sidewalks).

Data that is available from the U.S. Census Bureau regarding the various ways people choose to travel (e.g., driving, taking transit, walking, etc.) focuses on the trips to and from work, as this is one of the most predictable trip purposes. The picture of travel activity implied by this data is also limited by the fact that trips involving multiple modes are counted under whichever mode was used for most of the trip distance (e.g., a commute involving a short bicycle trip to and from the bus stop and longer ride on the bus is counted only as a bus commute).

As captured in Figure 5.3, most work trips in Pooler are by automobile, as is the case for the state and country overall. Workers living within Pooler are less likely to use alternatives to driving alone, because there is no transit service coverage available in the city. Pooler is a growing city and becoming a larger player in the region for employment, shopping, and recreation; to help balance out this growth pressure, alternative means of transportation need to be considered.

According to American Community Survey estimates for 2014–2018, shown in Figure 5.3, 90% of workers living in Pooler drove alone to work and 78.5% of the workers in Chatham County drove alone to work, compared to 79.5% statewide and 76.4% nationally. About 85% of workers in Effingham County and Richmond Hill drove alone to work. In addition to having a higher percentage of workers commuting alone than neighboring communities, the state, and the U.S., Pooler also exhibits an extremely low percentage of walking (0.2%) and other means of travel to work (0.5%).

It is important to note that today's observed travel behavior does not necessarily reflect the choices people would make if different transportation options were available and at a level to make them safe.

MODE SHARE

Mode Share (also called mode split, modes-share, or modal split) is the percentage of travelers using a particular type of transportation or number of trips using said trip.

—CORE MPO

Transportation policy, funding, and design decisions in support of automobile travel initially created great gains in mobility, most notably for the middle and upper classes. These trends have also resulted in some unintended, negative consequences for individuals and society, such as pollution, contributions to the atmospheric greenhouse effect, contributions to obesity, damage to the natural environment and to community social fabric, as well as a high cost for individuals to enter fully into the normal activities of society (i.e., the need to buy a car to reliably get to a job).

In other words, although most people in the region today go everywhere by private automobile, there are good reasons to encourage interest in other modes within the community.

Most People in Pooler drive alone to work, with only 10% of people carpooling, walking, biking, or telecommuting for their commute.
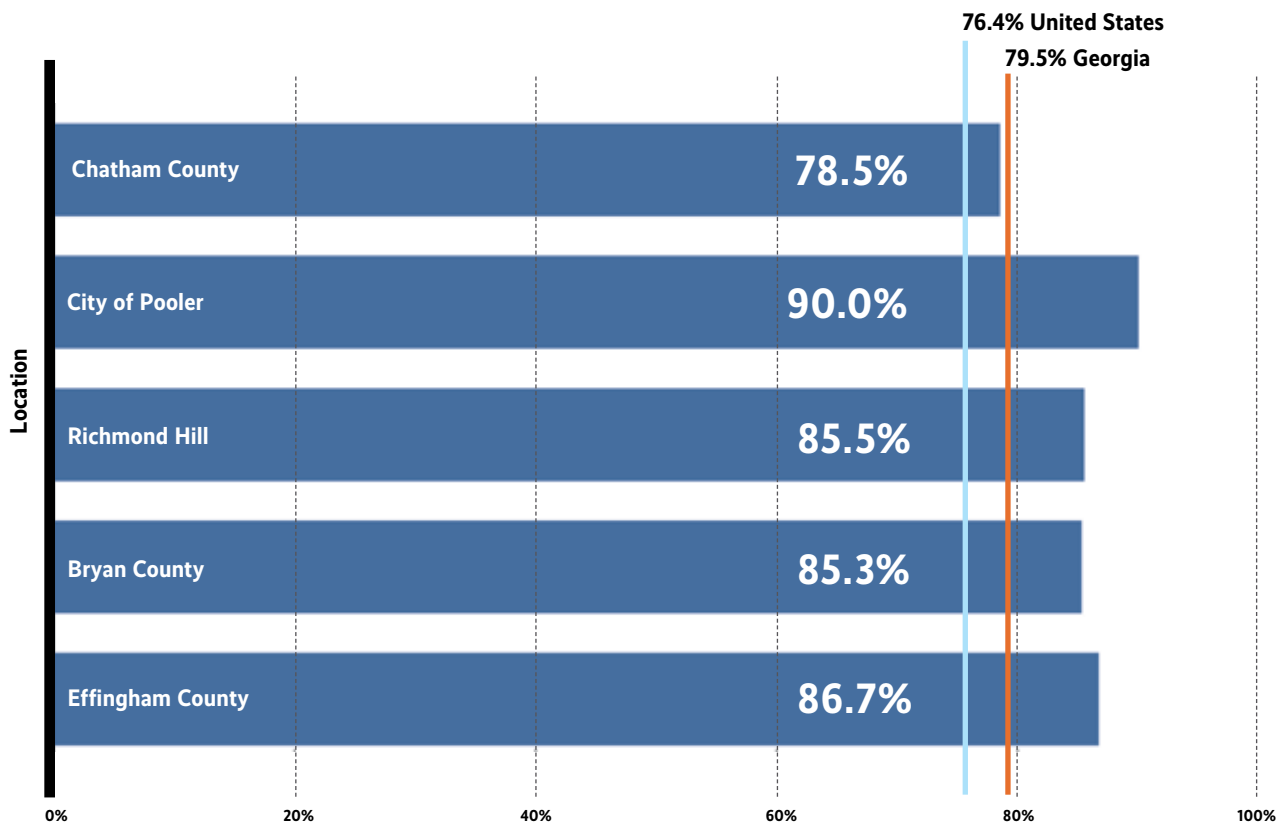
Figure 5.3–Percent of Commuters Who Drive Alone to Work
U.S. Census Bureau: 2014–2018 American Community Survey 5-Year Estimates

METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) is a multi-modal plan that is based on the socio-economic development of the Savannah region and is intended to provide efficient transportation services to all the residents in this area. Its multi-modal approach incorporates highway development, transit service, bike/pedestrian improvements, and other related transportation investments.

The MTP identifies the vision, goals and objectives, strategies and projects that promote mobility for both people and goods. The MTP is updated every five years, at which time the MPO reviews, revises, and recalibrates the travel demand model with updated demographic and socioeconomic characteristics. Updating the plan also allows for the MPO to incorporate results of any new or ongoing studies and any changes to federal regulations and guidance.

Mobility 2045

The CORE MPO recently prepared an update of its MTP called Mobility 2045. The Mobility 2045 Plan emphasizes a multi-modal performance-based approach to transportation planning to meet the travel demands over the next 26 years, while taking into consideration regional goals and financial capacity. Traditional transportation planning has focused on how quickly and efficiently vehicles can move from point to point. This approach typically has not considered the impacts on and relationships to land use, community character, and the quality of life.

The CORE MPO is committed to wisely investing in the transportation network to address the growth of the area while enhancing mobility for people and goods and ensuring a sustainable future. This commitment is incorporated in Mobility 2045 through a diverse and wide-ranging process, including an assessment of transportation needs in coordination with the future regional growth and anticipated future trends.

Mobility 2045 Goals

The overall goal of the Mobility 2045 Plan is to continue moving the planning process beyond a singular focus on moving motor vehicles and consider transportation issues from a comprehensive perspective that incorporates community values, needs, land use, and modal alternatives.

The Mobility 2045 Plan considers transportation issues from a comprehensive perspective that incorporates community values, needs, land use, and modal alternatives.

Mobility 2045 goals and objectives are targeted to ensure that the transportation system helps the region attain its overall vision for the future. Through public involvement, stakeholders and citizens helped identify these goals and objectives, which provide the framework for the provision of a safe, secure, and efficient multimodal transportation network that meets the mobility needs of both people and freight (Figure 5.4).

Safety and Security
Provide a safe, secure and resilient transportation system for all users

State of Good Repair
Maintain a state of good repair for all transportation systems

Accessibility, Mobility and Connectivity
Ensure and increase the accessibility, mobility and connectivity options available to people and freight and ensure the integration of modes where appropriate

System Performance
Provide an efficient, reliable, multi-modal transportation system that supports economic competitiveness and enhances tourism

Intergovernmental Coordination
Make wise use of public funds through coordination and a performance based planning process

Environment & Quality of Life
Ensure a healthy sustainable environment through the compatible integration of land use and transportation while talking into consideration the impact of transportation including that of storm water

Figure 5.4–Mobility 2045 Goals

TRANSPORTATION INVESTMENT

Mobility 2045 provides a financially balanced list of projects where project costs must not exceed the $1.8 billion anticipated funding for the 25+ year planning period.

Federal funds provide the largest share of funding for transportation improvements in the CORE MPO Metropolitan Planning Area, followed by state funds. State funds mostly come from Georgia's motor fuel tax and House Bill 170 funds. Transportation funds are also generated by local sources. The local revenues come from local governments' general funds, Special Purpose Local Option Sales Tax (SPLOST), transit sales tax, transit fare box receipts, and transit district tax.

It is estimated there will be approximately $1.8 billion available in highway funds and $221 million in transit funds over the life of the plan. Projects totaling over $670 million are currently under development and will continue to move forward with Mobility 2045, leaving approximately $1.1 billion (of the $1.8 billion) to fund new projects.

Projects identified as "needs" but not included in Mobility 2045 are incorporated into the Vision Project List, an unfunded project list. Subsequent plan updates will utilize the Vision Plan for projects to include when funds become available.

Total Funding Based on Project Type

Highway ($1.1 B)
- Roadway Widening ($470)
- Interchanges ($417.5)
- New Roadway ($155.3)

Preservation, Maintenance & Opt ($553 M)
- Maintenance ($232)
- Operations & Road Improvements ($161)
- Bridges ($160)

Non-Highway ($262 M)
- Transit Priority Projects (FHWA & FTA Funds) ($240)
- Non-Motorized ($22.4)

Maintenance 12%

Operations & Road Improvement 9%

Bridge 9%

30%

15%

Transit 14%

Non-Motorized 1%

New Roadways 8%

Road Widening 25%

55%

Interchanges 22%

Legend:
- HIGHWAY
- NON-HIGHWAY
- PRESERVATION. MAINTENANCE & OPERATIONS
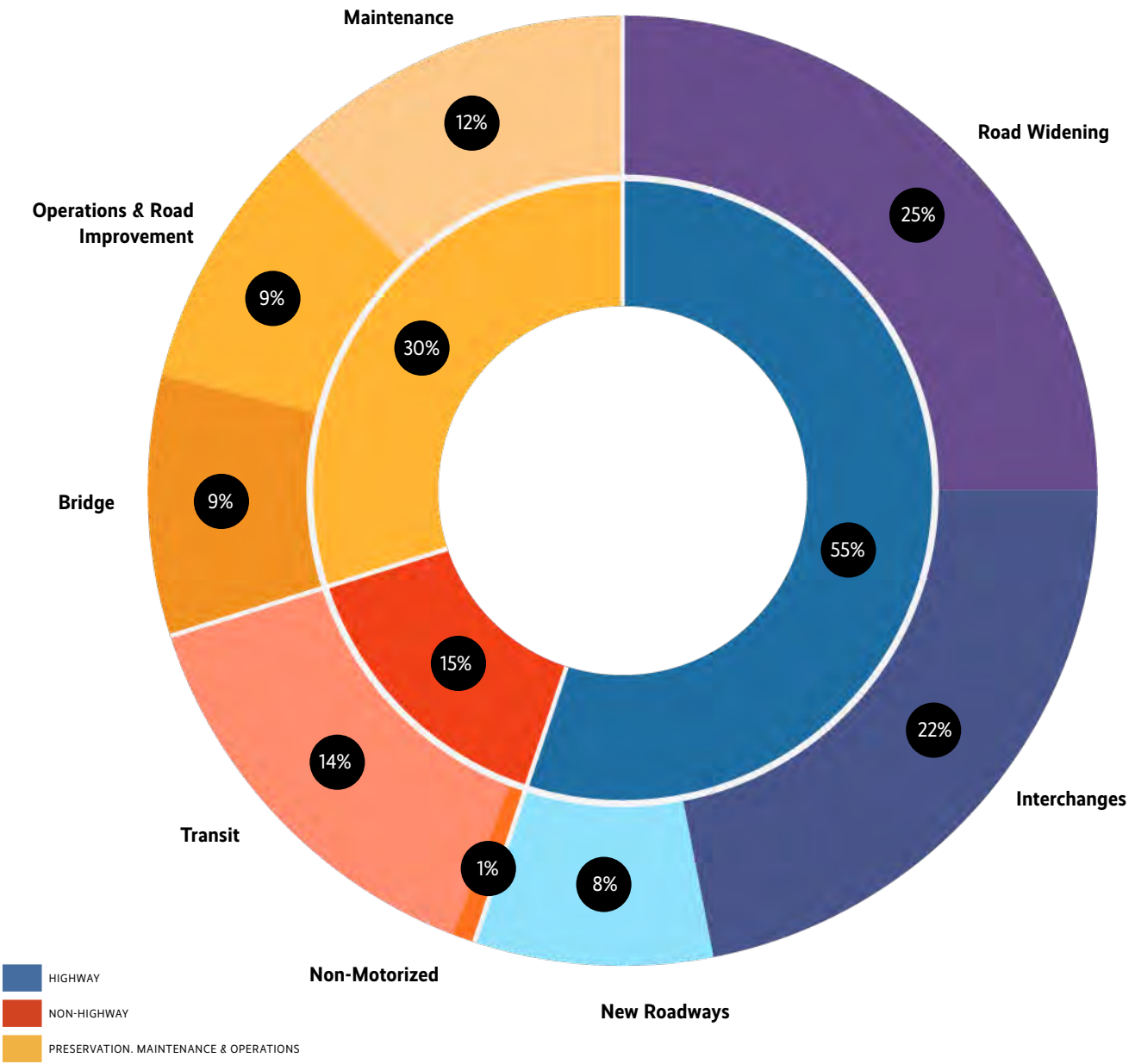
Figure 5.5–Funding for Transportation Projects
Coastal Region Metropolitan Planning Organization (CORE MPO)

ROAD NETWORKS

The Savannah Metropolitan Statistical Area (MSA) encompasses Bryan, Chatham, and Effingham Counties and has a total of more than 2,490 miles of roadways. These roadways are categorized by their use and the amount of traffic carried. These categories, as defined by the Federal Highway Administration (FHWA), are described on the facing page. Roadways in the region serve multiple purposes and accommodate different types of travel. Roadways range from local streets, which are designed for direct access to homes and businesses, to interstate highways, which are primarily for mobility and long distance travel.

Maps 5.3 and 5.4 depict the functional classification of the roadway network in the Savannah MSA and Pooler while Figure 5.6 shows the roadway miles by functional class. Local roads make up almost 70% of the total miles in the area. Collectors make up about 12.7% of the total roadway miles.

The interstates, freeway and arterials, though comprising only 17.28% of the total roadway mileage, carry most of the traffic. The interstates, freeways and principal arterials (about 9.49% of the total roadway mileage) also carry most of the freight traffic in the area.
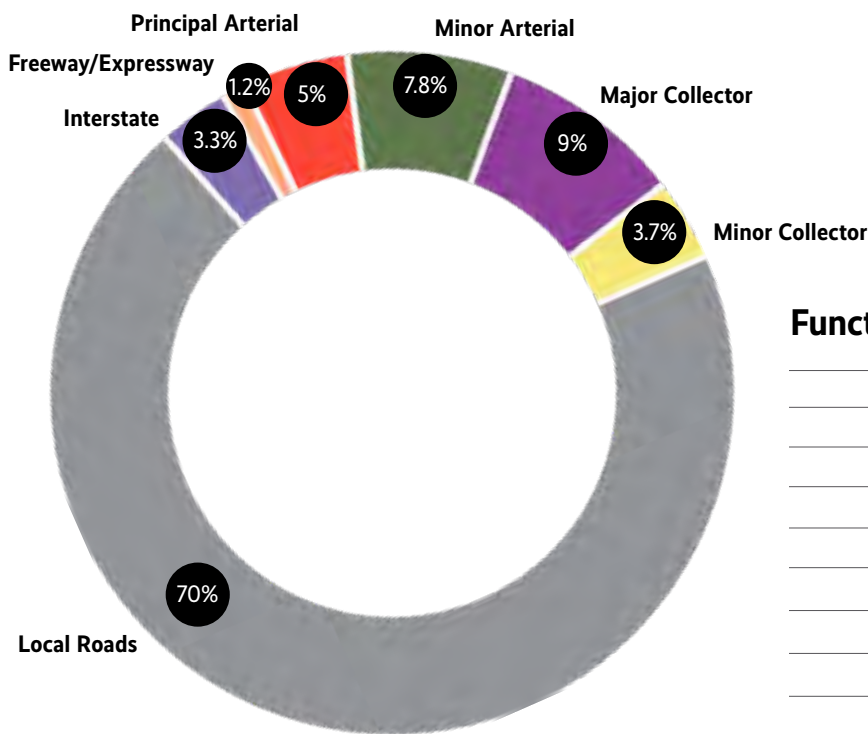
Figure 5.6–Percentage of Roadway in Region by Functional Classification
Coastal Region Metropolitan Planning Organization (CORE MPO)

Functional Classification

	Miles
Interstate	97.52
Freeway/Expressway	34.06
Principal Arterial	147.27
Minor Arterial	229.14
Major Collector	263.29
Minor Collector	108.83
Local Roads	2060.44
Total	2940.55

Figure 5.7–Miles of Roadway in Region, by Functional Classification
Coastal Region Metropolitan Planning Organization (CORE MPO)

DEFINING OUR ROADWAY NETWORK

Interstate/Freeway
Roads that are fully accessed controlled and are designed to carry large amount of traffic at a high rate of speed; Examples include roadways such as I-16 and Harry Truman Parkway.

Arterials
Roads that are designed to carry large amounts of traffic at a relatively high speed, often over longer distances. Often some degree of access management is incorporated; Examples of arterials include Islands Expressway, SR 204 and U.S. 80.

Collectors
Roads that are designed to carry less traffic at lower levels of speed for shorter distances. These roadways typically "collect" traffic from the local roadways and provide access to arterials. Examples of collectors include Habersham Street, LaRoche Avenue; and Old Louisville Road.

Local Roadways
Local roadways are those not otherwise classified and tend to serve short, local trips or connect with the collectors to access the broader roadway network.

—CORE MPO

FUNCTIONAL ROADWAY CLASSIFICATION

Legend:
- INTERSTATE
- FREEWAY/EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- ADJUSTED SAVANNAH UAB

Effingham County, GA

Jasper County, SC

Bryan County, GA

Chatham County

ATLANTIC OCEAN

I-95

I-16

Rt 80

Rt 17

Rt 80

Rt 80

Rt 17

I-95
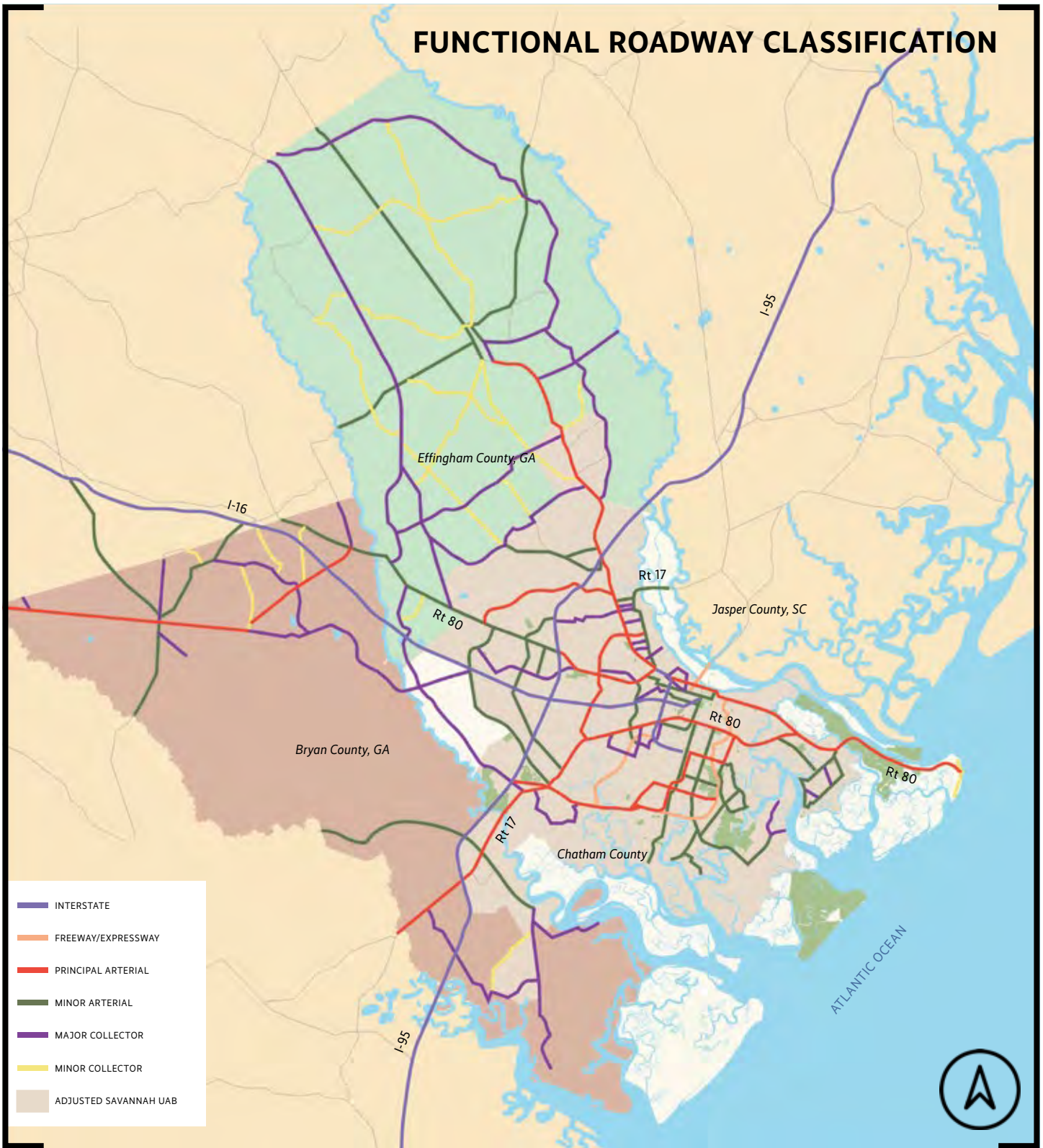
Map 5.3–Savannah MSA Functional Roadway Classification, Savannah MSA
Georgia Department of Transportation, 2015

FUNCTIONAL ROADWAY CLASSIFICATION
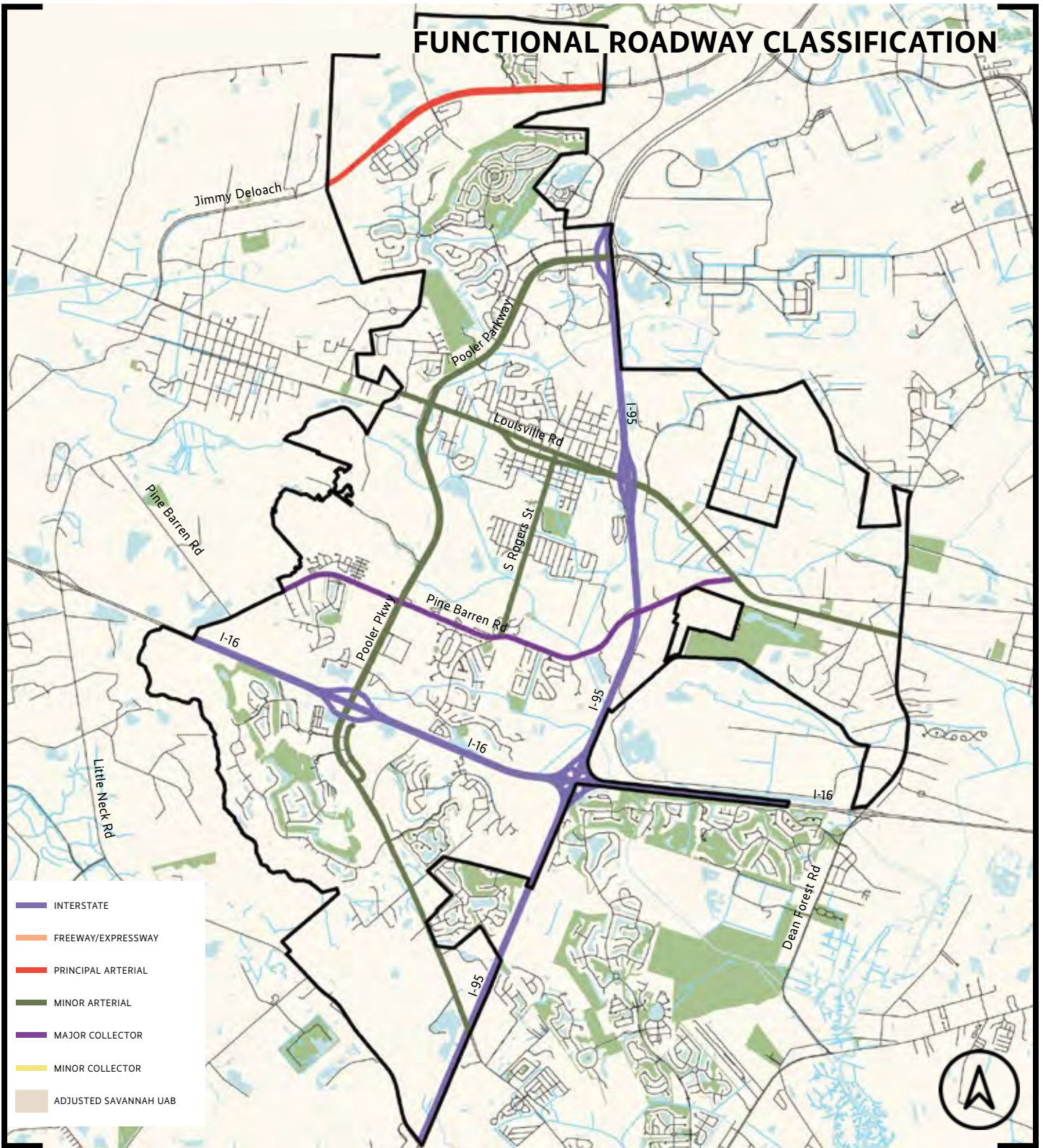
Map 5.4−Functional Roadway Classification, Pooler
Georgia Department of Transportation, 2015

Legend:
- INTERSTATE
- FREEWAY/EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- ADJUSTED SAVANNAH UAB

Bridges

Due to the geography of the Pooler, it is important to have a good understanding of bridge conditions. This consideration will be necessary for safety, congestion and freight movements performance measures. Map 5.6 shows an inventory and conditions of the bridges in Pooler.

A bridge with fatigue damage may restrict what vehicle types and weights may cross it safely. A bridge with a "posted for load" posting has a weight limit capacity. All structurally deficient (SD) bridges are posted, but not all posted structures are (SD).A bridge is "load posted" when its capacity to carry heavy loads is diminished. The status of these bridges are described as acceptable or structurally deficient (SD).

As shown by Map 5.5, there are currently no bridges in Pooler labeled structurally deficient.

ARE YOU LOOKING FOR MORE INFORMATION?

More information on bridges can be found in the U.S. 80 Bridges Study.

See...

https://www.thempc.org/ Core/Studies#gsc.tab=0

BRIDGES

Legend:
- ACCEPTABLE CONDITION
- LOAD RESTRICTED BRIDGE
- STRUCTURALLY DEFICIENT
- INTERSTATE
- ROADWAYS
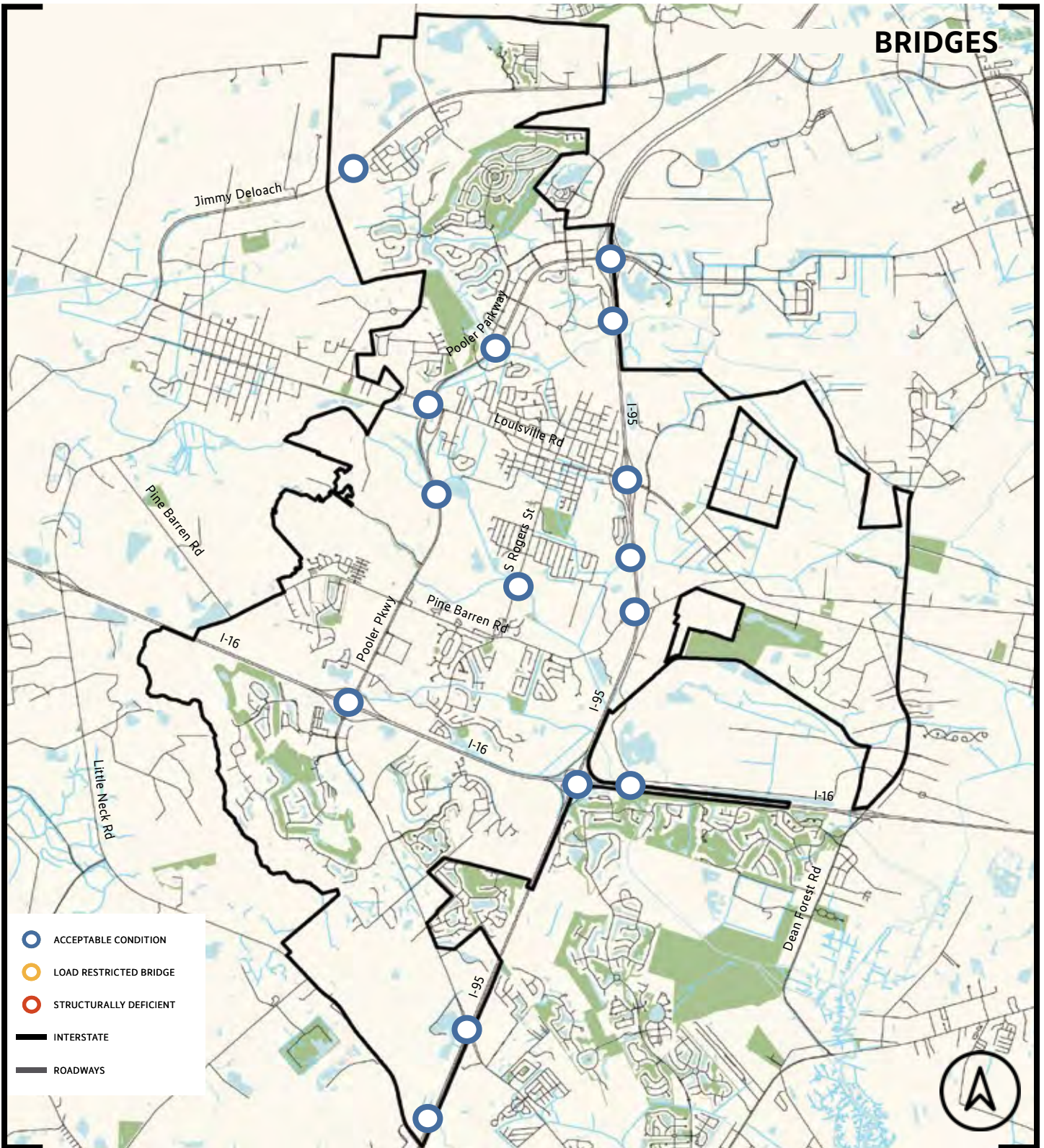
Map 5.5–Bridge Locations and Conditions, Pooler
Coastal Region Metropolitan Planning Organization (CORE MPO)

VEHICULAR ACCIDENTS

According to Pooler Police data from 2014–2019, vehicle wrecks have increased year after year. According to data, from January 1, 2014 to September 24, 2019, there were 2,541 vehicle wrecks.

This information reveals a major need for alternative solutions to accommodating traffic and congestion on Pooler's roadways. While public safety is most often a reactive measure to an issue, solving the issue of traffic and, in turn, traffic accidents, will require a proactive approach in which Pooler rethinks its roadway design, transportation planning, and land use.

	Intersection	Vehicular Wrecks
1	Pooler Parkway & I–16	525
2	Pooler Parkway & Mill Creek Circle	260
3	Pooler Parkway & Benton Boulevard	256
4	Pooler Parkway and US 80	236
5	Pooler Parkway & I–95	177
6	Pooler Parkway & Tanger Outlets Boulevard	170
7	Pooler Parkway & Godley Station Boulevard	126
8	Pooler Parkway & Pine Barren Road	104
9	Pooler Parkway & Park Avenue	89
10	Pooler Parkway & Maxwell Drive	52
11	Pooler Parkway & Issac G. Laroche Drive	35
	Vehicular Wrecks with No Intersections	511

Figure 5.8–Major Vehicular Wrecks by Roadway Intersection, 2014–2019
Police Department, Pooler
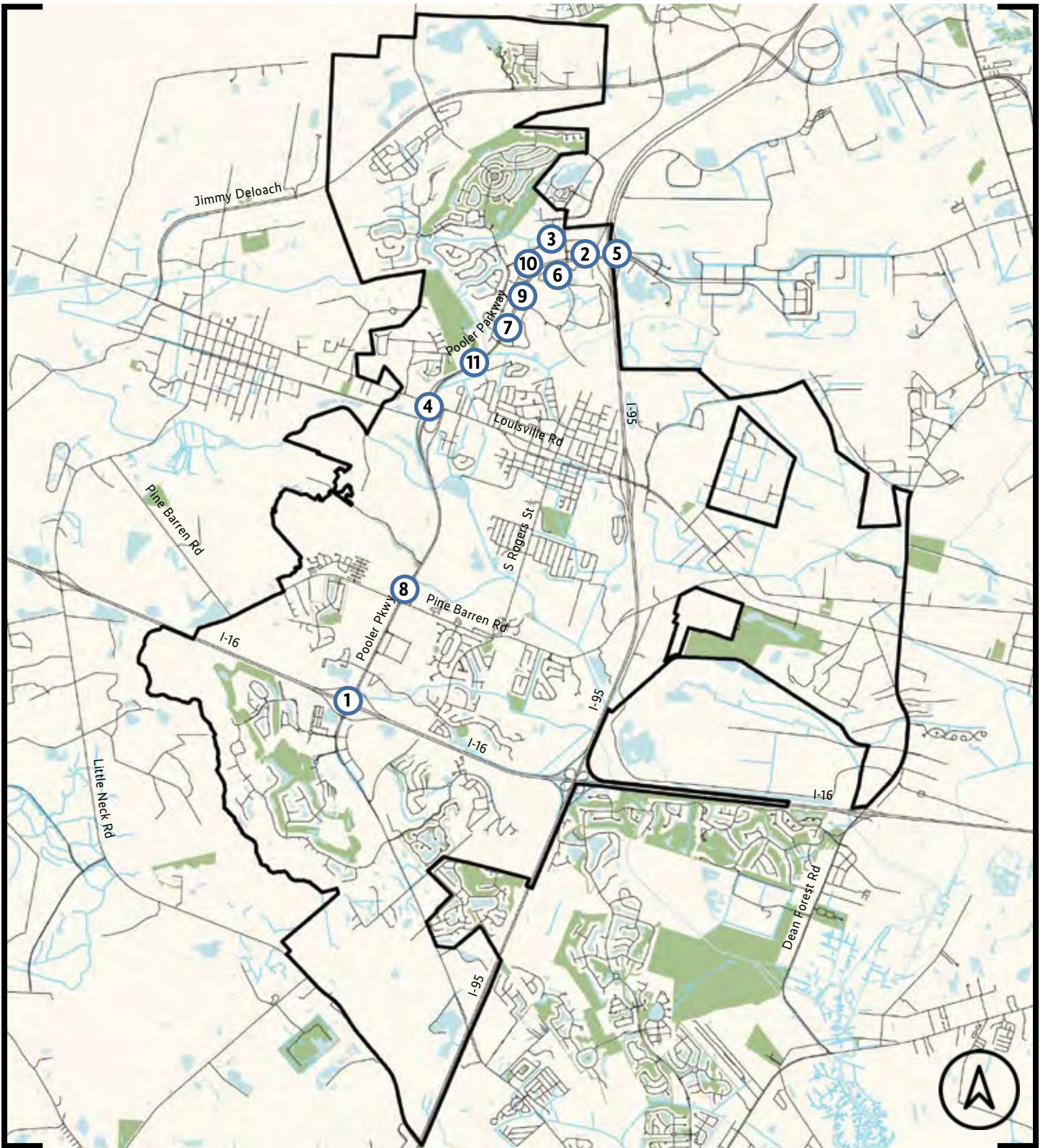
Map 5.6–Vehicular Wrecks by Roadway Intersection, 2014–2019
Police Department, Pooler

TRANSPORTATION IMPROVEMENT PROJECTS

As required by federal law each MPO must develop a Transportation Improvement Program (TIP). A TIP is essentially a list of upcoming transportation projects, covering a period of at least four years. The list below consists of programmed and conceptual infrastructure projects throughout Pooler.

The Pine Barren Road Corridor Traffic Study and the Quacco Road Widening Study, listed in Figure 5.10, have been developed such that the pertinent findings will be taken into account when land development decisions are being made by the City's Planning and Zoning Board as well as the Pooler City Council.

Information presented in these two studies include trip generation, trip distribution, capacity analyses, and recommendations for transportation improvements required to mitigate anticipated traffic demands produced by the potential development along the various roadway corridors.

Additional Projects

	Project	Investment
1	Dual Left Lanes on Park Avenue at Pooler Parkway	$800,000
2	I-95 to Benton Boulevard	$5,300,000
3	Roundabout at Tanger Outlets Boulevard and Tanger Outlets Main Entrance	$2,000,000
4	Roundabout at Park Avenue and Canal Street	$1,550,000
5	Extension of Durham Park Boulevard from Pooler Parkway	$440,000
6	Intersection Improvements at Pooler Parkway and Durham Park Boulevard Road Extension	$4,300,000
7	US 80 Road Connection with two Mini Roundabouts	$4,300,000
8	Closing Median Breaks Along Town Center Boulevard	$3,100,000* (8-10)
9	Town Center Boulevard and Maxwell Drive	$500,000
10	Maxwell Drive and Traders Way (Mini)	$500,000

Figure 5.9–Additional Transportation Improvement Projects
Coastal Region Metropolitan Planning Organization (CORE MPO)

Infrastructure Project Studies

Project
Parkway at Benton Boulevard and Tanger Outlet East to Bridge at I-95
Dual Turn Lanes from Park Avenue
I-95 and US Highway 80
Sangrena and US Highway 80
Mosaic Circle Street System Modification at Blue Moon Crossing & Westbrook Lane
Pine Barren Road Corridor Traffic Study
Quacco Road Widening Study

Figure 5.10–Conceptual Infrastructure Projects
Coastal Region Metropolitan Planning Organization (CORE MPO)
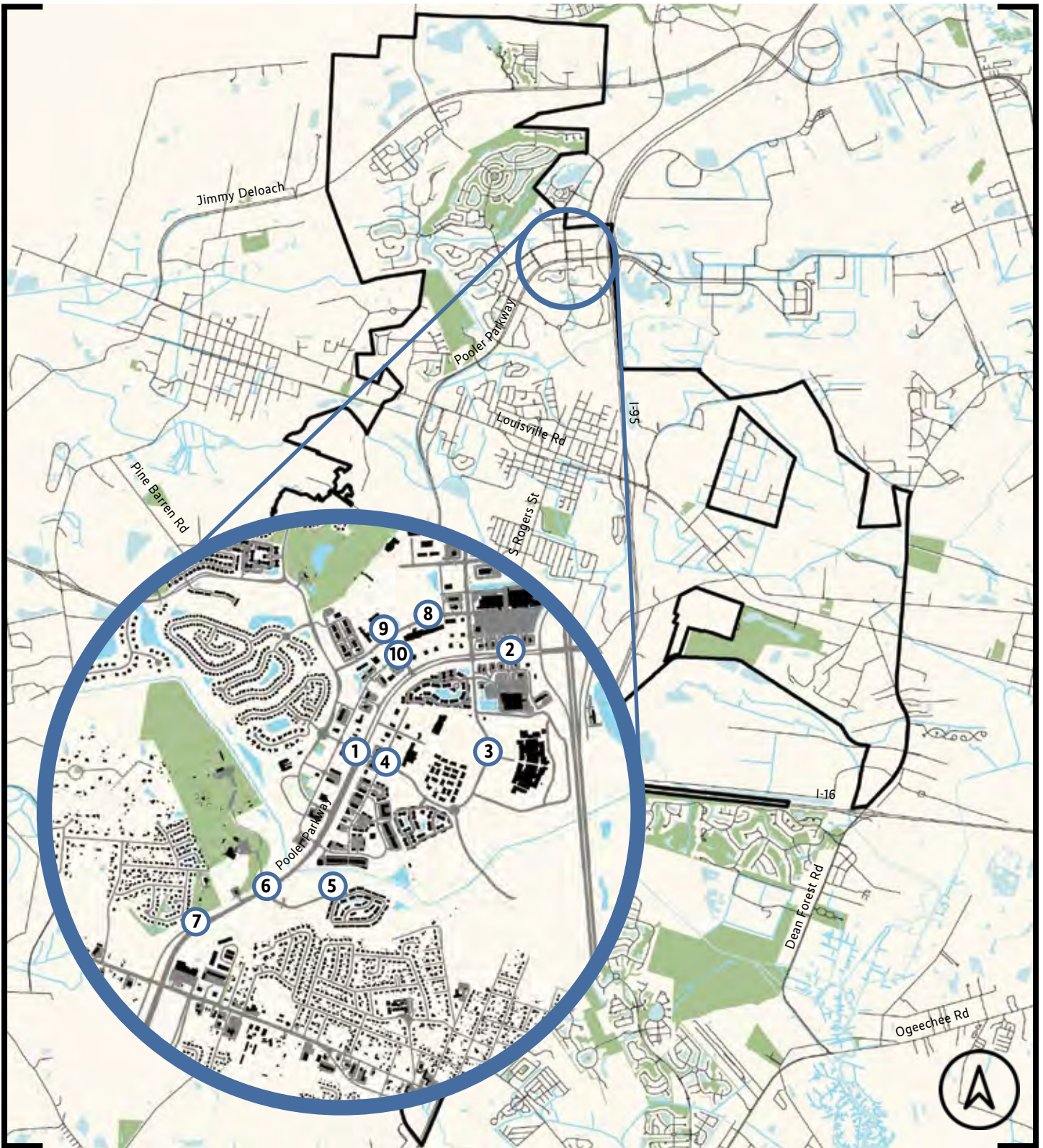
Map 5.7–Transportation Improvement Projects (TIP), Pooler
Coastal Region Metropolitan Planning Organization (CORE MPO)

INTERMODAL TRANSPORTATION

Port of Savannah

Chatham County has two modern, deepwater terminals on the Savannah River that are collectively known as the Port of Savannah: Garden City Terminal and Ocean Terminal. Both facilities are run by the Georgia Ports Authority (GPA), which is a state-level quasi- governmental organization. The Port of Savannah is the largest single container terminal in North America and the fourth busiest container exporter in the United States, moving 4.5 million twenty-foot container units in FY 2019.

Ocean Terminal, Savannah's dedicated breakbulk and roll-on/roll-off facility, covers 200.4 acres and handles forest and solid wood products, steel, automobiles, farm equipment, and heavy-lift cargoes. The Port is a major economic engine for Pooler as well as the State of Georgia.

FUN FACTS
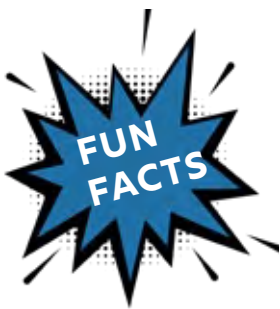
3rd

busiest container gateway in the nation

INTERMODAL TRANSPORTATION

The term "Intermodal" is used to describe the mass transportation of freight or human passengers, usually over long distances, and via more than one mode of transportation. There are three types of intermodal facilities are discussed in this section: ports, railroads, and airports.

—CORE MPO

The Port of Savannah is currently in the final stages of the Savannah Harbor Expansion Project. This project supports jobs and commerce throughout the nation, and allows newer, larger freighters to navigate the river with greater flexibility.

The Georgia Ports Authority, which also operates port facilities in Brunswick, has a huge impact on economics and trade in Georgia. As one of the state's largest public employers, the GPA directly employs almost 1,000 trained logistics professionals. The GPA, however, is responsible for generating far more employment throughout the state.

The total economic impact of Georgia's deep water ports on Georgia's economy is $84 billion. The Georgia Ports Authority supports more than 369,000 jobs and approximately $20.4 billion in personal income annually.

As port operations grow and intensify, the surrounding transportation infrastructure in Pooler and beyond will need to support that growth. Mobility 2045 includes numerous projects that will help support port operations.

Savannah/Hilton Head International Airport

Savannah/Hilton Head International Airport is a commercial and military-use airport positioned between Pooler, Garden City and Savannah. Owned by the City of Savannah and managed by the Savannah Airport Commission, the airport is located about eight miles northwest of the Savannah Historic District.

The Airport's passenger terminal is directly accessible to Interstate 95 between Savannah and Pooler. Savannah/ Hilton Head International is the chief commercial airport for Savannah, the Coastal Empire region of southeast Georgia and the Lowcountry of South Carolina, where the resort town of Hilton Head accounts for some 40% of total airport passenger traffic.

It is second only to Hartsfield–Jackson Atlanta International Airport as Georgia's busiest commercial airport. The Airport is currently served by Delta (and Delta Connection carrier Shuttle America), JetBlue, United Airlines, American Airlines, Air Canada, Allegiant Air, Frontier, Southwest, Silver Airways and Sun Country Airlines.

The first regularly scheduled international flight by a major air carrier launched when Air Canada began service to Toronto in 2017. The Airport also serves as world headquarters for Gulfstream Aerospace. The Georgia Air National Guard's 165th Airlift Wing is also based at Savannah/Hilton Head International.

In 2018, the Airport handled a record 2,799,526 commercial airline passengers (1,395,040 enplanements and 1,404,486 deplanements), a 13.4% increase over 2017. The Airport has also begun a comprehensive capital expansion program with the construction of a new Federal Inspection Station, a terminal apron expansion and the southeast quadrant redevelopment project and began design on a new air cargo complex; all scheduled for completion in the coming years.

NON-MOTORIZED TRANSPORTATION

While the automobile is the primary mode of transportation in Pooler, bicycling and walking are also important modes. The CORE MPO and the other local jurisdictions have a strong commitment to the provision of safe, connected facilities for pedestrians and bicyclists. (There are some major gaps in sidewalk, trail, and bike connections in the city of Pooler).

The Non-motorized Transportation Plan, as part of Mobility 2045, is a plan that addresses the needs of pedestrians, and other self-powered travelers. The Plan:

– Identifies needed improvements for the non-motorized modes
– Identifies areas for amenities to help create a human-scaled environment that encourages use of physically active modes
– Prioritizes improvements and identifies funding opportunities

Pedestrian Network

CORE MPO adopted the Non-motorized Transportation Plan in 2014 and later updated it in 2020. CORE MPO's Non-Motorized Transportation Plan contains extensive lists of recommended pedestrian and bicycle projects, which may be implemented with or without federal funds. The plan was developed with several methods of public participation: public mapping exercises, public online surveys, and periodic presentations of draft networks and lists.

Map 5.8, from the MPO-adopted plan, shows existing and recommended improvements in the Pooler planning area.

NON-MOTORIZED TRANSPORTATION

Non-motorized transportation includes walking or using a wheelchair, bicycling, skating, and using pedicabs.

—CORE MPO

CHECK OUT CORE MPO'S INTERACTIVE MAP

For more details about individual projects on the Non-Motorized Transportation Plan follow this link...

www.thempc.org/Core/Bpp#gsc.tab=0

Priority National & Regional Non-Motorized Projects

Various studies or plans developed by CORE MPO, partner agencies, or informal groups since 2014 have included proposals that affect bicycle and pedestrian networks (e.g., Chatham County Greenways Implementation Plan). In addition, there are three new routing concepts in the region, Tide to Town, East Coast Greenway, and US1.

NON-MOTORIZED PLAN

CLASS I
(BIKE PATH, BIKE/PED SIDEWALK)

CLASS II
(BIKE LANE, BIKE SHOULDER)

CLASS III
(WIDE CURB LANE, SHARED LANE)

CLASS IV
(CYCLE TRACK)
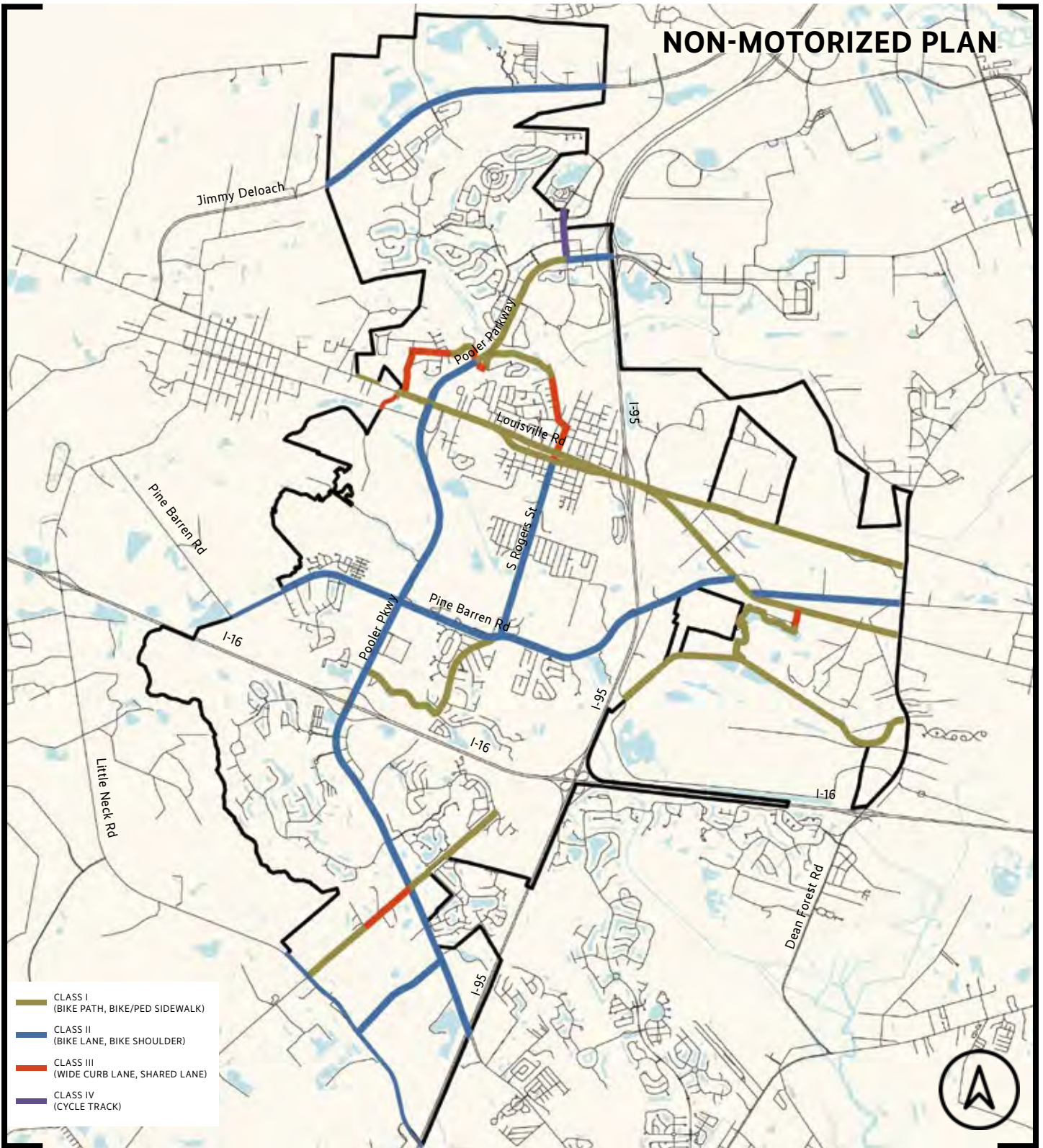
Map 5.8–2020 Non-Motorized Transportation Plan, Pooler
Coastal Region Metropolitan Planning Organization (CORE MPO)

Tide to Town

Following the lead of many communities across Georgia, Friends of Tide to Town, a coalition of citizens in Savannah, is coordinating an effort to create a branded urban trails system, "Tide to Town." Like Atlanta's Beltline and Carollton's Greenbelt, Tide to Town will be a network of protected walking and bicycling facilities connecting all of Savannah's neighborhoods with potential for reaching Pooler.

Tide to Town will link together existing and planned projects, including the Truman Linear Trail and the Springfield Canal Trail. The core of the system is a 30-mile route that encircles the city of Savannah. Additional miles of connector paths will connect to priority neighborhoods as the system grows. Spur trails to popular destinations will also be added as the system expands outside of Savannah and potentially to Pooler.

The system maximizes existing public rights-of-way along streets and canals, which significantly reduces the cost of implementation. The coalition formed in 2017 to lead the development of Tide to Town. The Tide to Town trail system has quickly become a regional priority and has garnered additional support through the special-purpose local-option sales tax (SPLOST) passed Savannah city council in 2019.

East Coast Greenway

The 2014 Non-Motorized Plan includes the Coastal Georgia Greenway. The Coastal Georgia Greenway co-locates in many areas with the East Coast Greenway, an envisioned 3,000 mile network of trails spanning from Key West, Florida to Calais, Maine. The East Coast Greenway is designed to transform the 15 states and 450 communities it connects through active and healthy lifestyles, sustainable transportation, community engagement, climate resilience, tourism, and more. The Greenway offers a safe place for bicyclists, walkers, and runners of all ages and abilities to commute, exercise, and visit new destinations.

The nonprofit East Coast Greenway Alliance leads the development of the trail network working in collaboration with hundreds of volunteers, partner organizations, and officials at the local, state, regional, and national level to continue moving more of the route onto protected paths. The trail system connects people to nature and communities via a safe, accessible greenway.

The network links towns, attractions, recreational sites, historic and cultural sites, waterways, and natural habitats of the coast. The route consists of 165 miles, 14 of which are protected greenway. The Greenway will follow various north-south routes, including the U.S. Highway 17 corridor near Pooler, abandoned rail lines, and historic canal corridors, from which visitors can enjoy coastal vistas.

Most of the Georgia route is still on road, but a growing number of volunteers and municipal officials are working diligently to make an off-road trail a reality.

United States Bicycle Route System—US 1

The United States Bicycle Route System (USBRS) is the national cycling route network of the United States. It consists of interstate long-distance cycling routes that use multiple types of bicycling infrastructure, including off–road paths, bicycle lanes, and low-traffic roads. The USBRS is intended to eventually traverse the entire country.

Communities in Chatham County committed to the US 1 cycling route by passing a resolution in support of the national cycling route's development in 2019. The route generally follows along Highway 17 near Pooler, leading through Savannah's historic downtown district, then along Louisville Road before heading out Highway 25.

GREENWAYS

A greenway is a linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or overland along a railroad right-of-way converted to recreational use, a canal, scenic road or other route.

TRANSIT SYSTEMS

Chatham Area Transit Authority

Chatham Area Transit (CAT) is the agency responsible for the provision of public transit services to the Chatham County area, including fixed route and paratransit. CAT currently operates a fleet of 65 fixed route buses, six of which are electric, and 42 paratransit vehicles. The CAT service area includes unincorporated Chatham County, the city of Savannah, and portions of Garden City. Currently, there are no CAT service connections in Pooler.

The CAT bus network has served the region since 1987. While individual transit routes have been added or changed over the years, the overall design of the network has not been revised. To provide more efficient and accommodating services, CAT launched a full system redesign starting with a "blank slate" plan, to see what would be possible if the network were re-imagined for the people and places of today.

Some of CAT's near term priorities include:

– Vehicle replacement/expansion—fixed route & paratransit
– Intelligent Transit System (ITS)
– Upgrade farebox and payment systems
– Electric vehicle infrastructure
– Passenger amenities
– Facility improvements at downtown intermodal facilities
– Facility improvements at Gwinnett Street location
– Initiate vanpool/carpool program
– Initiate park and ride
– Facility construction for ferry maintenance and ferry docks
– Ferry boat construction

To meet the future needs of the growing community, CAT must look beyond the five-year planning horizon to identify projects and innovations that will provide access and opportunity for all. Some of these long-term projects include:

– Establish region-wide park and ride network
– Work with local partners on projects that incorporate Transit Oriented Development (TOD) principles
– Explore partnerships with fixed route cost benefits while serving private industry needs for transportation
– Coordinate with state and local government agencies to implement commuter services through dedicated or limited public access lanes for transit vehicles
– Work with surrounding county agencies to streamline passenger experience across multiple service alternatives
– Complete fleet conversion to low-to-no emissions vehicles
– Funding for bus replacements secured and incorporated into planning process
– Work with housing and other community partners to develop joint FTA/HUD grant funded projects
– Leverage improved cash position by becoming stronger financial partner for public/private ventures with focus on long term revenue producing opportunities
– Identify and develop satellite facilities to accommodate system growth
– Work with the agency partners to implement fixed guideway services

Routes and Facilities

CAT currently operates 20 routes, including one express route and three free shuttle services. The express route provides service from the Savannah Hilton Head International Airport near Pooler to the transit center in downtown Savannah. Currently, there are no bus routes directly serving the city of Pooler.
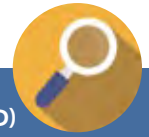
TRANSIT-ORIENTED DEVELOPMENT (TOD)

A transit-oriented development is a type of urban development that maximizes the amount of residential, business and leisure space within walking distance of public transportation.

It promotes a symbiotic relationship between dense, compact urban form and public transport use.

—Transit Oriented Development Institute

TRANSPORTATION TECHNOLOGY

Traditionally, congestion issues were primarily addressed by funding major capital projects, such as adding lanes or building new interchanges and roads, to address physical constraints, such as bottlenecks.

Today, transportation agencies are facing trends, such as increased urbanization, that create a growing demand for travel with less funding and space to work with. As a result, communities can no longer build their way out of congestion. Trends seen today include:

– Limited funds—The primary source of federal funding for the U.S. highway system is the federal gas tax, which has not changed since 1993. Since that time, the financial constraints for public agencies have increased.

– Inflation—The cost to build roads and bridges has increased.

– Fuel efficiency—Vehicles today can travel farther with fewer trips to the gas pump, decreasing revenue. The growing use of electric and plug-in hybrid cars has also reduced the purchase of fuel.

– Advances in technology—Transportation agencies can leverage technology to develop solutions to address congestion issues. However, given the advancement in consumer technologies (smart phones, apps, GPS, etc.), privately owned mobility services (Uber, Lyft, etc.), and the availability of more information, the traveling public expects that the products they use and the technologies they encounter will be "smart" and will ultimately improve their travel experience. They also expect that the information received will be accurate and reliable. This creates an added responsibility for the transportation community to provide the best customer service. Technology will likely have an even greater impact on the transportation network in the future with automation, connectivity, and big data.

Automated Vehicle Technology

Automated vehicle technology has made changes to intelligent transportation systems (ITS) and will likely continue to do so in the future. ITS helps advance safety and mobility by integrating communications technology into transportation infrastructure and vehicles. Automated vehicles communicate to other vehicles and infrastructure through ITS. This emerging technology has prompted the United States Department of Transportation (USDOT) to release a policy statement providing guidance on implementation. The USDOT promotes research and has made recommendations on achieving safe operations during testing. However, predicting any unintended consequences of this emerging technology on the transportation system, infrastructure, and society is difficult.

The automated nature and vehicle-to-vehicle communications could increase capacity of a given number of lanes by reducing average following distance between vehicles (currently needed for human reaction time), while still improving safety. The increased capacity also has negative impacts as it requires more maintenance, installation, and redesign of infrastructure to accommodate the increase and technology required.

Traffic Operations

Transportation improvements that focus on operations and technology can maintain and even restore the performance of the existing transportation system before extra capacity is needed. The goal here is to get the most performance out of the transportation facilities we already have. Operations projects may enable transportation agencies to "stretch" their funding to benefit more areas and customers.

The benefits of operations projects can include:

- Improved quality of life
- Smoother and more reliable traffic flow
- Improved safety
- Reduced congestion
- Less wasted fuel
- Cleaner air
- Increased economic vitality
- More efficient use of resources (facilities, funding)

Regional Traffic Operations Programming

Operational projects provide agencies with the tools to manage and operate what they already own more efficiently and effectively before making additional infrastructure investments.

GDOT has expanded the Regional Traffic Operations program to the Chatham County area. This was their first expansion outside the Atlanta area. The Savannah Regional Traffic Operations Program (SRTOP) is managed by GDOT and is a regional effort between local jurisdictions and GDOT in Chatham County. The program provides:

- Weekly AM, Midday, and PM drive through of the corridors to monitor signal timing adjustment needs, congestion, and any other traffic operation deficiencies.
- Routine preventative maintenance (PM) activities to ensure all equipment and communications are operational.
- Upgraded traffic signal software to current statewide platform.
- The new software provides more functionality, as well as remote monitoring capabilities.
- Assisted managing traffic operations during St. Patrick's Day festivities.
- Responded to emergency situations that required signal timing adjustments to accommodate shift in traffic patterns.
- Monitor operations after storms to ensure signals are operational.
- Repaired items, such as, malfunctioning detection (vehicle, pedestrian), pull boxes, replaced cabinets, etc.

Specifically, GDOT monitors Highway 21 and Highway 80 via the Regional Operations Plan.

There are plans to expand SRTOP to include the intersections in Pooler on the following corridors:

– SR 26 between Pooler Parkway and Jimmy DeLoach

– Pooler Parkway between Durham Park and Lowes and I-16 ramps

– SR 307 at Jimmy De Loach and Commerce

– SR 21 between Rice Hope and Fort Howard

The long-range expansion of the SRTOP program may include additional locations. The City of Pooler has also installed an adaptive signal program on Pooler Parkway at I-95 that interconnects signals along the corridor with "smart" signal technology by Rhythm Engineering allowing the signals to adapt to changes in traffic patterns rather than remain on fixed timing sequence.

Automated Vehicles/Self-Driving Cars

Automated vehicles, also known as self-driving cars, are still an emerging technology and it is difficult to determine how they will affect the transportation system and when. There are six levels of automation, with level zero being no automation and level five being full automation (autonomous). The State of Georgia has passed legislation allowing the testing, operation, and deployment of automated vehicles (AV) and is the third U.S. state to allow autonomous (level five) cars to operate on roadways. While fully autonomous cars are allowed to operate in Georgia there currently are no vehicles available to the public past level three automation.

FUN FACTS
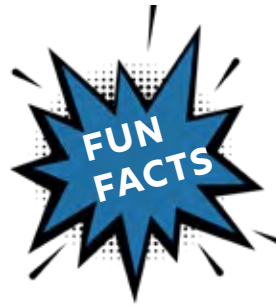
3rd

As of 2017, Georgia is the third state to allow for the operation of AVs without human operators present in the vehicle.

At this time there are only programs testing AV technology in the Atlanta area. The highest application and advancement of automated vehicles is in the trucking/freight industry. The Savannah metropolitan area is a large trucking region, which could provide Pooler with the opportunity to serve as a testing ground for the advancement of this technology.

Transportation Network Companies (TNCs) Ride-Hailing/Ride Share

Ride-hailing services use apps and websites to connect passengers with drivers to provide rides in their personal vehicles. These types of services offer the potential to expand transportation choices, increase carpooling and reduce vehicle miles traveled as well as car ownership.

Companies such as Uber and Lyft currently service Savannah and the surrounding area. In smaller populated areas such Pooler, ride-hailing services may be limited due to driver availability.

Ride-hailing trips are more likely to be made by segments of the population who are comfortable with smart phones, new mobile applications, and who have credit cards. Thus, it does not necessarily fill a gap for the traditionally underserved populations (e.g., low income, disabled, elderly).

Furthermore, while ridesharing may reduce parking, it may increase air pollution because rideshare drivers frequently circulate (similar to taxi operations) in hopes of a trip

assignment via the mobile application. The use of ride sharing may also require infrastructure and streetscape redesign since there will be a higher demand for pick-up and drop-off areas.

Like the trucking/freight industry, TNCs are exploring opportunities and the applications of self-driving cars in their ride-hailing/ride share services.

Shared Vehicles

Car sharing is an emerging trend that can help curtail CO_2 output because, according to research, a single shared on-demand driven car can replace about eight private cars. Companies are allowing users to reserve a vehicle or other means of transportation when they need it, by the hour or day, and only pay for the time the vehicle is used. Plans for expansion could include aspects such as:

– A community storage/corral

– Charging stations

– Preferred parking for shared vehicles, etc.

Considerations for public transportation grants and public/private partnerships to quickly implement and manage the programs should be promoted.

Bike & Scooter Share

Bike and scooter share systems offer fleets of bicycles and scooters for short term rental within a defined service area. Micromobility programs offer both benefits and challenges for cities. The benefits of shared bikes and scooters includes first mile/last mile connections, flexible mode of travel, reduction in vehicle emissions and fuel consumption, health benefits, and positive economic impacts for businesses near docking stations and within the service area.

While there are benefits to shared micromobility, cities have encountered challenges such as maintenance and safety concerns. Some cities have found that without docking stations, scooters and other shared-use electric devices are often abandoned by users. These abandoned scooters can become hazards for motorists and pedestrians when left on sidewalks and in roadways. Maintenance costs for running shared micromobility are high and create a long backlog of needed repairs for some programs. Another challenge for cities with shared micromobility programs is equitable use; many programs require mobile phone apps and credits cards.

To date, the city of Pooler has not participated in any shared micromobility programs. The city should consider a feasibility study or pilot program to determine if the application of shared micromobility can benefit the community.

Photo Credit: SCAD District

Parking

Most drivers prefer to park as close to their destination as possible, which creates parking challenges for downtowns and dense areas. These areas have high concentrations of activity resulting in increased parking demand often when parking availability is low.

A parking study can often identify the demand for parking and identify potential parking solutions. The study area for parking studies can be based on specific attractors, such as a mall, or could include an entire region such as a central business district.

Situations that may indicate parking issues include:

– Excessive illegal and overtime parking

– Excessive cruising to find parking

– Congestion in traffic flow due to cars attempting to find parking

– Drivers frequently park more than 650 feet from the desired destination

Pooler should survey community members and stakeholders to identify potential issues and evaluate the need for a parking study.

ADDITIONAL CONSIDERATIONS

Public Health & Mobility

The approach to community and public health spans a number of disciplines including transportation planning especially as it relates to policy and infrastructure.

The considerations for public health in transportation planning should include:

– The promotion of active transportation and ensuring that the necessary facilities are in place

– Developing strategies and projects to enhance the safety of pedestrians and bicyclists

– Reducing the negative impacts on the environment by increasing the number of active transportation users

The CORE MPO recognizes and has implemented strategies and plans to promote a healthy community. The development of non–motorized and thoroughfare plans, the long standing commitment to complete streets and context sensitive design principles, and a focus on accessible transportation for all populations provides the policy framework for the promotion of health considerations in Pooler's transportation planning.

Pooler is cognizant of the interconnectedness between land use and public health. For example, bus transit systems are often routed through areas challenged with high poverty, unemployment, or low workforce participation rates. As such, programs and policy changes will continue to be implemented to improve public health and economic mobility show commitment to continuing these efforts into the future.

Climate Change, Sea Level Rise, & Resiliency

A highly discussed topic at the national and local level is climate change and its effects, which include sea level rise and nuisance flooding, and how to become more resilient to these events. There has been an increased focus at the federal level, with the FHWA completing research and providing best practices for MPOs to develop policies and strategies that address impacts from the changing climate.

With its coastal location, Pooler recognizes the need for understanding any potential impacts on the existing and future transportation infrastructure and for developing an approach to address and/or mitigate these impacts.

Plan 2040 Survey

Twenty-three percent (23%) of the respondents strongly agree that if it were safer, they would bike/walk to frequent destinations more often.

A full copy of the survey and the results can be found in the Pooler 2040 Appendix.

Stormwater Management

Stormwater has long been a concern in the city due to its negative impacts on water quality in communities, including Pooler. Efforts to deal with stormwater impacts as they relate to the transportation system are focused mainly on protecting water quality and road or roadway runoff. Roadways move goods, people, and services but also can carry stormwater runoff and pollutants from the vehicles traveling on them and adjacent land—including heavy metals from tires, brakes, and engine wear, and hydrocarbons from lubricating fluids.

If pollutants are not properly controlled they can cause water to no longer support its designated uses and biotic communities.

In recent years stormwater management efforts have expanded due to increased frequencies of extreme weather events, resulting in impassible roadways. Efforts are underway to protect transportation systems from the negative impacts of stormwater runoff and to improve their resiliency and reliability during these extreme events.

Accommodating Growth Around Transit

Transit-oriented development (TOD) is defined as a moderate-to high-density mix of uses—such as residences, retail shops, offices, and civic and entertainment uses—located within one-half mile of a transit station and designed to support transit use. The typical "station area" is considered to be a half-mile radius, which is an acceptable 10-minute walking distance for most transit users if the area contains a destination, provides dedicated walking routes, and is safe and visually appealing. Within the U.S., TOD is typically associated with rail transit; however, locally, TOD could occur with other fixed guideway transit services, such as bus rapid transit, if they provide facilities and service levels similar to rail transit. Benefits of a TOD Ordinance include:

» Reducing greenhouse gas emissions

» Increasing transit ridership

» Increasing pedestrian access

» Providing long-term return on investment for landowners

» Providing easy access to goods and services for families, seniors, and people with disabilities

» Creating vibrant centers and corridors for pedestrians

HOUSING ELEMENT

06
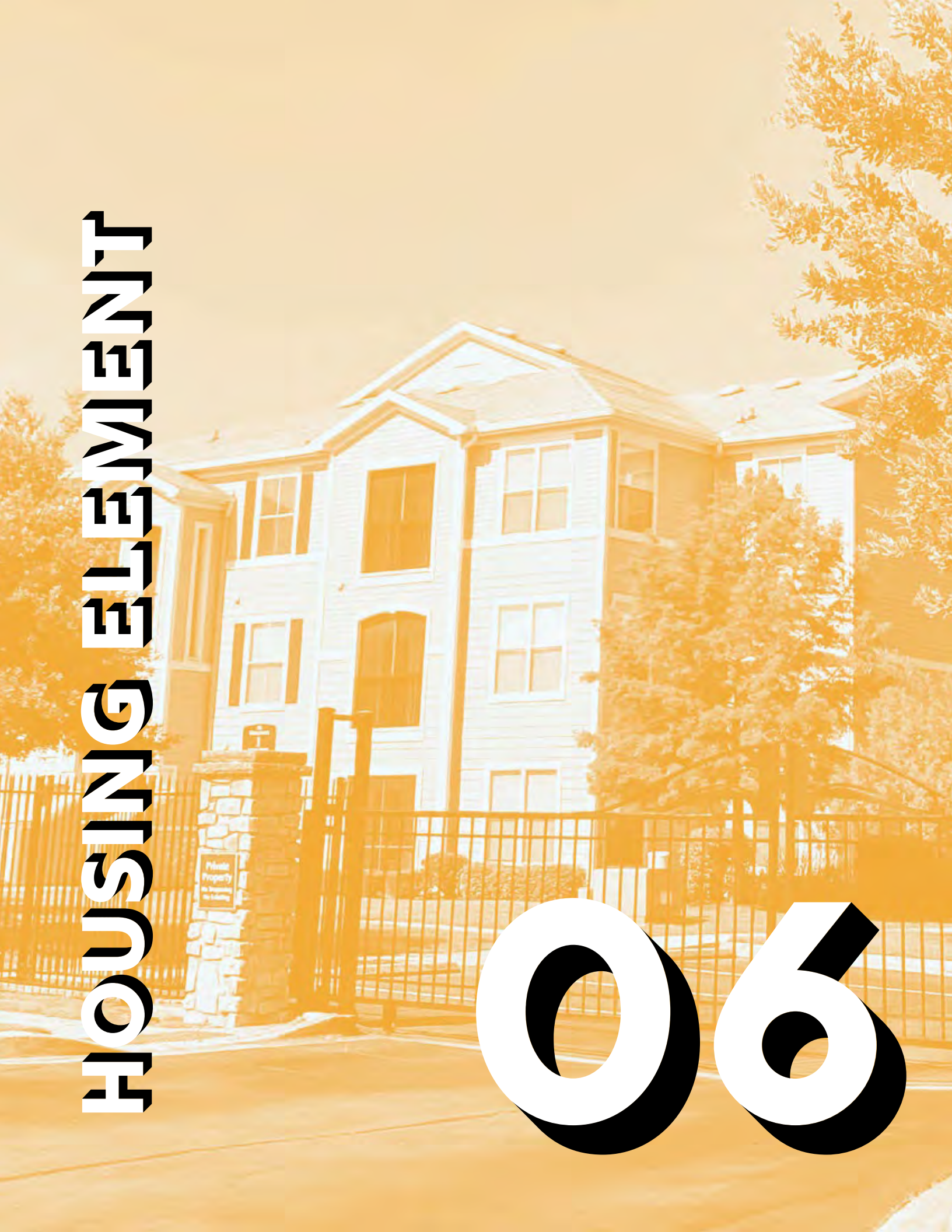
HOUSING

Introduction

The Housing Element of Pooler 2040 is an inventory and assessment of the community's housing stock, as well as a discussion of housing issues and needs within the city of Pooler. This element attempts to identify major housing problems, determine future housing needs, and develop a plan for managing housing development in the future.

Pooler is a growing a community that has an equally growing housing situation. There have been many new single-family and multi-family housing developments to serve the area as Pooler, and the Savannah MSA as a whole, grows. As the community grows and changes, different housing needs will emerge. The purpose of this element is to discuss the housing stock, quality, and needs of the community, while also making suggestions of what housing strategies should be implemented in the future.

THE STATE OF HOUSING

Housing Occupancy

As more people move into the Chatham County area, the number of housing units increases alongside population increases.

According to the 2018 5-Year ACS, there are approximately 9,000 housing units in the city of Pooler. Pooler has a very high occupancy at 96.3, with the vacancy rate continually decreasing since 2010 according to Census and ACS data. Additionally, homeowner vacancy rates tend to be lower than rental vacancy rates, with vacancy rates for both categories consistently decreasing over the years. High housing occupancy is beneficial for the community, as vacant properties are at a higher risk of becoming dilapidated.

As shown by Figure 6.1, the number of housing units in the city of Pooler has been increasing consistently since 2010. This is attributed to the fact that to Pooler population has been growing, with cheaper land costs, and growth-accommodating ordinances increasing a need for housing.

Number of Housing Units, 2010–2018

	2010	2014	2018
City of Pooler	7,182	8,606	8,985

Figure 6.1–Housing Units, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Housing Occupancy, 2018
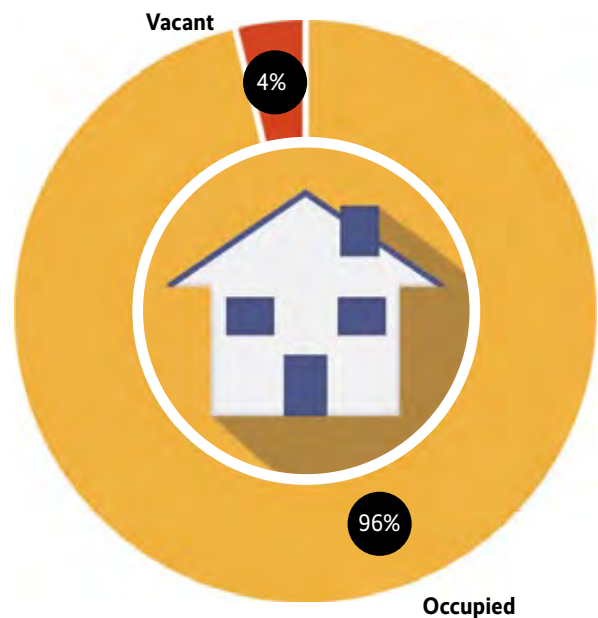
Figure 6.2–Housing Occupancy, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Housing Types

Maintaining a mix of housing types is one of the most important housing strategies. It helps to boost a socially and economically diverse community by providing viable housing options for residents from the full spectrum of personal preference and economic buying power.

The dominant housing type in Pooler is single-family detached, accounting for 66% of the total housing stock. The second most common form of housing in Pooler are apartments with 20 or more units, at 9.1%. There are smaller amounts of other types of housing units, such as townhomes, small multi-family units, and mobile homes, but they are dwarfed in comparison to the amount of single–family detached homes.

There are two primary factors that influence the different housing types in Pooler: zoning, which specifies the types and density of units developers are permitted to build, and market demand, which refers to the types of housing units that people want to buy. Currently, the vast majority of housing areas are allocated for single-family, detached housing. Additionally, speculation is a housing market driver, as real-estate investors can create fluctuations in home prices and demands by guessing on the future value of certain homes based on their investments.

In Pooler, 66% of all housing is single-family detached
—American Community Survey, 2018

Housing Types, 2014–2018

	CITY OF POOLER	
Housing Type	Number of Units	%
1-unit, detached	5,948	66.2
1-unit, attached	431	4.8
2 units	99	1.1
3 or 4 units	242	2.7
5 to 9 units	144	1.6
10 to 19 units	575	6.4
20 or more units	818	9.1
Mobile home	728	8.1
Boat, RV, Van, etc.	0	0
Total	8,985	100%

Figure 6.3–Housing Types, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Age of Housing

Much of the housing in Pooler is relatively new, with the majority of housing being built between 2000 to 2009. The age of the housing stock reflects how new many of the residences are and is indicative of the large population growth that Pooler has experienced, with 68% of structures being built within the last 20 years. Still 23% of housing is over the age of 30 years old and by 2040, houses built between 2000 to 2009 will also be over 30 years old. Structures that old are at an increased risk of becoming dilapidated. While Pooler has relatively new housing currently, steps toward maintaining present housing can reduce future risks of dilapidation.

Around 68% of housing in Pooler was built within the last 20 years
—American Community Survey, 2018

Year Housing Structure Built, 2014–2018

Year Built	CITY OF POOLER	
	Number	%
Built 2014 or later	450	5
Built 2010 to 2013	1,042	11.6
Built 2000 to 2009	4,609	51.3
Built 1990 to 1999	799	8.9
Built 1980 to 1989	467	5.2
Built 1970 to 1979	853	9.5
Built 1960 to 1969	288	3.2
Built 1950 to 1959	288	3.2
Built 1940 to 1949	99	1.1
Built 1939 or Earlier	90	1
Total	8,985	100%

Figure 6.4–Age of Housing Structure, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Housing Tenure

The majority of houses are owner-occupied in Pooler with 62% of homes being owned. The percentage of renter-occupied housing has decreased since 2010, which is the opposite of neighboring jurisdictions and national trends. With the current increase in apartment construction, the number of renters in the area may increase in the future. Additionally, the ratio of owner-occupied to renter-occupied units may also change.

Vacancy Rates, 2010–2018

	2010	2014	2018
Homeowner	6%	1.4%	0%
Rental	12.5%	14.8%	4%

Figure 6.5–Housing Vacancy, Pooler

Housing Tenure, 2014–2018

Renter-Occupancy
38%

Owner-Occupancy
62%
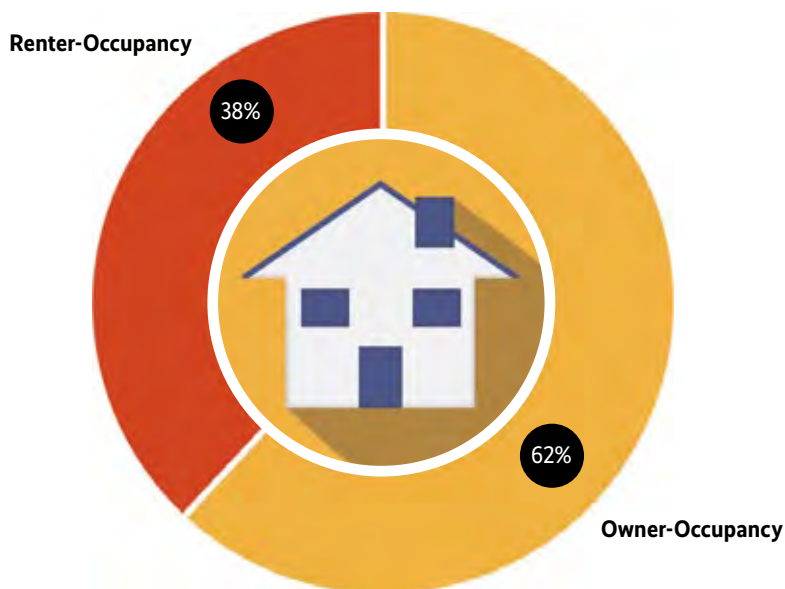
Figure 6.6–Housing Tenure, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Housing Values

Overall, home values have been increasing in Pooler since 2000, aside from a slight dip recorded in the 2014 American Community Survey 5-Year Estimates. The majority of home values are between $200,000 to $299,999, with another 25% being between $150,000 to $199,999.

The Median home value in Pooler is $215,500 and has increased 125% since the year 2000
—American Community Survey, 2018

Year Moved In

The majority of residents moved into their houses between 2000–2009. Another 25% moved in between 2010–2014 while 20% moved in between 2015 to 2016.

With such a large influx of people moving in, the housing landscape has changed within the area, leading to the construction of new neighborhoods and apartments.

Home Values, 2014–2018

	CITY OF POOLER	
Median Value	Number	%
Less than $50,000		5.6
$50,000 to $99,999		4.2
$100,000 to $149,999		8.9
$150,000 to $199,999		23.6
$200,000 to $299,999		41.8
$300,000 to $499,999		9.8
$500,000 to $999,999		5.3
$1,000,000 or More		0.9
Total	8,985	100%

Figure 6.7–Housing Values, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Year Moved In, 2014–2018

	CITY OF POOLER	
Year	Number	%
2017 or Later		11
2015 to 2016		19.3
2010 to 2014		25.4
2000 to 2009		32.8
1990 to 1999		3.9
1989 and Earlier		7.6
Total	8,985	100%

Figure 6.8–Year Moved In, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Monthly Mortgage

The majority of homeowners with a mortgage are paying either $1,000 to $1,499 (32.3%) or $1,500 to $1,999 (30.5%). The median mortgage is $1,597 and has increased 77.4% since 2000.

Monthly Rent

The median rent is $1,217 and has increased 107.3% since 2000. With such steady increases in rent throughout the years, efforts to ensure that housing is affordable to all Pooler residents must be explored.

Median gross rent is $1,217 in Pooler, representing a 107% increase since 2000 —American Community Survey, 2018

Monthly Mortgage Costs, 2000–2018
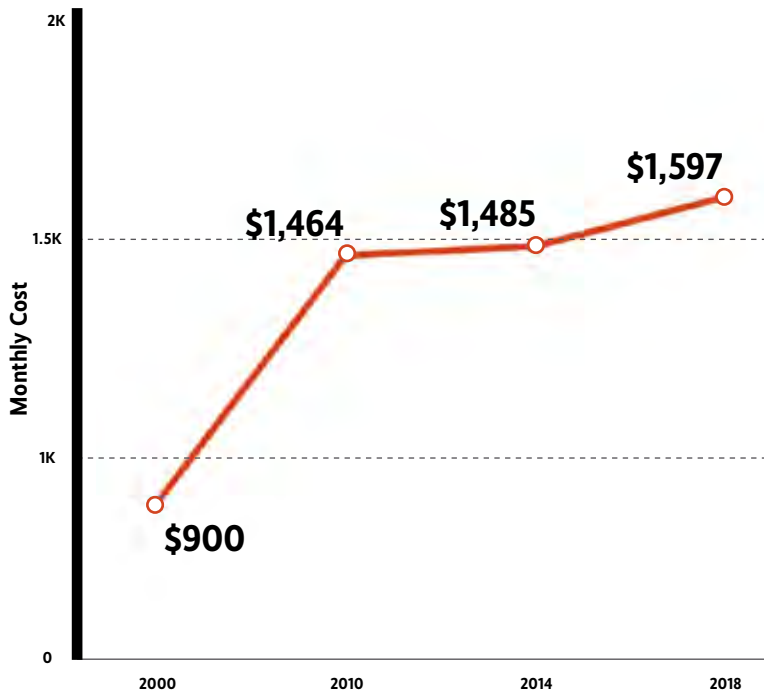
Figure 6.9–Monthly Mortgage Costs, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Monthly Rent Costs, 2000–2018
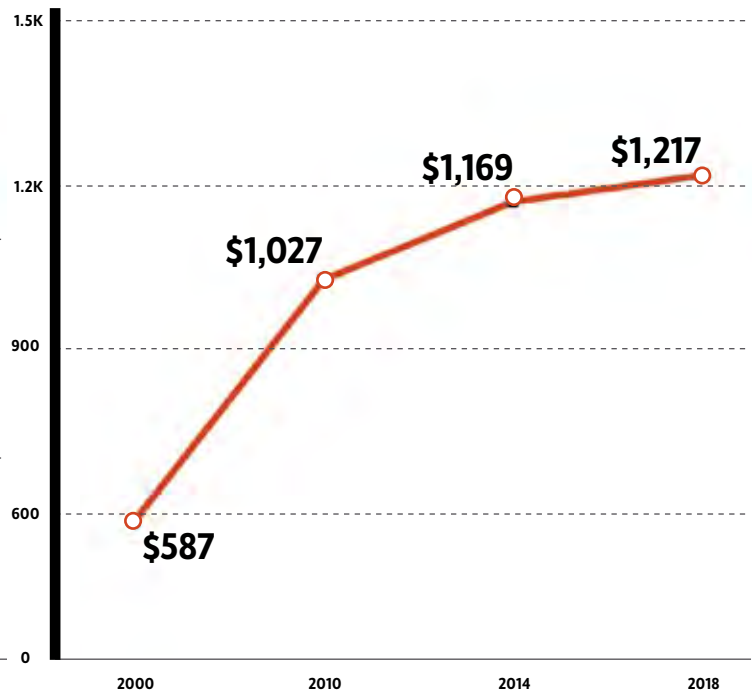
Figure 6.10–Monthly Rent Costs, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

AGE & HOUSING DEMAND

Aging & Multi-Family

The median age of Pooler residents is 37.3, which is slightly older than the rest of the county. As the aging populations rises, housing needs will change. While there are senior living and retirement communities, new developments should focus on age conscious designs.

One major factor in determining the future need of the various housing quantities and types available is the age distribution of our future population. Age is a major determinant in housing choice because populations within a given age group tend to share various characteristics and needs. Individuals in their early twenties are more likely to rent an apartment than buy a house because younger residents tend to have more limited financial resources than an older population, and twenty-somethings also tend to move more often. Individuals and families in their working years are likely to choose to live in single-family homes because they are likely to be raising children and want more space to raise a family. People who are retired may opt for a simpler lifestyle, which often involves selling their single-family home and moving into a townhouse, garden apartment, or other type of multi-family unit. An area's age distribution, along with its wealth and cultural characteristics, is therefore a major factor in determining the associated demand for various types of housing units.

Trends are showing us that the U.S. population is living longer as the "Baby Boomer" generation approaches retirement In the U.S., some also called "Generation Xers" the "baby bust" generation because of the drop in the birth rate following the baby boom. This nationwide aging trend is even more pronounced in the South, which continues to be a retirement destination. The local effect in Chatham County will likely be more noticeable because of its desirable coastal location, warmer climate, and the close proximity to health care, resorts, and retirement communities.

As shown in Figure 6.11 Chatham County's population is projected to grow significantly over the next 10 years with the largest population gain being seen in the older age groups. The effect will be increasingly pronounced among the oldest age groups, with the number of 45 to 54-year-olds is projected to increase 5.8% from the 2010 counts, 55 to 64-year-olds increasing 18.1% and individuals who are over 65 increasing by over 70%. Younger age groups, by contrast, are projected to experience either very modest growth or slight reductions from current and previous levels.

As the population grows older, many find it advantageous to relocate from single-family homes to multi-family dwellings, making it likely that an increase in demand for multi-family units will accompany the larger aging population. Although Chatham County's total year-round population of young adults living within the county is projected to decrease slightly, it is expected that the county's population of college students residing in Chatham County part of the year will increase as Chatham County's major institutions of higher learning continue to expand and attract students from outside the county. This trend also supports the finding that the local market could support more multi-family units within Chatham County.

As the average age of Pooler residents is higher than the average for Chatham County, there may be a higher percentage of older residents in the area. Thus, a focus on housing that is affordable and accessible to elderly people is necessary.

Projected Age Distribution, 2010–2030

Age	2010	2020	2030	%Chge. 2010-2030
Under 5	18,334	17,948	18,443	0.6%
5 to 14	31,751	33,172	36,654	15.4%
15 to 24	45,223	41,611	45,311	0.2%
25 to 34	40,557	46,267	41,995	3.5%
35 to 44	32,571	36,867	39,133	20.1%
45 to 54	34,782	33,244	38,304	10.1%
55 to 64	29,435	35,606	33,964	15.4%
65 and Over	33,218	45,835	61,720	85.8%

Figure 6.11–Chatham County Population Projections by Age Cohort
U.S. Census Bureau: 2010 American Community Survey 1-Year Estimates & Georgia Office of Planning and Budget

COST-BURDEN

Housing Costs

As discussed earlier in this element, home values, monthly mortgage, and monthly rent have been increasing in both unincorporated Chatham and the city of Savannah. With this in mind, the issue of cost-burden must be heavily monitored.

According to the HUD, cost-burden is defined as: those "who pay more than 30% of their income for housing" and "may have difficulty affording necessities such as food, clothing, transportation, and medical care." Severe rent burden is defined as paying more than 50% of one's income on rent.

More than 26% of homeowners in Pooler are cost-burdened by housing costs. While cost-burden has been declining, it is still higher than it was in 2000. More than 44% of renters are cost burdened, which is an overall increase of 62% since 2000. With one in four homeowners and almost half of all renters in Pooler should explore strategies to reduce cost-burden, especially for renters.

COST-BURDENED

Cost-burdened families are those "who pay more than 30% of their income for housing" and "may have difficulty affording necessities such as food, clothing, transportation, and medical care." Severe rent burden is defined as paying more than 50% of one's income on rent.

—HUD

Cost-burden for renters has been consistently higher than cost-burden for homeowners, especially in Savannah
—American Community Survey, 2018

Mortgage Cost-Burden, 2000–2018

Year	Garden City	City of Pooler	City of Savannah
2000	17.3%	18.4%	26.57%
2010	38.2%	32.1%	42.76%
2014	29.8%	34%	41.24%
2018	24.6%	26.4%	33.53%

Figure 6.12–Mortgage Cost-Burden
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Rent Cost-Burden, 2000–2018

Year	Garden City	City of Pooler	City of Savannah
2000	30.3%	27.5%	52.93%
2010	46.3%	26.6%	61.13%
2014	60.4%	36.2%	59.80%
2018	37.7%	44.4%	55.39%

Figure 6.13–Rent Cost-Burden
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

AFFORDABLE HOUSING

Affordable Housing

The definition of affordable housing is often assumed to refer to low-income housing. However, in this document, "Affordable Housing" and "Low-Income Housing" are two different categories, with affordable housing referring to individuals who make a moderate income (police officers, teachers, social workers) and low-income referring to residents who live below the poverty line.

The definition of affordable housing can take many forms, with many typically believing it refers to only low income housing. However, in this discussion of affordable housing, affordability is relative to multiple incomes and living situations. For example, Pooler's median income is $78,102 which is higher than the median for the rest of the county. People in this income bracket, and all income brackets, have a limit on what they can afford, which is why it is necessary to ensure that residents can still afford their housing.

Additionally, with cost-burden on the rise for renters and one in four homeowners being cost-burdened, housing affordability may still be a problem despite the fact that Pooler residents earn more on average.

"Missing Middle" Housing

Missing Middle Housing describes a range of housing types between single-detached homes and lower density apartment buildings that have gone "missing" from many of our cities. The referenced housing types are compatible in scale with single-family homes yet are denser and yet still fit seamlessly into existing residential neighborhoods. These housing types can include duplexes, triplexes, fourplexes, rowhouses, and townhouses.

While the "missing middle" refers to a range of housing types, the popularity of the term has grown alongside the housing challenges facing middle-income households. Increasingly, middle income households throughout Chatham County are experiencing difficulty finding housing that suits their needs and budgets. Accordingly, the term "missing middle" is used to describe the lack of available and affordable housing options for middle-income households, both in the ownership and private rental sectors. In fact, much housing that falls under the category of "missing middle" is unaffordable to households across the income spectrum.

16.5% of housing in Pooler constitutes as Missing Middle Housing. Increasing the number of missing middle housing units can increase the affordable housing stock for low- and moderate-income residents.

PUBLIC HOUSING

Public Housing in Pooler

Public housing is defined as government-owned and -operated or privately subsidized housing that is available for low-income individuals who cannot afford market rate prices. The city of Pooler is home to two public housing complexes and multiple Section 8 housing units to serve the population in need of subsidized and low-income dwellings. Currently, 5% of Pooler residents live below the poverty line, which creates a need to ensure that these residents are securely housed.

Another important factor in creating public housing is location. The placement of housing is an important determinant in the overall quality of life of residents, especially in regard to access to vital resources. This includes access to food, jobs, and educational advancement. All housing should be placed in an area that is economically advantageous to residents, and this is especially important for low-income individuals who face more barriers in terms of job and food access.

PUBLIC HOUSING

Public housing was established to provide decent and safe rental housing for eligible low-income families, the elderly, and persons with disabilities. Public housing comes in all sizes and types, from scattered single-family houses to high rise apartments for elderly families.

—HUD

Plan 2040 Survey

The MPC's Plan 2040 survey asked in your opinion, "Do we need more, less or about the same of the following housing types?"

- Single-family
- Townhouses
- Apartments
- Duplexes
- Accessory dwelling units
- Mobile homes
- Transitional housing
- Nursing or retirement homes

Forty-six percent (46%) of the respondents felt that there needed to be more single-family housing, with only 3% of respondents selecting more apartment housing.

A full copy of the survey and the results can be found in the Pooler 2040 Appendix.

SPECIAL NEEDS HOUSING

Special Needs Housing

A disability is defined as one of six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty.

According to the American Community Survey, 13.3% of Pooler residents are living with a disability. Noting that individuals 75 years and older tend to have higher rates of disabilities, it can be expected that as the senior population in Chatham County and Pooler continues to rise, the need for more housing that disabled individuals can comfortably live in will also increase. This requires housing with wider hallways, wide doors, handrails, and ramps for wheelchair access while other disabled residents, such as individuals with cognitive difficulties, may require long-term residential care.

Nearly 13% of the population in Pooler is living with a disability
—American Community Survey, 2018

WHAT IS A DISABILITY?

A disability is defined as one of six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty.

—CDC

Chatham County has an array of services to help residents with special housing needs. For example, domestic violence shelters offer safe and private housing for victims of intimate partner violence and their families. Additionally, rehabilitation centers for individuals recovering from drug addiction and mental illness, residential facilities for people with developmental disabilities, and transitional housing for homeless families and individuals are also available.

In addition, a number of agencies provide subsidized or affordable housing for older adults as well as hospice residences for patients with terminal illness. Although not all-inclusive, Figure 6.14 and 6.15 below display the percentage or residents within Chatham County and Pooler with a disability as defined by the American Community Survey (2018) that may have special housing needs.

Disabled by Age Group, 2018

	Chatham	Pooler
Age		%
Under 5 Years	2.9	3.4
5 to 17 Years	6.6	6.4
18 to 34 Years	8.7	3.0
35 to 64 Years	16.9	15.7
65 to 74 Years	22.2	35.8
75 Years and Over	58.3	57.7

Figure 6.14–Percent Disability by Age, Chatham County & Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Disability Type, 2018

	Chatham	Pooler
Disability Type		%
Hearing Difficulty	4	3.6
Vision Difficulty	2.6	2.3
Cognitive Difficulty	6.5	5.0
Ambulatory Difficulty	8.6	9.2
Self–Care Difficulty	2.4	3.5
Independent Living Difficulty	6.2	5.7

Figure 6.15–Percent Disability Type, Chatham County & Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

RESILIENCE & HOUSING

Resiliency Planning

Resiliency planning is a way to reduce indirect vulnerabilities by improving the long-term conditions that can leave communities exposed to hazards. There are six core sectors around which communities can plan for resiliency.
These are:

– Community
– Economic
– Health and Social
– Housing
– Infrastructure
– Watersheds and Natural Resources

These six sectors are broad lenses through which a community can examine the impacts, identify stresses, or weaken their ability to respond, and strategically plan to address these upsets. Integration of activities across each sector is key to developing a resilient community. These sectors are interdependent, yet many strategies are likely to have a cross-sector impact. With the rise in extreme weather events, many communities are looking for ways to prepare for disasters that accompany the changing climate. New studies, regulations, and design practices are helping to address current and future needs.

Additionally, low-income communities are often disproportionately affected by weather-and climate-related threats, such as built-up areas that are vulnerable to flooding. Resilient design can offer solutions to dangerous disruptions while alleviating long-term costs.

Emergency preparedness also builds pathways to make a difference not only for the built environment but also for residents within vulnerable communities.

Much of Chatham County is a flat coastal plain, making it susceptible to flooding, especially during the springtime and hurricane season. As the impact of climate changes compound and grow, not only will flooding issues worsen but higher temperatures will most likely continue to threaten residents and vulnerable populations during the hot summer months. To alleviate these threats, it is recommended that any new housing developments, most notably affordable housing developments, be built outside of flood zones and with a higher, more sustainable design in mind. It is essential that residents living in high-impact flood zones understand how to protect themselves and their homes during rainy and hurricane seasons.

Lastly, the further people live from their jobs, schools, and services, the longer they spend commuting in cars, which creates more greenhouse gas emissions. When people have affordable options for housing close to where they work, they can spend less time commuting and reduce their greenhouse gas emissions. Additionally, building affordable places to live in close proximity to public transit options is an effective way to reduce greenhouse gas emissions.

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NATURAL RESOURCE ELEMENT

07

NATURAL RESOURCES

Introduction

Pooler is home to exceptional natural resources that are vitally important to the quality of life, resilience, health, and economy of the region. The city therefore has an interest in promoting, developing, sustaining, and protecting its natural resources for current residents and future generations.

This element of Pooler 2040 includes an existing conditions assessment of specific natural resources and natural resource issues found in Pooler as well as specific goals and objectives for the management and protection of these resources for the next 20 years.

NATURAL RESOURCES

Not many landscapes can match the beauty and romance of the coastal environment. Since the earliest times of Oglethorpe, people have wanted to live near the water.

Coastal Georgia's streams, rivers and marshes are now more attractive than ever as a place to live and visit. Tide, climate, and geology all shape the unique relationship between land and water along the coastline. The region continues to grow as people leave colder climates to live near the beautiful oak trees and sandy beaches. With population growth, however, come many other elements of development.

The vision of a community that is a healthy place to live, work, and raise a family—where the protection of natural resources is considered an integral part of social and economic values—can be accomplished when forethought and reverence for the environment is considered. To effectively manage the development of Georgia's coastal areas, residents and local governments must continue in their efforts to protect and be good stewards of the community's natural resources. With proper planning, Pooler will remain a place of beauty for centuries to come.

Coastal Resources

Georgia's coastal marshlands and beaches are seen as one of the state's greatest resources and a defining feature of Chatham County. The beaches draw new residents and tourists to the area, while the marshlands are an essential ecosystem for many plant and animal species and also protect coastal residents from the impacts of storms and higher-than-normal tides. The landscape along the Georgia coast is also dotted with marsh hammocks—back barrier islands or small upland areas surrounded by tidal waters and marshes—that provide a haven for wildlife.

As the state's coastal population grows and development pressures threaten Georgia's coastal resources, public policies protecting and conserving coastal lands must be implemented. Preservation of the region's coastal resources through land use regulations and land acquisition programs is essential to the resilience of the community and the local economy, and the quality of life for its residents.

FUN FACTS
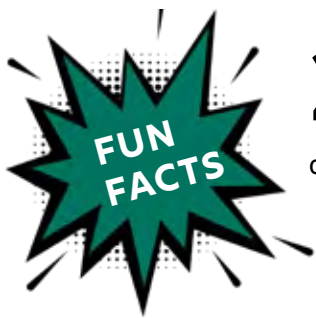
22%

of land in Pooler is classified as marsh

WATER RESOURCES

Water Supply

Pooler is located within the Atlantic Coast Flatwoods area of the state within both the Savannah and Ogeechee River Basins and, more specifically, within the boundaries of the Lower Savannah, Lower Ogeechee, and Ogeechee Coastal Watersheds.

The Ogeechee River Basin headwaters are located in mid- to southeastern Georgia and are flanked by the Altamaha and Oconee River Basins to the west and the Savannah River Basin to the east. The headwaters are located in the southeastern edge of the Piedmont province, and the basin continues southeastward to the Atlantic Ocean, draining approximately 5,540 square miles of land area. The river basin is located entirely in the State of Georgia and plays a significant role in forming Wassaw, Ossabaw, Saint Catherine's, Black Beard, and Sapelo islands off the coast of Chatham County.

The Savannah River Basin is a 10,577 square mile watershed whose headwaters originate in the Blue Ridge Province of North Carolina, South Carolina, and Georgia. The Savannah River forms the boundary between South Carolina and Georgia as it flows southeast to the Atlantic Ocean at Savannah. The Savannah River is the most extensively used surface water source in the Savannah River Basin.

WATERSHEDS

A watershed is a land area that channels rainfall and snowmelt to creeks, streams, and rivers, and eventually to outflow points such as reservoirs, bays, and the ocean.

—USGS

SAVANNAH RIVER
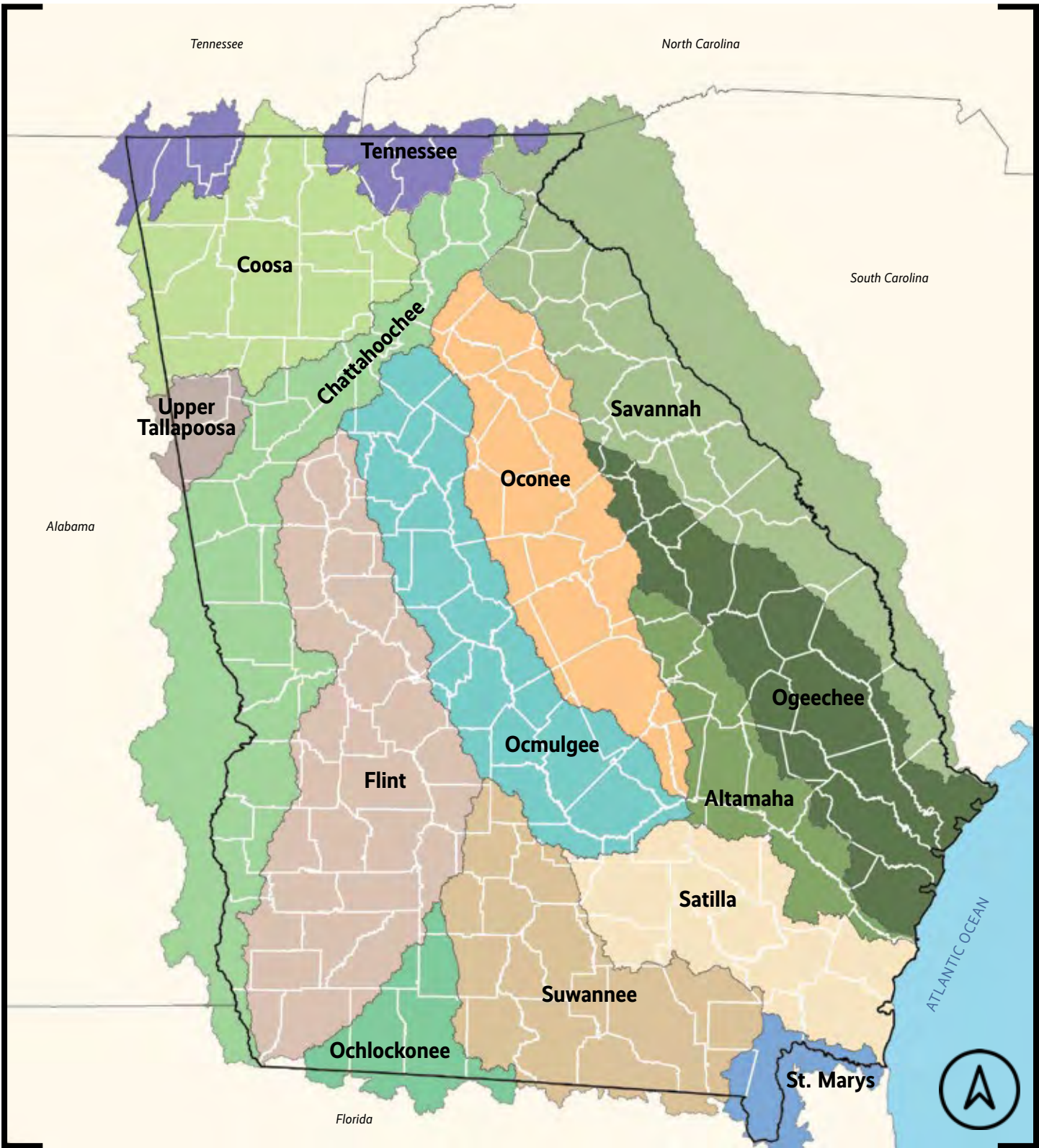
Map 7.1–Georgia's River Basins

Public Water Supply Sources

The groundwater resources of Coastal Georgia—and the Floridan Aquifer system in particular—are recognized as some of the most productive in North America. This particular system underlies an area of about 100,000 square miles in southeastern Mississippi, southern Alabama, southeastern Georgia, southern South Carolina, and all of Florida. The depth below the ground surface to reach the top of the Floridan Aquifer increases from less than 150 feet in coastal South Carolina to more than 1,400 feet in Glynn and Camden counties, Georgia.

Approximately 95% of the population of Chatham County is served by municipal or community water systems (Chatham County Comprehensive Water Supply Management Plan (2000 Update)); 98% of the water provided by these systems is pumped from the Floridan Aquifer and meets or exceeds drinking water standards. Water is pumped directly into the distribution system with chlorine and fluoride being the only treatment necessary.

Public Water Supply Issues

As a result of extensive pumping in much of the developed areas of Savannah and in the adjacent coastal areas in Georgia and South Carolina, the aquifer has experienced changes in the groundwater levels, rates and distribution of recharge and discharge, rates and direction of groundwater flow, and overall water quality in the aquifer system. As population growth increases the demand for drinking water, a reduction in groundwater usage becomes necessary to prevent saltwater intrusion into these critical water supplies.

Measures to reduce the amount of groundwater pumped from the Floridan Aquifer were instituted in 1995 when the Comprehensive Water Supply Management Plan for Chatham County was adopted. The Plan was the result of a cooperative effort by the local municipalities, major domestic water companies, and major industrial water users to reduce groundwater pumping.

Saltwater intrusion into the Floridan aquifer in the Savannah area threatens the continued viability of the region's primary drinking water supply source. In 1997, the State of Georgia Environmental Protection Division (EPD) limited the amount of groundwater that could be withdrawn from the Floridan Aquifer.

The EPD previously capped the amount of groundwater that could be withdrawn from the Aquifer and mandated a 10 million gallon reduction in pumping by 2005. The moratorium on additional groundwater withdrawal was viewed as a temporary measure pending a study to measure saltwater intrusion into the groundwater supply. This study, called the Sound Science Initiative, was completed in May 2010 and led to a multi-step approach to managing groundwater withdrawals along the coast.

Map 7.2–Floridan Aquifer System

Map 7.3–Chatham County's Large Watersheds

Red Zones

The Chatham and southern Effingham County region, classified as the "Red Zone," has experienced significant reductions to each county's groundwater withdrawal permit limits to help prevent impacts to the Floridan Aquifer system. Subsequent analysis of pumping indicated that the permit restrictions, conservation measures, and additional management strategies were proving effective. In October 2015, EPD again mandated a reduction in pumping from all groundwater withdrawal permittees within the Red Zone with reduction milestones for 2020 and 2025 included. In general, most of the 2015 permit limits for Red Zone users were reduced by 22% for 2025.

In light of the new directives from EPD, the municipal water providers within Chatham County and southern Effingham County continue to explore opportunities to coordinate water supply management and conservation efforts for the long-term.

The issues affecting groundwater quality (domestic, industrial, and agricultural pumpage, and vertical and horizontal migration of saltwater into the aquifer) must continue to be addressed on a regional basis because groundwater withdrawal in one area affects the piezometric pressure throughout the aquifer, and saltwater intrusion in one part of the aquifer may eventually contaminate the entire aquifer system.

MANAGING SALTWATER INTRUSION

Chatham County and the southern portion of Effingham County (south of GA Hwy 119) were identified in the 2006 Coastal Georgia Water and Wastewater Permitting Plan for Managing Saltwater Intrusion as having the highest vulnerability for the groundwater cone of depression that extends into South Carolina, where saltwater intrusion has already occurred.

SALTWATER INTRUSION

Saltwater intrusion occurs when too much groundwater is pumped from coastal aquifers and saltwater migrates inland, contaminating the water supply.

—USGS
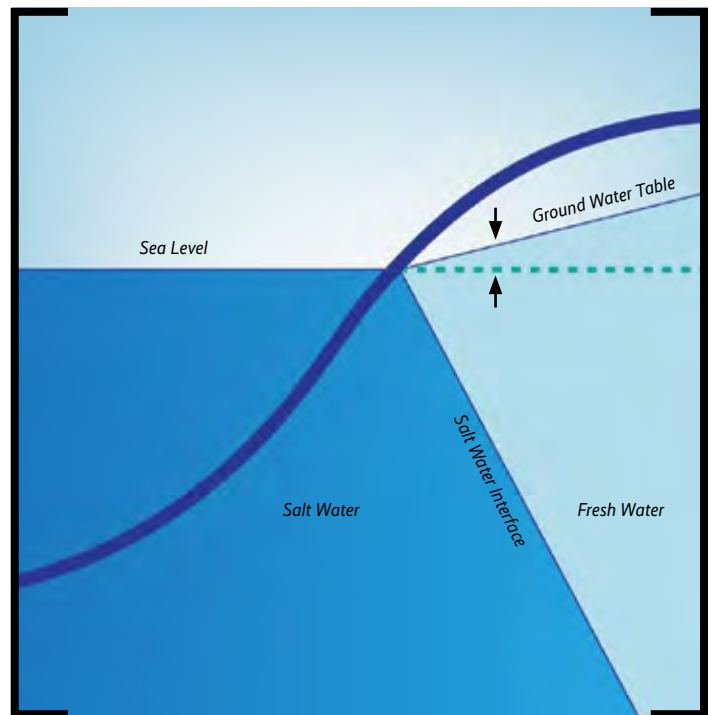
Figure 7.1–Aquifer Impact Diagram
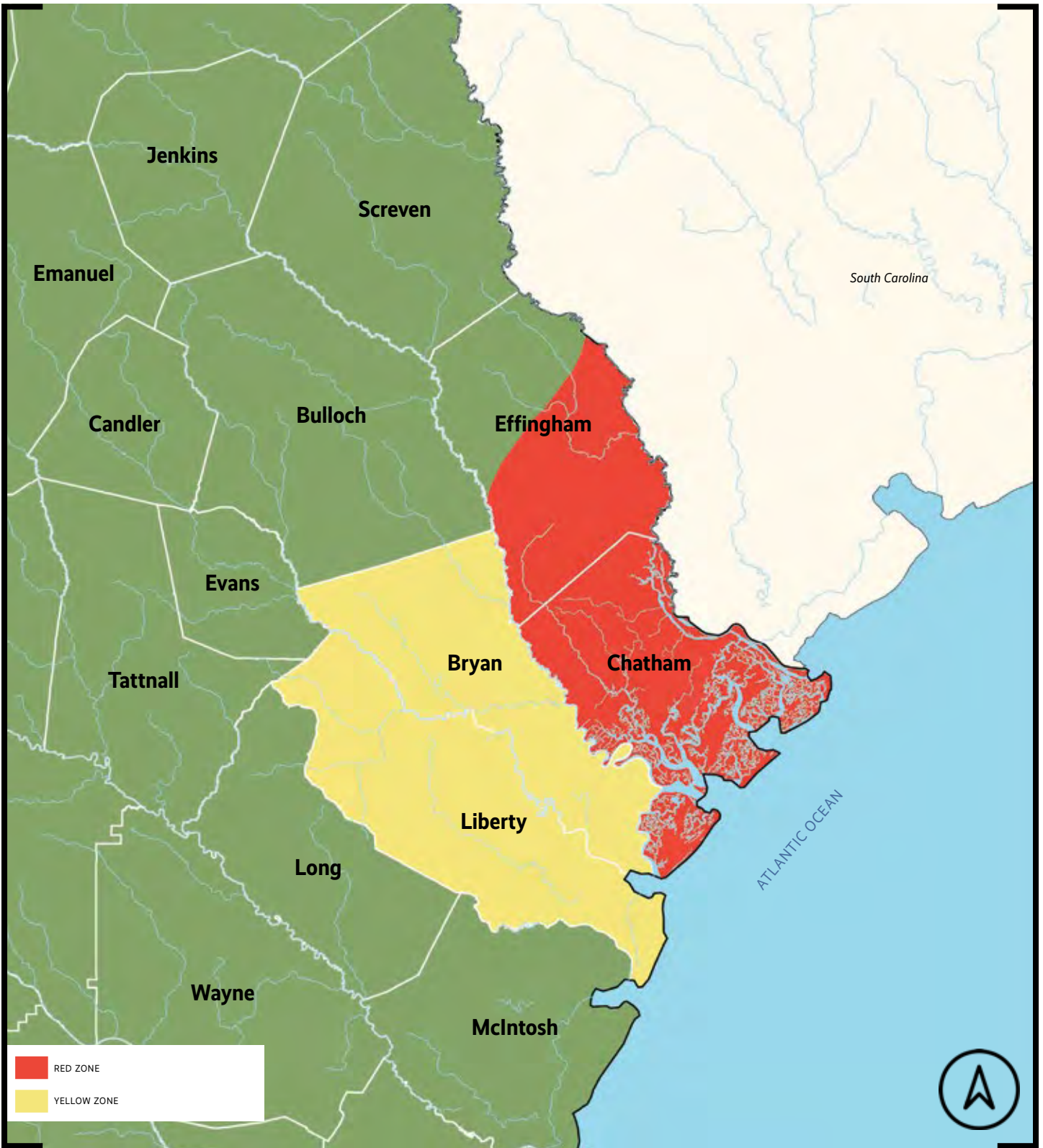
Map 7.4–Chatham County's "Red Zone" Water Management Area

Groundwater Recharge Areas

A groundwater recharge area is the land where the water that eventually seeps down into an aquifer first enters the ground. Groundwater can move readily through soils and rocks that have large pore spaces (porous) such as sand, gravel, sandstone, or limestone. However, soils and rocks with small pore spaces (non-porous) such as clay, shale, or granite, hinder water movement. The principal aquifer recharge zone for the Floridan Aquifer system is located approximately 100 miles northwest of the city of Savannah where the upper boundary of the aquifer's confining layer outcrops at the surface near the Fall Line separating the Piedmont province from the Coastal Plain. Smaller areas of groundwater recharge are specifically located in the Miocene/Pliocene-Recent unconfined aquifer system within Chatham County. These local recharge areas are generally located outside of Pooler on Wilmington Island, Skidaway Island, and along the Abercorn Street corridor in Savannah.

Groundwater Pollution Susceptibility

If hazardous or toxic substances pollute the water that seeps into the ground in a recharge area, these pollutants are likely to be carried into the aquifer and contaminate the groundwater, ultimately effecting a community's drinking water source. Once polluted, it is almost impossible for a groundwater source to be cleaned up. For this reason, a local wellhead protection ordinance was passed, and the City routinely performs inspections of community wells to prevent wellhead contamination and to address any stormwater pollutants that have the potential to impact groundwater quality through the wellhead.

In Pooler, the protection of groundwater recharge areas is also overseen by restricting land uses that generate, use, or store pollutants within groundwater recharge areas and by establishing minimum sizes for lots within groundwater recharge areas that are served by on-site sewage management systems. Prior to the issuance of a building permit or a demolition permit, the Zoning Administrator assesses whether the proposed activity is located within a groundwater recharge area as identified by the Georgia Department of Natural Resources (GA DNR). All lands identified as groundwater recharge areas are subject to restrictive development standards.

Specific areas adjacent to Pooler have also been deemed to have a higher pollution susceptibility. Careful consideration should be taken within these areas when deciding on land uses and new development to protect the area's groundwater system.
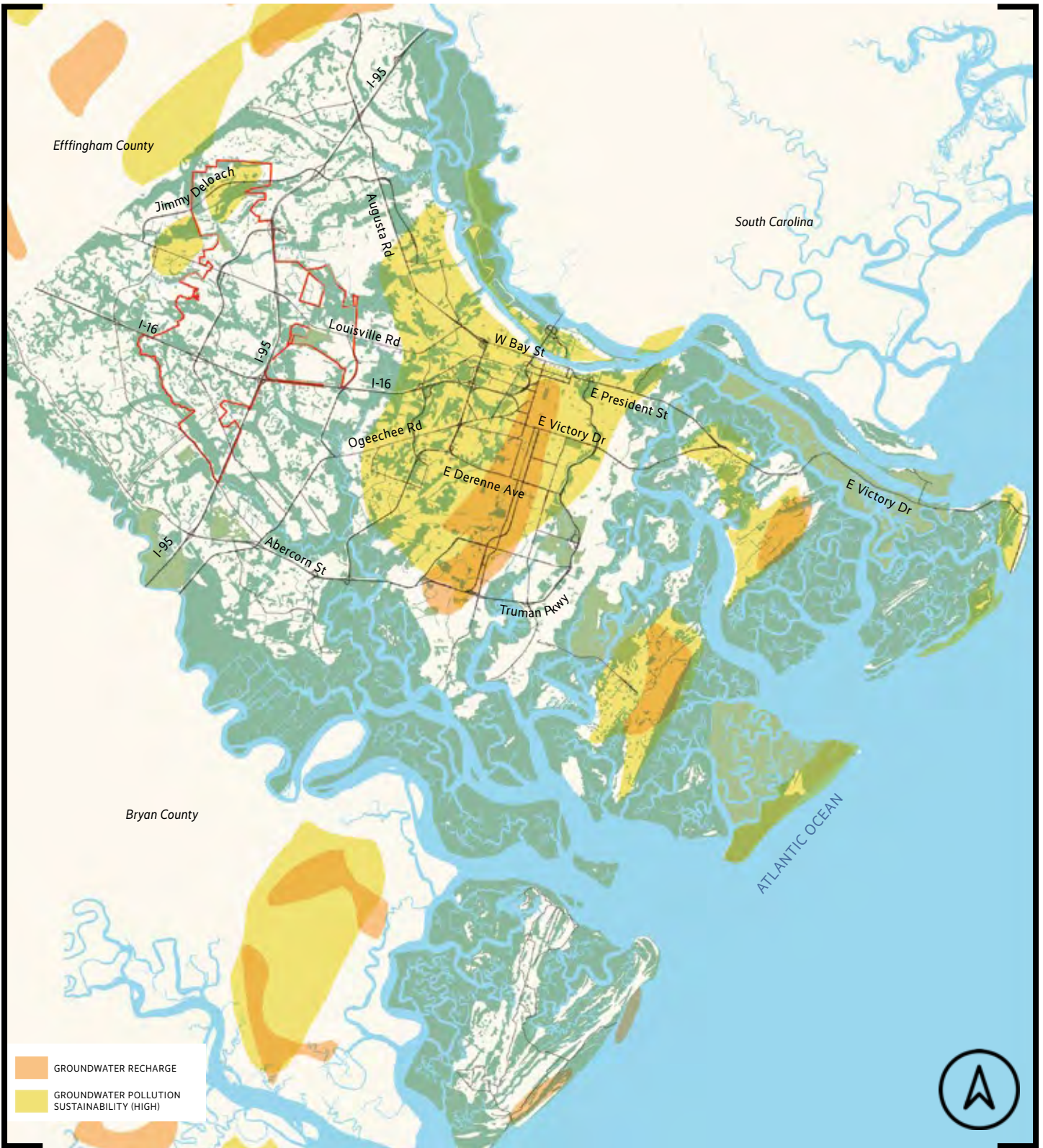
Map 7.5–Chatham County's Groundwater Recharge and Groundwater Pollution Areas

GROUNDWATER RECHARGE

GROUNDWATER POLLUTION SUSTAINABILITY (HIGH)

Impaired Water Bodies

Under related environmental protection measures, section 303(d) of the 1972 Clean Water Act mandates that all states develop lists of impaired waters within their jurisdiction. Impaired waters have been identified as polluted and are not currently or are not expected to meet applicable water quality standards. The EPD has a complete "303(d) list" for the State of Georgia and Chatham County.

Currently, there are two impaired waterways within Pooler that are currently being monitored and investigated for measures to improve water quality. One of these impaired bodies is Pipemakers Canal, a major waterway and floodway that traverses several jurisdictions and should be considered for more stringent protection measures due to the amount and type of flood waters it receives.

Impaired Waters 305(b)/303(d) List 2020

	Name
1	Pipemakers Canal
2	Little Ogeechee River

Figure 7.2–Impaired Water Bodies, Pooler

PIPEMAKERS CANAL

Map 7.6–Impaired Water Bodies, Pooler

STORMWATER MANAGEMENT

Stormwater runoff is generated from rain that flows over land or impervious surfaces, such as paved streets, parking lots, and building rooftops, and does not soak into the ground. The runoff picks up pollutants like trash, chemicals, oils, dirt, and sediment that can harm our rivers, streams, lakes, and coastal waters. To protect these resources, communities, construction companies, industries, and others, use stormwater controls, known as best management practices (BMPs). These BMPs filter out pollutants and/or prevent pollution by controlling pollutants at their source.

The State and Local National Pollutant Discharge Elimination System (NPDES) stormwater programs regulate stormwater discharges through municipal separate storm sewer systems (MS4s). Depending on population size, operators of the MS4s are required to obtain an NPDES permit before they can discharge stormwater. This permitting mechanism is designed to prevent stormwater runoff from washing harmful pollutants into local surface waters (www.EPA.gov/ npdes/npdes-stormwater-program).

Stormwater Management Programs (SWMP) have been adopted by each municipality in Chatham County as a requirement of the NPDES administered by the GA DNR. Pooler is considered a Medium Phase I MS4 Permittee. The City's management plan includes routine water quality sampling and testing; calculation of pollutant loads; identification and elimination of illicit discharges; training, preparation of annual reports to the Georgia EPD; and education and public awareness programs.

Municipal Stormwater Programs & Permits

	MS4 Permit Number	Location
1	GAS000205	Savannah
2	GAS000206	Chatham County
3	GAS000207	Bloomingdale
4	GAS000208	Garden City
5	**GAS000209**	**Pooler**
6	GAS000210	Port Wentworth
7	GAS000211	Thunderbolt
8	GAS000212	Tybee Island

Figure 7.3–Phase I MS4s in Chatham County

Coastal Stormwater Supplement

Pooler adopted the Coastal Stormwater Supplement to the Georgia Stormwater Management Manual (CSS). The CSS is a tool intended to provide Georgia's coastal communities with comprehensive guidance on an integrated, green infrastructure-based approach to natural resources protection, stormwater management, and site design.

As water flows across municipal boundaries and stormwater management efforts (or lack thereof) impact neighboring jurisdictions, Chatham County and all of the municipalities within it should work towards addressing stormwater issues collectively. The creation of a Regional Stormwater Committee or Commission should be considered to ensure that efforts being made are as efficient and effective as possible.

Statistically, most stream quality indicators decline when watershed impervious cover exceeds 10%, with severe degradation expected beyond 25%. In Chatham County, the majority of growth is targeted to western areas of the county. It is likely that future stream health indicators (e.g., biological health, streambank stability) will be impacted in watersheds that have a substantial amount of land development. Several of these watersheds may transition over to an Impacted category. As a result, these impacted watersheds are excellent target areas for advanced stormwater management, riparian buffer management, and development principles that protect water quality, such as low-impact development (LID).

STORMWATER RUNOFF

Stormwater runoff is rainfall that flows over the ground surface. It is created when rain falls on roads, driveways, parking lots, rooftops and other paved surfaces that do not allow water to soak into the ground.

—Center for Watershed Protection

#1

Stormwater runoff is the number 1 cause of stream impairment in urban areas*

*Center of Watershed Protection, 2006

Coastal Stormwater Supplement
to the
Georgia Stormwater Management Manual

First Edition
April 2009

GEOLOGY & SOIL TYPE

All of Chatham County is within the Atlantic Coast Flatwoods area of Georgia. The Atlantic Coast Flatwoods area occurs along the seaward portion of Georgia and is characterized by nearly level topography and poorly drained soils that are underlain by marine sands, loams, and/or clays. A series of marine terraces, roughly paralleling the coast, extends inward from sea level to an elevation of approximately 100 feet. The lower lying flat terraces do not have well-defined drainage systems and runoff moves slowly into slow-moving canals, streams, rivers, and finally into the ocean.

Pooler's soils tend to predominantly fall into the D-type category of soils, with shallow water tables that make infiltration difficult. Group D soils are clay loam, silty clay loam, sandy clay, silty clay, or clay. This Hydrologic Soil Group has the highest runoff potential. They have very low infiltration rates when thoroughly wetted and consist chiefly of clay soils with a high swelling potential, soils with a permanent high-water table, soils with a claypan or clay layer at or near the surface and shallow soils over nearly impervious material *(https://engineering.purdue.edu)*. The average soil rating in Chatham County, as measured by the National Commodity Crop Productivity (NCCPI), is 47.

NATIONAL COMMODITY CROP PRODUCTIVITY

The National Commodity Crop Productivity Index (NCCPI) is a model that uses inherent soil properties, landscape features, and climatic characteristics to assign ratings for dry-land commodity crops such as wheat, cotton, sorghum, corn, soybeans, and barley.

The value of ranges is from 0 to 100, with 100 being the best

—USDA

Map 7.7–Soil Types, Pooler

ALBANY FINE SAND

BORROW PITS

CAPE FEAR

CRAVEN LOAMY FINE SAND

ELLABELLE LOAMY SAND

LAKELAND SAND

MASCOTTE SAND

MEGGETT LOAM

OCILLA COMPLEX

OGEECHEE LOAMY FINE SAND

OGEECHEE-URBAN COMPLEX

OLUSTEE FINE SAND

PELHAM LOAMY SAND

POOLER FINE SANDY LOAM

WAHEE SANDY LOAM
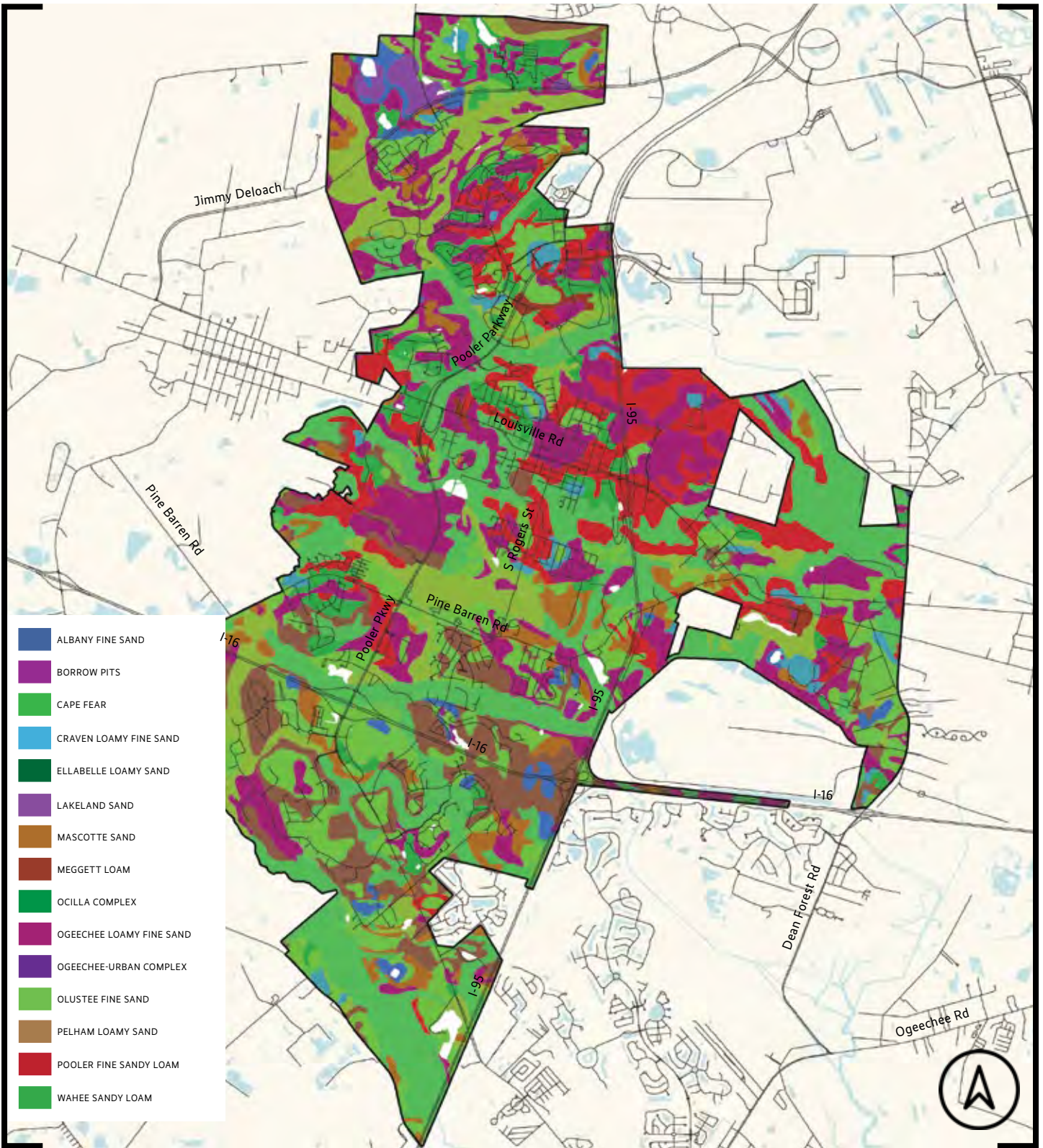
WETLANDS

Wetlands are vital features in the region's landscape that provide benefits for people and wildlife. Wetlands are able to improve our water quality, provide natural habitat, and store floodwaters. A wide variety of amphibians, animals, plants, and microbes inhabit wetlands, making them some of the most productive ecosystems in the world.

Over the past 60 years, many wetlands in Georgia have been altered and converted to other uses due to development; many of these conversions were of freshwater wetlands on the coastal plain. Conversion rates in Georgia have accelerated due to changing demands for agricultural and forest products, population growth, and urban expansion in the Piedmont, mountains, and along the coast. This has had a distressing effect on not only the natural environment, but also the human environment as flooding increases in frequency and magnitude with nowhere for floodwaters to go.

Over the past 60 years, many wetlands in Georgia have been altered and converted to other uses due to development; many of these conversions were of freshwater wetlands on the coastal plain.

BENEFITS OF WETLANDS

Among the numerous functions of wetlands, the following roles are the most critical:

- » Flood control
- » Water quality and availability
- » Erosion control
- » Fish and wildlife habitat
- » Recreation and aesthetics

—US EPA
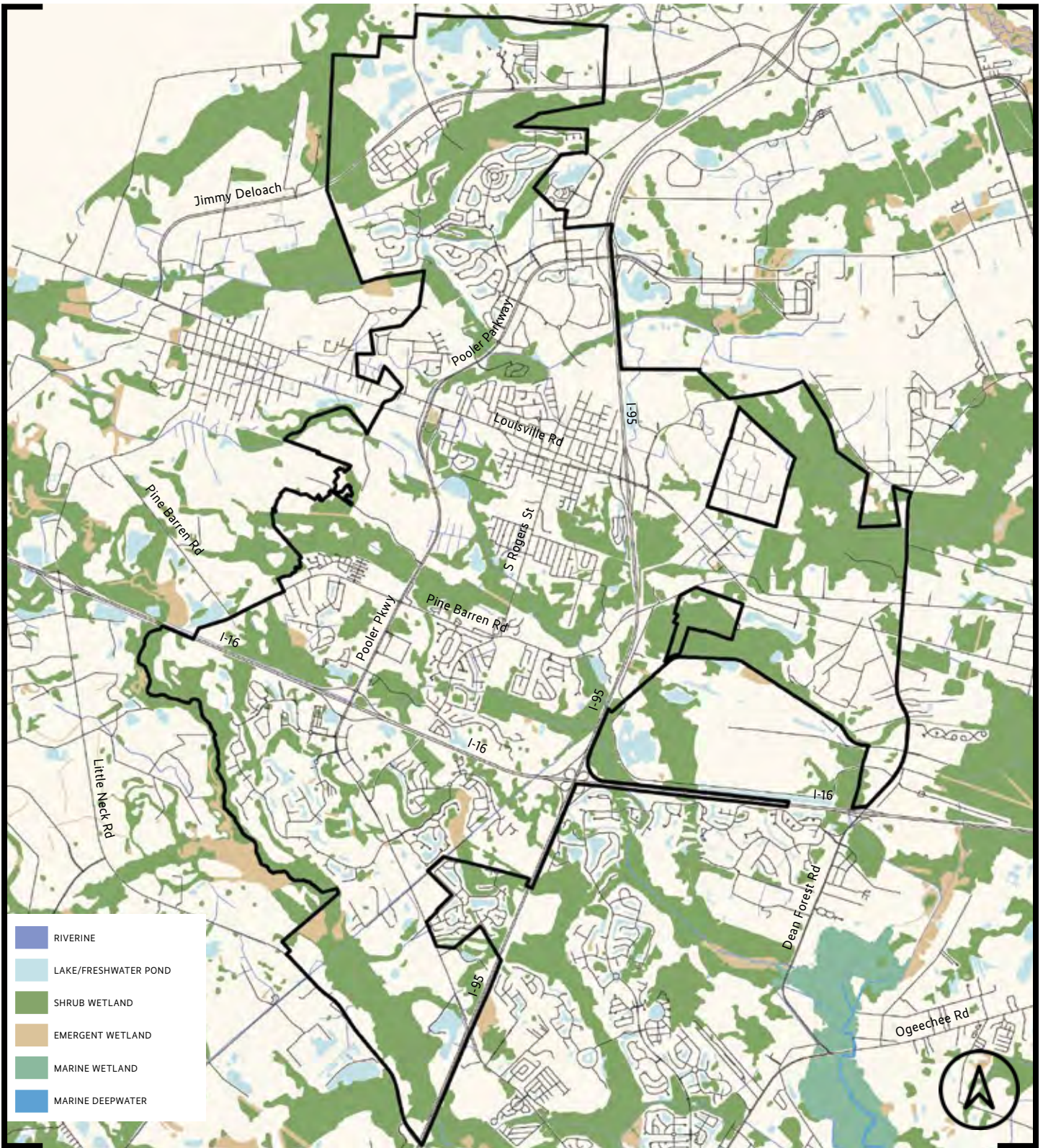
Map 7.8−Wetland Classification, Pooler

Legend:
- RIVERINE
- LAKE/FRESHWATER POND
- SHRUB WETLAND
- EMERGENT WETLAND
- MARINE WETLAND
- MARINE DEEPWATER

Map labels: Jimmy Deloach, Pooler Parkway, Louisville Rd, Pine Barren Rd, S Rogers St, I-95, I-16, Pooler Pkwy, Little Neck Rd, Dean Forest Rd, Ogeechee Rd

Directly related to the need for wetland conservation, under the Part V Environmental Planning Criteria requirements, Pooler has adopted a Wetland Protection Ordinance that provides a procedure to coordinate federal wetlands permitting with local permitting. This ordinance provides a regulatory framework by which potential wetland impacts are evaluated before local permits for land disturbance and building are issued.

The future of wetlands is closely linked to land use decisions made not only by local governments but by private landowners as well, since regulations are inexpensive relative to acquisition and can provide substantial protection for wetlands. Incentive-based programs—including nonconventional development standards such as subdivision regulations, stormwater management ordinances, and floodplain ordinances—are other means of protecting wetlands that have been implemented locally.

FUN FACTS
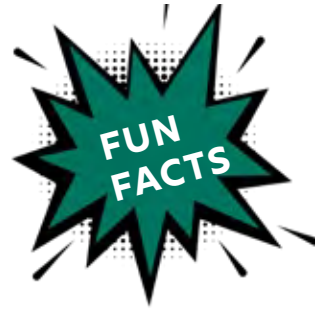
11.5

square miles of land in Pooler are classified as wetland

Stormwater management ordinances such as Pooler's can be used to protect wetlands as a means of reducing non-point source pollutants and to create artificial wetlands for the treatment of surface runoff. In addition, pollution controls may be used to prohibit discharges into area wetlands.

According to NOAA's Office of Coastal Management (NOAA OCM) CCAP Land Cover data, 8.54% of total area in Chatham County changed land cover from 1996–2016. This includes a net loss of 5.5 square miles of wetlands and 15.9 square miles of forested land, and a net gain of 23.9 square miles of developed land over the last 20 years.

PLANNING CRITERIA

To ensure continuous protection of water supply watersheds, groundwater recharge areas, wetlands, and river corridors, specific environmental planning criteria have been developed and discussed throughout this section of the Comprehensive Plan as required. These include:

» Criteria for water supply watersheds

» Criteria for protection of groundwater recharge areas

» Criteria for wetlands protection

» Criteria for river corridor protection

Chatham County Land Cover Changes Over Time

Land Cover Categories	1996 Area (sq. mi.)	Area Lost (sq. mi.)	Area Gained (sq. mi.)	2016 Area (sq. mi.)	Percent Change	Net Change (sq. mi.)
Developed (High Intensity)	19.15	0.00	8.95	28.10	46.73%	8.95
Developed (Low Intensity)	38.14	-0.34	10.00	47.80	25.32%	9.66
Developed (Open Space)	22.31	-1.02	6.35	27.63	23.87%	5.32
Grassland	8.36	-4.90	1.99	5.45	-34.74%	-2.90
Agriculture	3.54	-0.67	0.74	3.61	1.98%	0.07
Forested	89.97	-19.36	3.46	74.07	-17.67%	-15.90
Scrub/Shrub	8.76	-5.30	4.15	7.61	-13.10%	-1.15
Woody Wetland	78.04	-9.07	1.63	70.60	-9.54%	-7.44
Emergent Wetland	155.91	-2.13	4.06	157.84	1.23%	1.93
Barren Land	9.09	-1.06	2.59	10.62	16.76%	1.52
Open Water	199.03	-2.25	2.19	198.97	-0.03%.	-0.05

Figure 7.4–Chatham County Land Cover Changes 1996–2016

FLOODPLAINS & FLOOD ZONES

Floodplains are flat or lowland tracts of land adjacent to lakes, wetlands, and rivers that are typically covered by water during a flood. The ability of the floodplain to carry and store floodwaters should be preserved in order to protect human life and property from flood damage. Moreover, undeveloped floodplains also provide many other natural and economic resource benefits.

Floodplains often contain wetlands and other areas vital to a diverse and healthy ecosystem. By making wise land use decisions in the development and management of floodplains, beneficial functions are protected and negative impacts to the quality of the environment are reduced. Pooler has updated its Floodplain Protection Ordinance to begin addressing sea level rise and the natural migration of waters along the coast; however, more attention must be given, and measures must be enacted in the near future to allow for further protection of the coastal community from rising waters due to changes in the environment.

Flood Zones

The Federal Emergency Management Agency (FEMA) is tasked with creating Flood Insurance Rate Maps (FIRM) that determine flood zone designations for properties. Flood maps offer useful information and represent the official depiction of flood hazards for a community. Flood zone designations, coupled with local policies and the efforts of municipal floodplain managers, impact the flood insurance rates of individual properties.

It is important for property owners to know what their property's flood zone designation is in order to fully understand the potential risks their home, business, or land faces. This information can aid in making decisions regarding investments or alterations to property that will minimize possible risks, when making preparations for potential flooding events, and in determining if flood insurance is necessary.

FLOOD ZONES

Flood zones are geographic areas that FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's FIRM or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area.

—FEMA
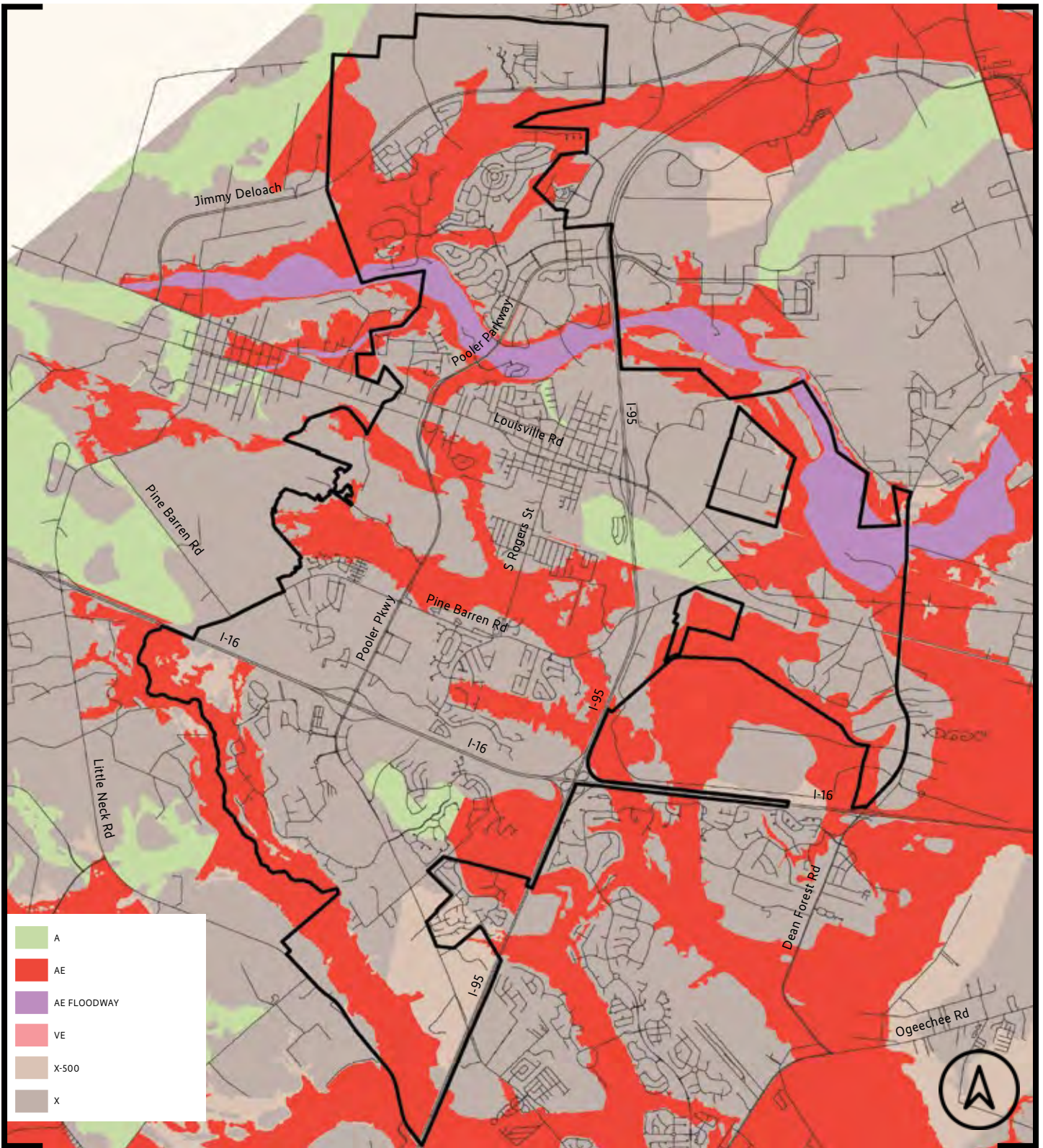
Map 7.9–Flood Zones 2018, Pooler

Legend:
- A
- AE
- AE FLOODWAY
- VE
- X-500
- X

Map labels:
Jimmy Deloach, Pooler Parkway, Louisville Rd, Pine Barren Rd, S Rogers St, I-95, I-16, Pooler Pkwy, Little Neck Rd, Dean Forest Rd, Ogeechee Rd

PARKS, RECREATION, & CONSERVATION AREAS

The natural and scenic amenities of Pooler offer many recreational and cultural opportunities. As open space in the city continues to be lost to development, it is imperative to explore all available means for land conservation before it is too late. Land acquisition programs such as the Chatham County Resource Protection Commission should be funded and utilized in conjunction with land use regulations to ensure the open space needs of the region will continue to be met.

In addition to providing an adequate quantity (acres) and type (ballfields, wildlife habitat) of open space, it is important to work to ensure equity to all residents. All residents should have access to a variety of parks, recreation, and open space within close proximity to their residence. Trails, bikeways, and pedestrian paths, as well as other non-vehicular paths should be incorporated into such areas to provide access for those without personal transportation.

"Open space" is an area that is valued for active and passive recreation and protection of natural resources (including natural processes and wildlife), provides public benefit, and is part of one or more of the following categories: developmentally difficult lands, natural resource areas, commercially used natural resources areas, natural amenity areas, recreational areas and urban form areas".

TOM TRIPLETT PARK
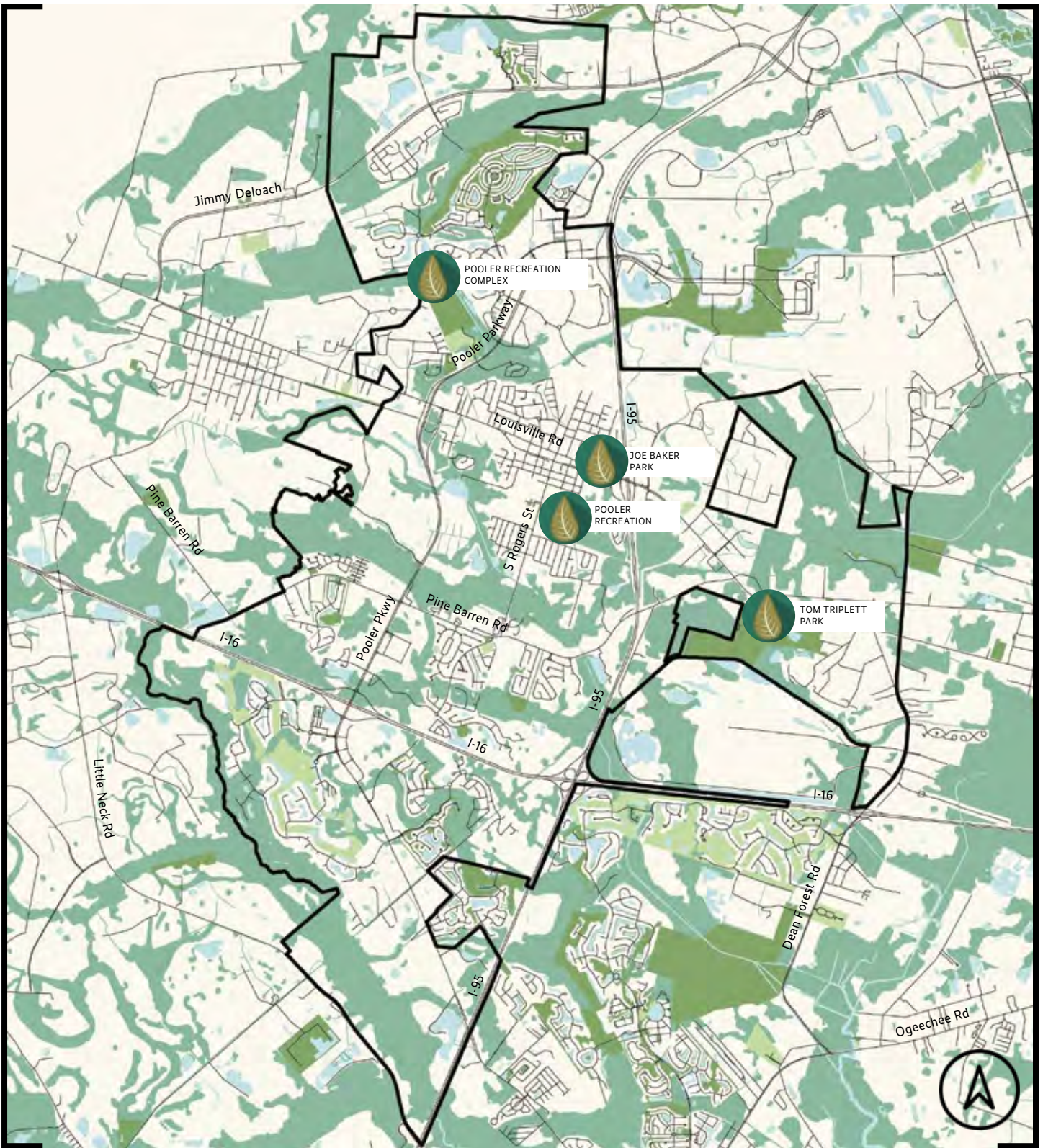
Map 7.10–Parks, Recreation, and Conservation Areas, Pooler

PRIME AGRICULTURAL & FOREST LAND

The loss of agricultural and forest land is not only a local issue, but is taking place across the country. More and more land that was once farmland or forest is being developed for residential subdivisions or commercial uses. The loss of these lands negatively impacts the environment in multiple ways: by increasing impervious surfaces resulting in flooding and nonpoint source pollution; by reducing air quality through the elimination of trees that filter pollutant gases; and by increasing energy consumption due to the additional miles traveled transporting crops and livestock. The loss of agricultural land can also make residents reliant on other states or countries for their food supplies.

According to the National Agricultural Statistics Service (USDA), between 2012 and 2017 there was a 91% increase in the number of farms in Chatham County from 35 to 67 farms totaling 4,677 acres. Chatham County's average farm area in 2017 was 70 acres. The number of farms in the county has been trending upward for the first time in almost 20 years, most likely due to the increasing movement of growing and sourcing local foods such as berries, honey, meat, and eggs from nearby nurseries and small farms.

Now more than ever, the implementation of land use regulations and incentive-based programs to prevent the loss of agricultural and forest lands is pertinent.

FUN FACTS
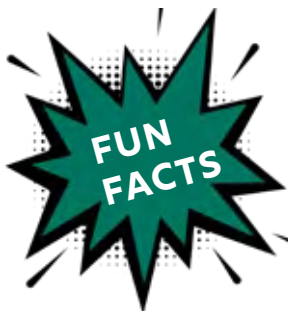
63%

of land in Pooler is classified as vegetation*

*Savannah Tree Foundation, Tree Canopy Assessment 2020

Tree Canopy

The Savannah Tree Foundation's 2020 Tree Canopy Assessment provided a bird's eye view and illustrated general trends in tree loss and gain countywide.

Major Takeaways

- While the county has gained tree quantity, it has lost quality trees
- The impacts of not having or not enforcing tree ordinances are evident
- Large-scale clear-cutting associated with industrial construction is having the most noticeable impact on the county's tree canopy

Tree Canopy Change Over Time

Municipality	2014 Percent Vegetation	2020 Percent Vegetation	Percent Change	Acreage Change
Unincorporated	25%	32%	7%	14,655
Savannah	39%	49%	10%	7,137
Garden City	53%	66%	13%	1,207
Pooler	**62%**	**63%**	**1%**	**204**
Bloomingdale	83%	83%	0%	-5
Tybee Island	7%	15%	8%	168
Thunderbolt	17%	31%	14%	146
Port Wentworth	66%	73%	8%	812
Vernonburg	73%	83%	10%	26
Overall	34%	41%	7%	23,757

Figure 7.5–Chatham County Tree Canopy Change

Challenges Ahead

GROWTH AND DEVELOPMENT:

The city of Pooler has seen a dramatic 39% increase in population since 2010. This is vastly higher than Chatham County's population growth of about 9% during the same time frame. This sustained residential growth and industrial expansion in the city will continue to drive a reduction in tree canopy with fewer trees being replanted versus what is being removed during construction. This additional growth will continue to put stressors on the city's infrastructure systems and require planning to ensure the growing population and related impacts do not adversely affect the city's efforts toward sustainability.

AGING TREE CANOPY:

Pooler is dealing with an aging tree canopy, especially in older neighborhoods with trees that are 75-100+ years old. Most urban live oaks will live to be about 150 years old, which means many local trees will age out around 2040. To ensure that a consistent tree cover remains intact at all times, the City will need to make certain that dollars are programmed, trees are systematically replanted, and strict protection and planting ordinances are strengthened.

INCREASED OCCURRENCES OF PESTS AND DISEASE:

Increased globalization means that pests and disease travel faster and further. For example, the adjacent city of Savannah has already lost more than 1,000 Sugarberry trees to an unknown disease and the Asian Longhorned Beetle—whose larvae feed on hardwoods and have led to large-scale destruction of trees elsewhere in the U.S.—was recently found nearby in South Carolina.

Impacts of a Changing Climate

The coastal area has begun to see scattered "ghost forests" that represent the extent of coastal trees lost to sea level rise and saltwater intrusion over the last several decades. By naturally absorbing large amounts of stormwater and helping to mitigate any flood impacts from increased sea levels, trees are a powerful resource for the local environment. However, a negative consequence of saltwater infiltration and storm surge can often be seen after storms and recurrent flooding: the rising waters cause saltwater intrusion into freshwater habitat, often gradually killing or severely damaging coastal trees from the roots up leading to their expensive removal later.

Additionally, tree canopies can greatly assist in lowering the temperature and overall "heat stress" in communities, especially those dealing with known heat island effects.

PROTECTED MOUNTAINS, RIVERS, & CORRIDORS

The State of Georgia requires every community to identify and put mechanisms in place to protect specific critical resources such as mountains, rivers, and river corridors that flank major rivers. The coastal region does not contain any protected statewide mountain areas; however, the coast's beautiful rivers and corridors are not only critical ecosystems, but they are paramount to the community's future growth and sustainability.

These river corridors are of vital importance because they help preserve those qualities that make a river suitable as a habitat for wildlife, a site for recreation, and a source for clean drinking water. River corridors also allow the free movement of wildlife from area to area within the state, help control erosion and river sedimentation, help absorb floodwaters during natural events, and allow the natural migration of floodwaters due to sea level rise.

Riparian buffers are of particular importance to the overall protection of water quality and habitat within the Lowcountry and coastal areas of Georgia. Scientific research has found many reasons for riparian buffers, including:

- to reduce the volume and velocity of stormwater runoff in order to protect the hydrological profiles of surrounding waterways
- to reduce sediment and pollutants going into open water
- to provide upland wildlife habitat areas
- to help maintain in-stream temperatures provided by shade within the tree canopy of the buffer system
- buffering adjacent neighborhoods
- enhancing community appearance.

RIVER CORRIDOR

Corridors include an expanded channel width to help preserve the qualities that make a river or stream suitable as a habitat for wildlife, a site for recreation, and a source for domestic and other water uses.

—FEMA
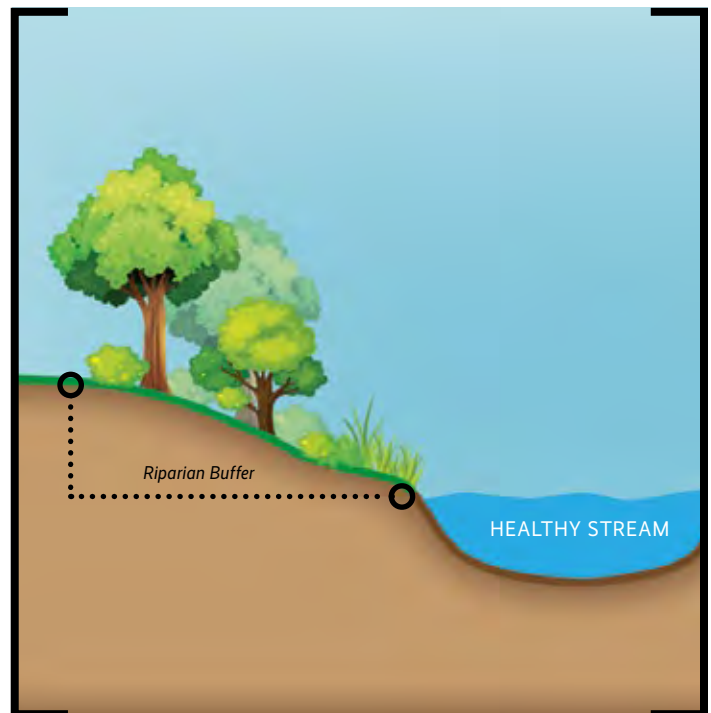
Figure 7.6–Riparian Buffer
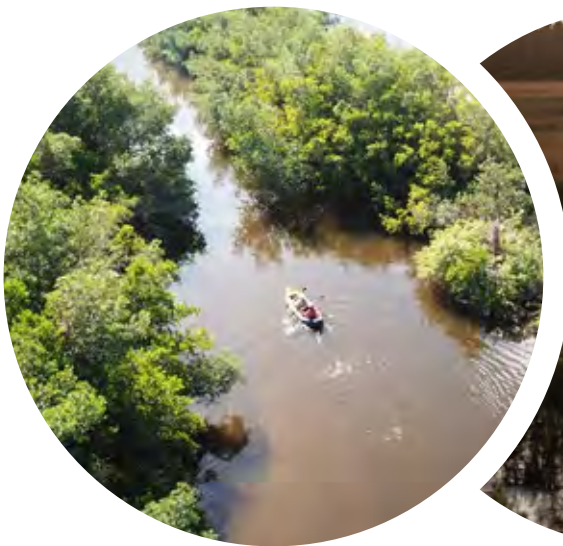
RENEWABLE ENERGY

A community's dependence on non-local fossil fuels as an energy source has many far-reaching consequences. Extracting these resources negatively impacts the environment, while burning fossil fuels contributes to poor air quality which can lead to respiratory disease and other ailments. The culmination of these actions depletes the atmosphere and exacerbates climate change.

Facing the challenge to accelerate the development and deployment of clean, renewable energy sources to respond to the negative impacts of burning fossil fuels while also protecting the natural resources and unique community character is a daunting endeavor. But it is one that must be made a priority in order to protect the environment and the quality of life of Pooler's residents.

Fundamentally, some basic goals which should be a focus include:

– Develop and adaptively refine a measurable working definition of "sustainability"
– Improve energy-efficiency to reduce power consumption
– Transition to clean energy
– Improve the diversity, equity, and stability of employment and investment in the green energy economy
– Reduce dependency on power sources that emit greenhouse gases
– Improve the ability to monitor and evaluate the parameters of "sustainability" in general, as well as the effects of policies, practices, and actions/projects initiated in accordance with the Comprehensive Plan

SOLID WASTE MANAGEMENT

Historically, the method for handling solid waste in Chatham County has been primarily through the disposal of solid waste in area landfills. This arrangement has been satisfactory from the standpoint of the landfill operators who enjoy the benefits of the profits generated and their customers who enjoy the relatively inexpensive disposal fees. However, because of the high land costs in Chatham County, it is unlikely that land will be available to construct new landfills when existing ones reach capacity, at which time county residents may be required to pay additional transportation costs to new landfills in other counties. In addition, it is likely that surrounding counties will demand a premium to accept waste generated outside of their area.

*Chatham County's two landfills will reach capacity between the next 3-9 years.
—Georgia EPD*

Pooler has a curbside single-stream recycling program. The City's recycling program is popular with residents and has proven to be successful in removing materials from the waste stream prior to disposal in area landfills. The cheap cost of certain raw materials in comparison to the cost incurred to recycle that material continues to be a challenge in making recycling even more successful. In addition, recent years have seen adjustments in the recycling industry due to global market changes, leaving some materials unable to be recycled at all. Education campaigns should be adjusted to emphasize the need to reduce consumption and reuse materials where possible.

Preserving the capacity of the landfills by reducing the amount of waste generated, as well as recycling, composting, and mulching of yard waste should be a priority of the County. The City of Savannah is currently planning for expansion of its Dean Forest Landfill, however, as shown by the number of operating years remaining for each of the two area landfills, and because the management of solid waste requires a long-term perspective, a regional outlook and discussion on solid waste management is warranted.

Solid Waste Facilities

Facility	Facility Description	Average Daily Tons	Net Volume per Year	Rate of Fill (yd³/day)	Years Remaining	Estimated Fill Date	Operating Days per Year
Savannah - Dean Forest Rd (SL)	Municipal Solid Waste Landfill	276	109,415	329	3	06.01.2024	333
Superior Landfill & Recycling Center 2 MSWL	Municipal Solid Waste Landfill	2,463	766,270	2,737	9	10.09.2030	280

Figure 7.7–Chatham County Permitted Landfills

CLIMATE CHANGE

It is widely recognized that shifts in large scale weather patterns—known as climate change—are already impacting residents in Chatham County. Negative impacts of climate change experienced locally include extreme heat, changes in the amount of annual rainfall, warmer ocean waters that feed and strengthen hurricanes, beach erosion, saltwater encroachment upon drinking water sources and natural habitats, infrastructure damage, loss of property, and more frequent flooding in the region due to sea level rise. The effects of climate change negatively impact the quality of life of residents in addition to causing irreparable damage to the natural and built environment.

Up to 178,787 people in Georgia could be at risk of sea level rise impacts by 2100 and, if sea levels rise 3 feet by 2100, Georgia will lose 36 square miles of salt marsh
—Georgia Climate Project

CLIMATE CHANGE

Climate change includes both global warming driven by human emissions of greenhouse gases and the resulting large-scale shifts in weather patterns.

Changes occurring on Georgia's coast due to climate change are expected to redistribute species and greatly modify ecosystems. Local ecosystems provide animal habitat and recreational opportunities, improve water quality, provide seafood, reduce erosion, minimize flooding impacts, and aid in the carbon sequestration process. These potential changes will come at a great cost financially, in the form of both tax dollars spent to mitigate impacts and the loss of revenue by small, local businesses that rely on fishing or working the land for their livelihood, in addition to the cost to the natural environment of such a loss of habitat (US Global Change Research Program, Fourth National Climate Assessment).

Climate change efforts can be in the form of mitigation—reducing activities that add to climate change—and adaptation—adapting to the changes in the climate that are currently occurring. Both mitigation and adaptation efforts will need to be implemented to protect the region from the impending negative impacts of climate change.

The way communities are developed has significant impacts on greenhouse gas emissions. Fundamental to this is for Pooler to support and require Smart Growth measures to manage the impacts of climate change as it relates to land use and development. This can be done through both mitigation and adaptation measures to help reduce greenhouse gas emissions from development and redevelopment projects.

Some mitigation efforts include preserving greenspace (particularly ecologically valuable land), preserving existing trees and/or requiring the planting of new trees, limiting the amount of impervious surfaces permitted, transitioning from fossil fuels to renewable and clean energy sources, and implementing land use regulations and capital improvement plans that limit development and infrastructure in areas at risk of sea level rise. All new infrastructure should be designed with climate change in mind.

The city is already seeing the effects of climate change, and these effects are projected to become more pronounced in the coming decades. Impacts will include more and stronger storms, more drought, more frequent extreme heat events, rising sea levels, and more localized flooding. Recognizing what specific changes might be projected for the city is essential to planning the community's future land use.

Adaptation efforts include elevating roads, lift stations, drinking water and other facilities where feasible, building flood defenses, preparing for reduced water availability,

and planning for heat waves. It is a delicate balancing act to attempt to protect natural resources, public safety, and the economic stability of the community while implementing efforts to address climate change. Successful outcomes will depend on multi-jurisdictional cooperation in the development and implementation of policies that incorporate mitigation and adaptation measures.

The implementation of smart strategies can help the community adapt to these changes as well as other challenges that could arise regardless of climate change.

Four main challenges facing Pooler include:

– Urban infrastructure and health risks
– Flood risks in coastal and low-lying areas
– Natural ecosystem transformation
– Economic and health risks for more rural and low-income communities

URBAN INFRASTRUCTURE AND HEALTH RISKS:

Pooler is particularly vulnerable to climate change compared to cities in other regions, with expected impacts to infrastructure and human health. The vibrancy and viability of this area, including the people and critical regional resources located within, are increasingly at risk due to heat, flooding, and vector-borne disease brought about by a changing climate (https://nca2018.globalchange.gov/chapter/19/). Pooler is rapidly growing and offers opportunities to adopt effective adaptation efforts to prevent future negative impacts of climate change.

FLOOD RISKS IN COASTAL AND LOW-LYING REGIONS:

Pooler's inland low-lying area supports a rapidly growing population, a tourism economy, critical industries, and important cultural and natural resources that are highly vulnerable to climate change impacts. The combined effects of changing extreme rainfall events and sea level rise are already increasing flood frequencies, which impacts property values and infrastructure viability. Without the implementation of significant adaptation measures, the area is projected to experience daily high tide flooding by the end of the century.

NATURAL ECOSYSTEMS WILL BE TRANSFORMED:

Pooler's diverse natural systems, which provide many benefits to the community, will be transformed by climate change. Changing winter temperature extremes, sea levels, hurricanes, floods, droughts, and warming ocean temperatures are expected to redistribute species and modify ecosystems. As a result, the ecological resources that our community depends on for livelihood, protection, and well-being are increasingly at risk, and future generations can expect to experience and interact with natural systems that are much different than those seen today.

ECONOMIC AND HEALTH RISKS FOR MORE RURAL AND LOW-INCOME COMMUNITIES:

More frequent extreme heat episodes and changing seasonal climates are projected to increase exposure-linked health impacts and economic vulnerabilities in our manufacturing, fishing, and shrimping sectors. Projected warming ocean temperatures, sea level rise, and ocean and coastal acidification are raising concern over future harvests. By the end of the century, over one-half billion labor hours could be lost from extreme heat-related impacts. Such changes would negatively impact the region's labor-intensive occupations and compound existing social stresses in the city's low-income areas.

While adaptation and resilience can help to moderate climate change impacts, areas of the city facing other stressors, such as poverty and limited access to healthcare, will be less resilient and will have a harder time coping with climate-related challenges. Heat-related stresses are presently a major concern with future temperature increases projected to pose challenges for human health. While recent regional temperature trends for Chatham have not shown the same consistent rate of daytime maximum temperature increase as observed in other parts of the United States, climate model simulations strongly suggest that daytime maximum temperatures are likely to increase as greenhouse gases continue to be emitted into the atmosphere *(https://nca2018. globalchange.gov/chapter/19/).*

The resulting temperature increases are expected to add to the heat health burden in both the more rural and more urbanized areas of Pooler. Additionally, drought has been a recurrent issue affecting the community's water resources. With rapid growth in population and overall demand, drought is increasingly a concern for the local jurisdictions' water resource managers, as well as the region's ecosystems and energy producers.

HEAT ISLANDS & CLIMATE CHANGE

As new development occurs to accommodate the city's population influx, the built environment will be altered in a way that significantly affects the natural environment surrounding it. The replacement of open, vegetated land with the dark, impervious surfaces that characterize cities modifies the local temperature and moisture characteristics, contributing to a climatological phenomenon known as the urban heat island effect.

The urban heat island effect can cause cities to have temperatures up to 10°F hotter than their more rural surroundings
—UCAR Center for Science Education

"

Generally, heat islands are grouped into two distinct categories: surface heat islands and atmospheric heat islands. Surface heat islands are simply the elevation in temperature of surfaces in urban areas over surfaces in the surrounding rural areas, while atmospheric heat islands directly impact the thermal comfort and health of people and animals in an area. Surface heat islands are present at all times, but are often most intense during the day when urban materials receive the most solar radiation. Additionally, surface heat islands are not heavily influenced by the anthropogenic heat sources that affect the air temperature of a city, such as transportation vehicles or heating and cooling units.

URBAN HEAT ISLAND EFFECT

Heat islands are urbanized areas that experience higher temperatures than outlying areas. Structures such as buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies.

—EPA

Temperatures vary within cities, too. Areas that are well-shaded or have ample green space are cooler than areas covered with asphalt or concrete. Historically, neighborhoods with little or no vegetation have been inhabited by minority populations and those with low socioeconomic status, exposing them to increased heat and the negative consequences associated with it. Land surface temperatures in Pooler are shown in Map 7.11.

It is important to understand and consider these environmental inequalities when working to improve our community for all residents.
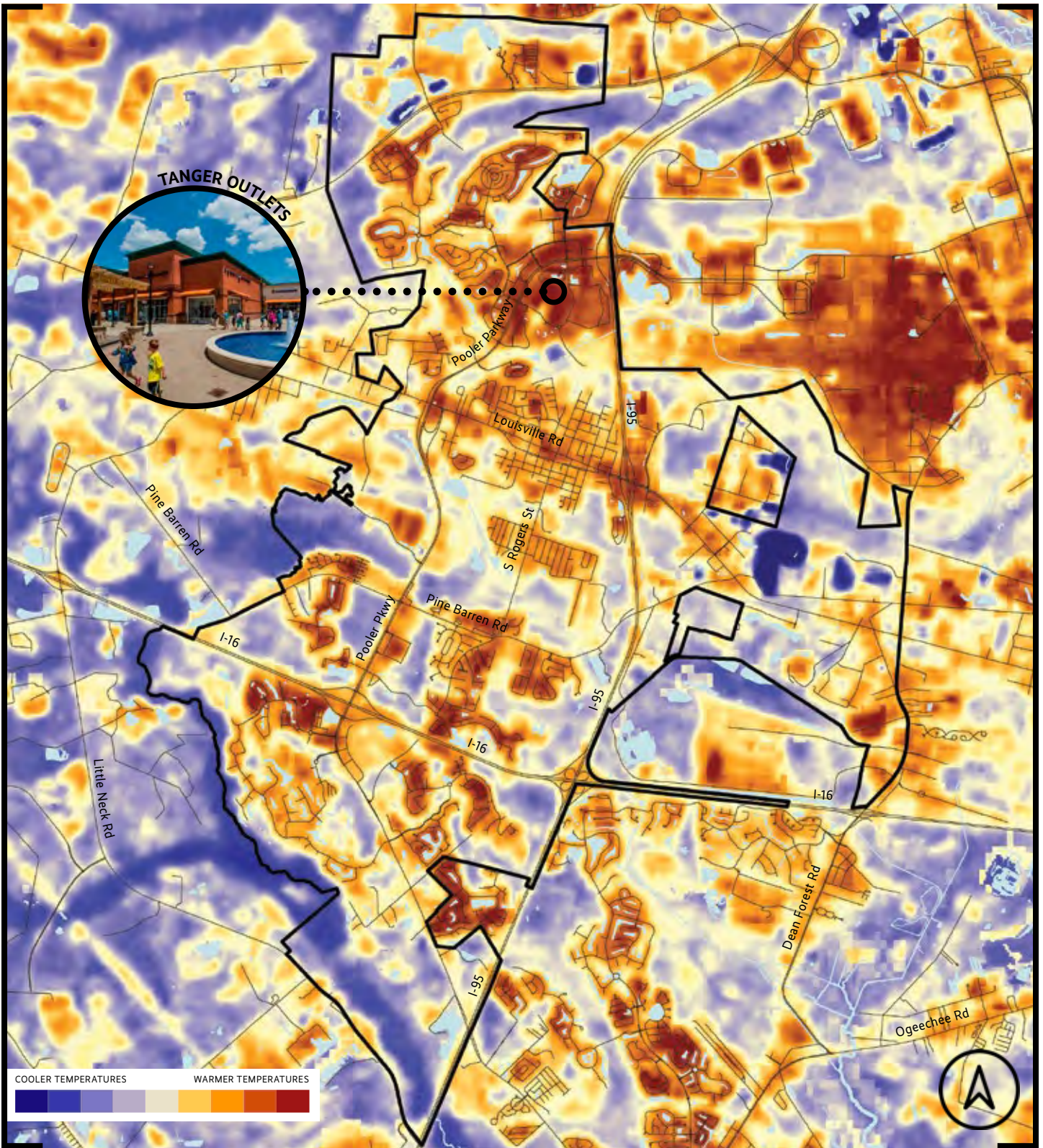
Map 7.11–Land Surface Temperatures, Pooler

SMART GROWTH & CLIMATE CHANGE

Smart growth policies contribute to both mitigating and adapting to climate change. Mitigation strategies reduce greenhouse gas emissions from development, and adaptation strategies make communities more resilient to the effects of a changing climate

Smart growth strategies also bring environmental benefits and provide economic advantages to local governments and the private sector. In addition, they can save people money on energy and transportation, which is particularly important for low-income residents, and help protect human health.

Mitigation

The way communities are developed has significant impacts on greenhouse gas emissions. Pooler can reduce greenhouse gas emissions from development and redevelopment by:

– Building compactly and use energy-efficient, green building techniques, which reduce emissions from both electricity generation and transportation

– Reusing existing infrastructure and buildings to take advantage of previous investments and the energy already used to build them

– Putting homes, jobs, stores, parks, schools, and other destinations close to each other so that people can easily walk, bike, use public transit, or drive shorter distances

– Preserving green space, which can sequester CO_2, by conserving ecologically valuable land and promoting development in previously developed areas, which helps reduce pressure to build on undeveloped land

ARE YOU LOOKING FOR MORE INFORMATION?

The most current information about smart growth strategies and their environmental benefits can be found at the link below…

https://www.epa.gov

Adaptation

As noted earlier, the effects of climate change are already being experienced, and these effects are projected to become more pronounced in the coming decades. Impacts could include more and stronger storms, more drought, more frequent extreme-heat events, continual rising sea levels, and more flooding.

Smart growth strategies could help the community adapt to these changes, as well as natural disasters, economic changes, and other challenges that could arise regardless of climate change. Some strategies the City should consider include:

– Determine which areas are both well-connected to existing development and less vulnerable to current and projected climate change impacts such as sea level rise and higher storm surges, and riverine flooding, and encourage growth in these areas.

– Discourage building in areas that are currently or are projected to be more vulnerable to climate change-related impacts. Making it easier to build in safer areas can help relieve pressure to develop in more vulnerable areas.

– Preserve large, contiguous areas of open space to better protect ecosystems that might be under pressure from the changing climate. Open space preserved along water bodies can also absorb flood waters and reduce flooding in developed areas.

– Coordinate land use and transportation infrastructure decisions, and incorporate climate change projections into these decisions.

– Encourage water- and energy-efficient buildings and land use patterns so that communities can continue to thrive if energy prices rise. This strategy can also help communities and their residents better cope with drought and extreme heat.

– Upgrade stormwater systems to better manage heavier storm flows and use green infrastructure to reduce the amount of runoff from paved surfaces.

– Encourage green roofs, parks, street trees, and other elements that can reduce ambient air temperatures and filter pollutants from stormwater runoff and the air.

– Design buildings with adaptation and resilience in mind.

Recognizing the long-term challenges associated with climate change and taking proactive steps to adapt will allow the city to be much more prepared to retain population while moving residents away from danger.

Photo Credit: Cody Thomas

SEA LEVEL RISE

Concerns of sea level rise and the negative impacts associated with it are resulting in many coastal communities considering implementing measures to reduce risks to private property owners and public investments. It is important to identify what areas are at risk and gauge the level of risk, or severity of impacts, for each area in order to determine the most appropriate means to protect it. It is more costly to mitigate than to prevent development in areas that are at a higher risk. All future capital improvement projects should include an assessment of potential sea-level rise impacts through the expected life cycle design of the projects.

In an effort to have the information necessary for making decisions about future needs and infrastructure investments, Chatham County and the City of Savannah collaborated to assess the vulnerability of the region's stormwater management system to future changes due to sea level rise. The Stormwater System Sea Level Rise Vulnerability Assessment and Coastal Watershed Management Plan (CWMP) was completed in 2020 and provides actionable information for Chatham County, the City of Savannah, and other jurisdictions to use in developing plans and implementing appropriate capital improvement projects that can increase the resilience of the regional stormwater system to future conditions.

According to the CWMP, sea level data recorded at the tide gauge at Fort Pulaski begins in 1935 and indicates a historic sea level rise trend of approximately one foot over 100 years. More recent global data and local data from Fort Pulaski suggest that this rate is accelerating, although there remains a high degree of uncertainty within the future projections.

The results of the vulnerability assessment indicate that up to 3% of inland stormwater drainage structures in unincorporated Chatham County are currently vulnerable to daily tidal inundation, while 8% are currently vulnerable to inundation at least once a year during the year's highest annual tide (HAT).

The vulnerability assessment for 2100 indicates that up to 19% of structures in unincorporated Chatham County would be vulnerable to daily tidal inundation, with 30% being vulnerable to inundation at least once a year. Results for Savannah indicate that approximately 0.3% of stormwater inlets are vulnerable to daily tidal inundation, with 1% vulnerable at least once a year during the year's highest annual tide event.

FORT PULASKI

By 2100, these results would increase to 9% of inlet structures being vulnerable to tidal flooding on a daily basis, and 15% being vulnerable at least once a year during the highest annual tide. Based on the assessment, extensive measures that would likely include a combination of shoreline elevation, extensive tide gates, installation of pumps, and strategic disinvestment within areas that may be deemed infeasible to protect would be required for adaptation to the 2100 sea level rise condition.

PLAN 2040 SURVEY

The MPC's Plan 2040 survey asked how important was "Protecting the community from environmental hazards and climate change?"

Eighty-eight percent (88%) of the respondents felt that this objective was either very important, important, or mildly important for Pooler to work on.

A full copy of the survey and the results can be found in the Pooler 2040 Appendix.
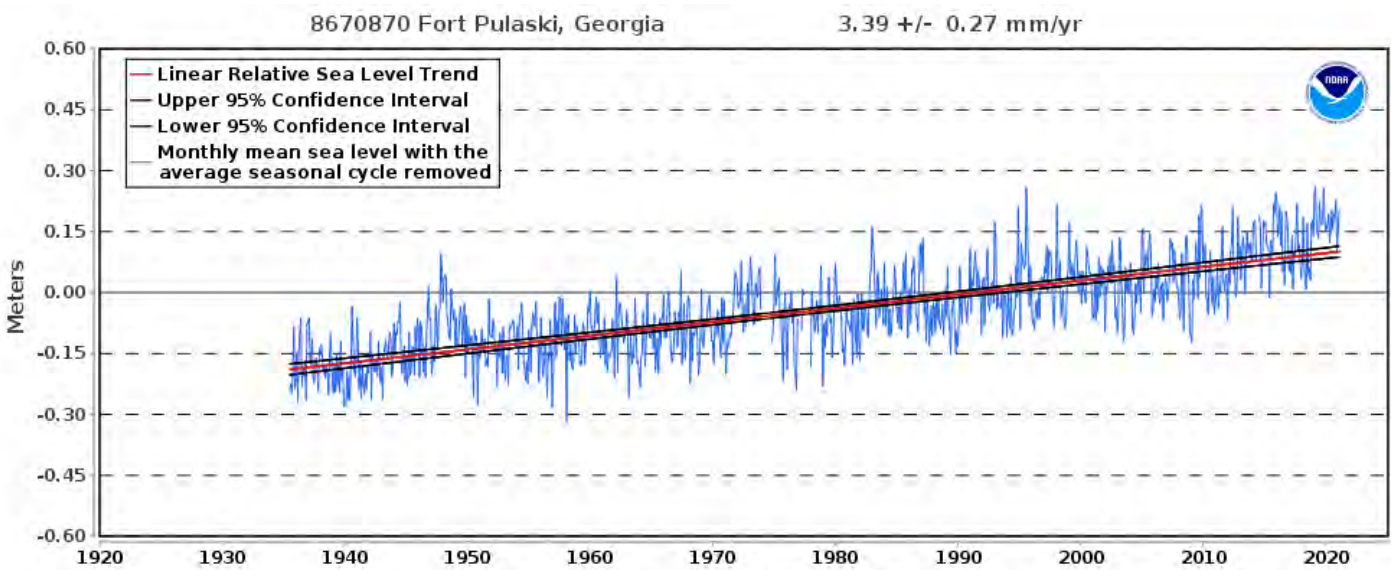
Figure 7.8–Local Sea Level Trend

RESILIENCE & LOCAL PREPAREDNESS

All communities are vulnerable to the potential impacts of an event such as a hurricane, pandemic, or infrastructure failure that can cripple the routine of residents, businesses, industry, infrastructure, and government services. Community resiliency includes implementing safeguards so that all members of the community are better prepared for such events, ensuring that all of the community will bounce back and flourish as quickly as possible following the event.

Community resilience also protects against more common occurrences such as sea level rise, sunny day flooding, and severe economic inequities. Building a strong network focused on addressing equity gaps and elevating vulnerable populations is necessary to create a truly resilient community.

Temperature Projection

Increase in Extremely Hot Days*

79% ↗ Within 25 Years

*Headwaters Economics

Coastal Empire Resilience Network

The Metropolitan Planning Commission began work in 2020 to expand previous work done around sea level rise impacts along Chatham County's coast. The MPC began partnering with Chatham County, the City of Savannah, University of Georgia, Georgia Sea Grant, Georgia Department of Natural Resources Coastal Resources Division, and others to develop a Coastal Empire Resilience Network (CERN).

CERN will engage regional community partners, municipal staff, and policymakers to coordinate strategies to address the physical, economic, and social challenges that the region faces due to climate change and other hazards. Also included will be an effort to ensure all local level policy makers have adequate education on climate change and sea level rise. CERN will work to align regional strategies, share resources, and advocate for collective action to improve the resilience of the coastal region.

CLIMATE RESILIENCE

Climate resilience is the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate. Improving climate resilience involves assessing how climate change will create new, or alter current, climate-related risks, and taking steps to better cope with these risks.

—Center for Climate and Energy Solutions
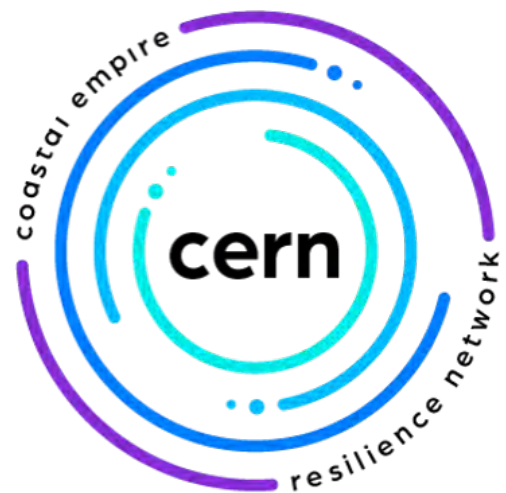
Hurricanes

Hurricane season officially runs from June 1 through November 30, with the peak period for hurricane development in early to mid-September. Over the last decade there has been an increase in both frequency and intensity of storms during hurricane season due to warming ocean temperatures. In addition, rising sea level has resulted in higher storm surges during these storm events, most recently in 2016 with Hurricane Matthew (category 2 off the Chatham coast), Hurricane Michael in 2018 (category 1 and tropical storm in Georgia), and Hurricane Dorian in 2019 (category 3 off the Chatham coast).

The six coastal counties at highest risk of evacuation because of storm surge are Bryan, Camden, Chatham, Glynn, Liberty, and McIntosh. The hurricane threat in Chatham County is high because Georgia's coastline is impacted from tropical systems from both the Atlantic Ocean and the Gulf of Mexico.

Population growth along the coast has complicated the evacuation and sheltering process. Millions of residents and tourists from Georgia and its neighboring states of Florida, North Carolina, and South Carolina jam highways in search of safety and shelter when evacuation orders are issued. And often, just the threat of a hurricane is enough to put voluntary and mandatory evacuation orders into effect.

Improved forecasting and warning capabilities have diminished hurricane-related deaths in the 20th century; however, damage to property has increased with the rapid growth along the coast. For this reason, population growth, flood plain management, and housing development issues are carefully monitored by government agencies to ensure that all coastal communities and their inhabitants are safe for years to come.

COVID-19 Impacts

COVID-19's impact on the environment has been mixed. Although the pandemic resulted in improved environmental conditions, there have been other negative effects, some of which are obvious, others less so.

In short, the positive effects have been reduced greenhouse gas (GHG) emissions, improved water quality, reduced noise pollution, improved air quality and in some cases, wildlife restoration. However, some negative effects have also increased such as the amount of medical waste, haphazard disposal of PPEs (i.e., face masks), increased municipal waste and reduced recycling efforts. Building back with sustainability in mind will be critical for our future success *(www.bdo.global)*.

HURRICANES

A hurricane is a type of storm called a tropical cyclone that forms over tropical or subtropical waters. When a storm's maximum sustained winds reach 74 mph, it becomes a hurricane. The Saffir-Simpson Hurricane Wind Scale gives the storm a 1 to 5 rating, or category, based on the hurricane's maximum sustained wind.

—NOAA

Hurricane List 2016–2020

Storm Name	Date Range	Max Wind Speed	Min Pressure	Max Category
Hurricane Hermine	8.28.16–9.08.16	70 mph	981 mb	1
Hurricane Matthew	9.28.16–10.10.16	145 mph	934 mb	5
Hurricane Irma	8.30.17–9.13.17	155 mph	914 mb	5
Hurricane Michael	10.06.18–10.15.18	140 mph	919 mb	5
Hurricane Dorian	08.24.19–09.09.19	160 mph	910 mb	5
Hurricane Isaias	7.23.20–7.05.20	75 mph	987 mb	1

Figure 7.9–Hurricanes Impacting Chatham County
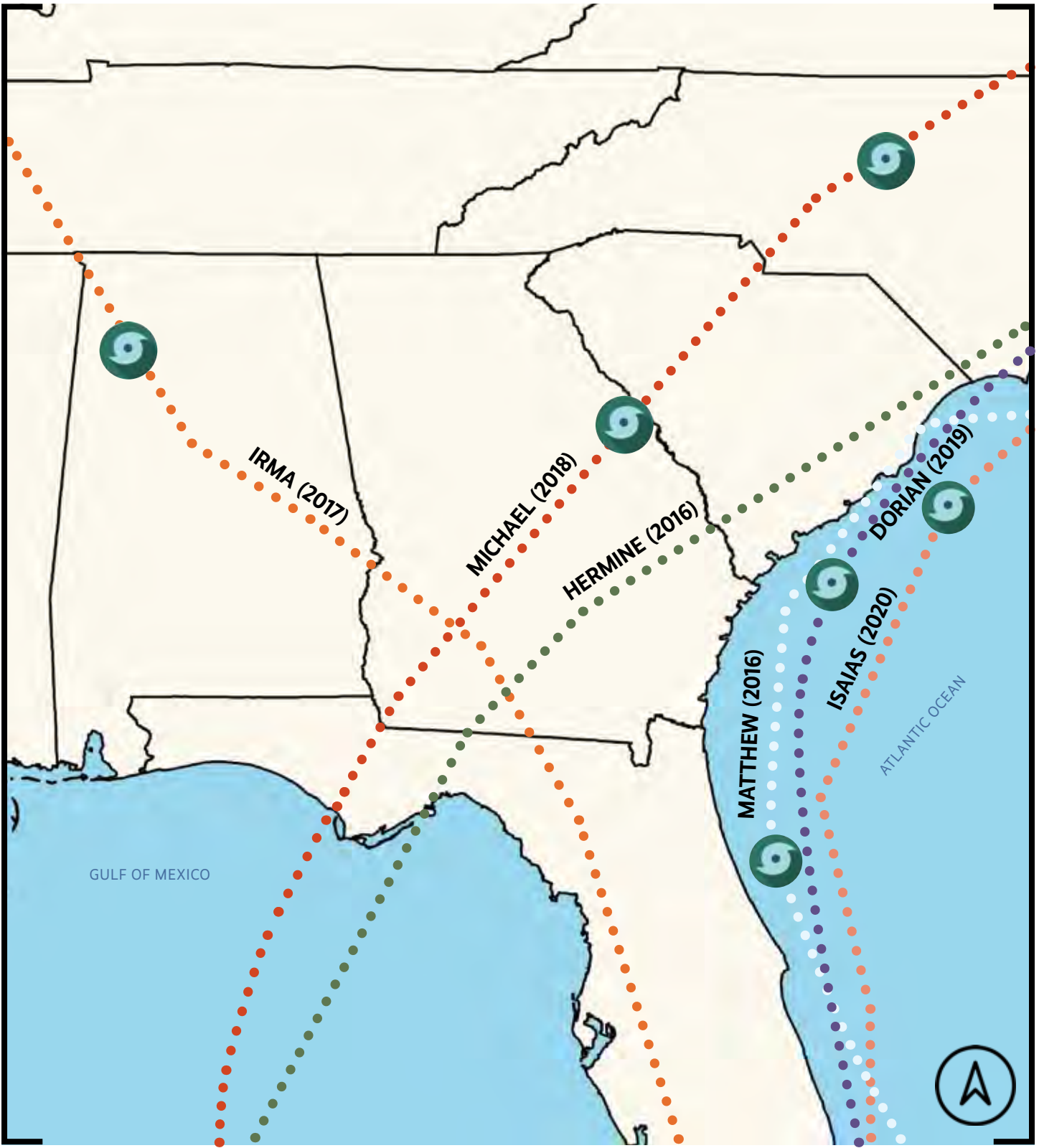
Map 7.12–Hurricane & Tropical Storm Tracks

IRMA (2017)

MICHAEL (2018)

HERMINE (2016)

DORIAN (2019)

MATTHEW (2016)

ISAIAS (2020)

GULF OF MEXICO

ATLANTIC OCEAN

PLANNING ISSUES & OPPORTUNITIES

In order to determine the adequacy of existing natural resource policies and programs, a thorough assessment of both is needed. This will ensure that resources are utilized, developed, managed, and preserved wisely for maximum long-range benefits for the community.

After careful review, the following list was created to highlight the points that will need careful attention in the future.

COASTAL RESOURCES:

More intense local programs and development standards for marsh, wetland, and island protection need to be established, implemented, and maintained. There is also a strong need for natural resource sites in need of protection to be identified and ultimately "protected" through a number of means: possible acquisition using SPLOST funds, zoning, conservation easements, and donation, to name a few. Also in need of continued protection are coastal species of flora and fauna in danger of population decline and extinction. The previously active Chatham County Resources Protection Commission (CCRPC) was a viable mechanism for this type of protection effort; however, due to discontinued funding, the program has stalled as of 2021.

LOCAL IMPACT OF COVID-19

COVID-19's impact on the environment has been mixed. Although the pandemic resulted in improved environmental conditions, there have been other negative effects, some of which are obvious, others less so.

In short, the positive effects have been reduced greenhouse gas (GHG) emissions, improved water quality, reduced noise pollution, improved air quality and in some cases, wildlife restoration. However, some negative effects have also increased such as the amount of medical waste, haphazard disposal of PPEs (i.e., face masks), increased municipal waste and reduced recycling efforts. Building back with sustainability in mind will be critical for our future success (www.bdo.global).

EFFICIENT LAND USE:

Maximizing the use of existing infrastructure and minimizing the costly conversion of undeveloped land at the periphery of the community should continue. This is achieved by encouraging development or redevelopment of sites closer to the traditional core of the community and focused around transportation; designing new development to minimize the amount of land consumed; carefully planning investment in public infrastructure; and maintaining open space and conservation uses.

Enhancements to existing regulations to require and/or incentivize open space preservation are needed. Both data and public feedback have shown that the community is calling for development that minimizes the amount of land consumed and allows for more open space to be set aside for public use as parks, greenways, and wildlife corridors.

PARK, RECREATION, AND CONSERVATION AREAS:

Too often laws are not sufficient to protect conservation sites from adjacent development impact. More restrictive zoning regulations and buffer requirements may be needed in the future to limit or prohibit certain uses in these areas. In addition, the CCRPC program cited above could be a possible viable mechanism for increasing the number of permanently protected areas within the city should funding again become available.

WEST CHATHAM COUNTY GROWTH:

Rapid growth in western Chatham County has led to separate, unique challenges for Pooler. A strong program for natural resource protection is needed to ensure that the area's isolated wetlands, tree canopies, and greenspace are not lost due to the rapid development in Pooler. Additionally, the community is requesting more open and park space, which directly correlates to the protection of greenspace.

SAVANNAH QUARTERS DEVELOPMENT

Photo Credit: Hussey Gay Bell

STORMWATER:

Stormwater Best Management Practices (BMPs) such as Low Impact Development (LID) strategies that reduce stormwater runoff must continue to be implemented elsewhere throughout the county to lessen the impacts of runoff on the entire coastal environment. The City should evaluate to determine whether a stormwater utility is feasible for the continued maintenance, management, and treatment of the city's stormwater system. Additionally, all of the jurisdictions within Chatham County need to collectively discuss stronger, more unified options for handling stormwater and flood waters related to growth on a county-wide scale.

SALTWATER INTRUSION:

Saltwater intrusion into the Floridan Aquifer system needs to continue being addressed regionally to ensure the protection of the coastal area's groundwater source of drinking water. An update of the Red Zone Water Management Plan needs to be completed to determine total usage for the region and the city's capacity for growth.

SOLID WASTE:

Solid waste control and disposal need to be evaluated and addressed on a regional basis to allow for a more thorough approach to management, reduction, and continued capacity for the coastal areas. This effort should include the reduction of waste streams through recycling, composting, and mulching of yard waste.

SEA LEVEL RISE:

The City needs to continue to evaluate and update the current building standards, zoning code, and related regulations to ensure the adequate protection of the existing built environment, the design of future construction, and the resiliency of the natural environment to periodic and permanent inundation over time due to sea level rise.

LOCAL PREPAREDNESS:

Chatham County's Disaster Recovery Plan (DRP), overseen by the Chatham Emergency Management Agency (CEMA), is a multi-phase effort to help the County address the complications that can arise following a disaster as the community attempts to rebuild and recover. The DRP is a tool that can identify and put in place the prerequisites for the type of future the community seeks to achieve. Additionally, the countywide Hazard Mitigation Plan (HMP) outlines specific hazards and highlights areas being focused on to become a more resilient community. Continued efforts are needed around planning for infrastructure (roads, water, sewer, hospitals, housing) to pinpoint where to direct new growth.

WASTEWATER TREATMENT PLANT

Photo Credit: Hussey Gay Bell

RACIAL DISPARITIES:

Environmental racism refers to the disproportionate exposure to and impact of environmental harm on people of color (POC). POC-majority neighborhoods are often more likely to be exposed to these harms due to previous redlining and development policies that segregated their communities into specific areas. These areas are often more likely to be near pollutant-heavy industries and/or traffic-heavy roads, lack foliage, and contain a large amount of asphalt, impacting how hot the neighborhood is for residents. Summertime temperatures in neighborhoods containing fewer trees are often more than five degrees hotter than in a tree-heavy neighborhoods. Furthermore, redlined neighborhoods tend to be low-lying neighborhoods that experience recurring flooding.

These environmental impacts may increase health problems such as asthma, cancer, and heat-related illness. Stronger policy action—such as reducing pollution, reducing segregation, enhancing the tree canopy, and investing in flood protection—is necessary to improve the environmental health of these communities.

QUALITY OF LIFE
ELEMENT

08

QUALITY OF LIFE

Introduction

The Quality of Life element of Pooler 2040 seeks to present goals and recommendations for establishing historic preservation activities within Pooler in order to preserve and recognize its historic, cultural, and archaeological resources.

This element also includes an inventory and assessment of the following quality of life aspects: Historic and Cultural Resources, Education, Health, Public Safety, and Broadband.

Historic Resources

Education

Community Health

Public Safety

Broadband

HISTORIC & CULTURAL RESOURCES

Introduction

Historic preservation, synonymous for many with quality of life, is a valuable planning tool that can be used to protect buildings, objects, landscapes, and other artifacts of historical, cultural, and archaeological significance. Historic preservation work can take many forms; however, the main two ways to preserve buildings locally are through federal registration as a National Landmark or District on the National Register of Historic Places and local protection through establishing historic districts and/or preservation ordinances.

The National Register of Historic Places is a federal program that allows for individual or a group of structures/sites to be officially recognized as historically significant. This provides opportunities for preservation tax incentives, but otherwise may not offer protection of the resource when it comes to demolition or significant alterations. Local historic districts are comprised of a group of historic structures/sites deemed significant to a municipality's cultural fabric and are often protected through a public review process as outlined in a preservation zoning ordinance.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places (NRHP) is the United States federal government's official list of districts, sites, buildings, structures, and objects deemed worthy of preservation for their historical significance.

There has been substantial interest in pursuing historic preservation in Pooler, however preservation efforts have been limited. The last known historic resource survey was completed in 1992/1993 by the Metropolitan Planning Commission (MPC) staff. This survey identified 38 resources in an area bounded by Collins Street, Chestnut Street, Holly (Traver) Street, and Read Street. The 2016–2036 Comprehensive Plan incorporated and expanded upon this original survey area for the establishment of a Historic District Character Area.

Goals pertaining to this character area included the establishment of a historic preservation ordinance, design standards, and an architectural review committee. However, no up-to-date survey has been taken of either this area or the city of Pooler generally, and no further preservation efforts have been established.

1993

When the last known historic resource survey was conducted by the MPC

POOLER CITY HALL

MIGHTY EIGHTH AIRFORCE MARKER

POOLER CABOOSE

POOLER HISTORY

Indigenous History

The area now known as Pooler was likely occupied by Native peoples from the Yamassee Nation and/or the Mvskoke (Muscogee/Creek) Nations prior to the arrival of British colonist in the mid-1700s. This land was ceded in the Savannah Treaty of 1733 between the Trustees for the Colony of Georgia and the Chief Men of the nation of the Lower Creeks *(Georgia Treaties, 1733–1763, Vol. XI)*.

Central of Georgia Railroad Station Stop No. 1

Until the mid-1800s, the land that would become Pooler remained relatively undeveloped. In 1838, Station Stop No. 1 was established by the Central of Georgia Railroad, contributing greatly to the economic, social, industrial, and transportation development in the area. This station was named for Robert W. Pooler, born in 1796, who was a prominent figure in Savannah and instrumental in the railroad route itself. Robert W. Pooler deeded a large piece of land to the Central of Georgia Railroad Co. as a right-of-way. Pooler, with his plan for the Georgia railroad route, went in person to each county the railroad line was to run through, and arranged for the purchase of rights-of-way. Before the larger formation of the town itself, a portion of the land was sold by the railroad and became part of the residential area around the station. The Pooler station was the last stop in the connection route before reaching Savannah.

The Civil War at Pooler Station

On Friday, December 9, 1864, the more than 11,000 troops of the 17th Corps approached and made camp at Pooler Station No. 1 on the Central Railroad. The next morning, General Sherman rode forward on Louisville Road with his staff to get a closer look at the Confederate line. In a dense wood of the modern day Tom Triplett Community Park, Sherman and the troops stopped to assess and strategize their eventual siege of Savannah. From December 10th to 15th, the troops set up camp in these woods, where hundreds of small mounds, made by Federal soldiers to keep belongings out of water, can still be found. The marker in the photo below was erected by the Georgia Civil War Heritage Trails in Tom Triplett Park and describes a more detailed history of this event.

MIGHTY EIGHTH AIR FORCE MUSEUM

The Beginnings of Pooler

At the time of Sherman's encampment in Pooler, less than 200 people lived in the isolated Pooler community. Following the siege of Savannah, residential development in Pooler was spurred by a man named Ben Rothwell. Rothwell, of the Rothwell Brick and Manufacturing Company, purchased several hundred acres for locals to build homes in order to make the area a lasting community.

When Pooler officially incorporated in 1907, the population had grown slightly to 337 people. Later, in 1923, the first Pooler Town Hall was built. During this time, dairies made up the majority of the local economy, with some small shops and businesses springing up later. In 1928, the paving of Highway 80 allowed residents of Pooler easy access to Savannah.

The Mighty Eighth Air Force

The Eighth Air Force of the United States Army Air Corps was known as the most effective bomber force of World War II and was monikered the "Mighty Eighth." Activated in January of 1942 at the nearby Savannah Army Airbase (also known as Hunter Army Airfield), the Eighth's forces grew in numbers such that by November 1944, the 5,000th airplane was sent to England from Hunter Army Airfield. This plane was a B-17G named City of Savannah, as it had been bought with half a million dollars donated by the people of Savannah and surrounding areas.

Planning for a museum to honor the Mighty Eighth began in 1983 by Major General Lewis E. Lyle and other war veterans. The City of Pooler offered land for the museum, and in May of 1996 the museum officially opened its doors. The B-17 Flying Fortress City of Savannah is currently being restored to its full combat configuration and is on display within the museum.

The City of Pooler

Development in Pooler began to pick up in the 1950s with the construction of I-95. Businesses began to develop at the intersection of I-95 and Highway 80. However, for the remainder of Pooler, growth was slow until the 1990s, when development demands began to move west from Savannah. Pooler began to grow, with new subdivisions and businesses going up at a rapid rate. The Savannah/Hilton Head International Airport, followed by the completion of the Pooler Parkway in 2000, have contributed to the city being recognized as one of the fastest growing communities in Georgia. Development pressure continues in Pooler. With this rapid growth, older and affordable houses in the historic portion of Pooler can often come under threat of demolition.

EXISTING HISTORIC RESOURCES SURVEY

A historic resources survey collects and records information about historic buildings, structures, sites, landscapes, and objects, collectively known as resources, within a given area and provides detailed information through photographs and field notes. Historic resources surveys are vital to the planning and preservation process and promote awareness of a community's historic and cultural resources.

The last known historic resources survey to take place in Pooler was in 1992/1993, in which 38 resources in an area bounded by Collins Street, Chestnut Street, Holly (Traver) Street, and Read Street were surveyed. Of these 38, two were determined to potentially meet the criteria for eligibility for the National Register of Historic Places (indicated as "Yes" in chart below). Six others were identified as needing more information to determine eligibility.

Historic Places:
National Register Eligibility—Pooler

	Address	Year Built	NR Eligible
1	Fox Field Cemetery—0 Brooklyn Way	1933	More Info
2	Newton Family Cemetery—0 Cemetery Road	1888	More Info
3	321 E Collins Street	1900	No
4	425 East Collins Street (205 S. Skinner Avenue)	1888	N/A
5	Withington House—117 West Collins Street	1885	No
6	215 West Collins Street	1900	No
7	Milan House—305 West Collins Street	1920	No
8	Wright Cemetery—0 Dot Barn Road	1903	More Info
9	108 Morgan Street	1890	N/A
10	111 Morgan Street	1888	N/A
11	112 Morgan Street	1900	No
12	115 Morgan Street	1890	No
13	116 Morgan Street	1890	No
14	119 Morgan Street	1930	No
15	John Smith House—116 Newton Street	1887	No
16	W.B. Biddenbach House—120 Newton Street	1888	Yes
17	Baker Sisters House—205 Newton Street	1890	No
18	209 Newton Street	1890	N/A
19	213 Newton Street	1890	No

	Address	Year Built	NR Eligible
20	Antioch Baptist Church Cemetery—480 Pine Barren	1885	More Info
21	Halliday Cemetery—890 Pine Barren	1848	More Info
22	Ennis Cemetery—1485 Pine Barren	1895	More Info
23	Tyner House—5230 Old Louisville Road	1900	N/A
24	139 Read Street	1933	N/A
25	Richard Turner Masonic Lodge—108 N Rogers	1900	No
26	119 North Rogers Street	1890	N/A
27	120 North Rogers Street	Unknown	N/A
28	Nungazer House—121 North Rogers Street	1880	No
29	Adams House—129 North Rogers Street	1890	No
30	130 North Rogers Street	1890	No
31	Forehand House—133 Rogers Street	1900	No
32	134 North Rogers Street	1890	No
33	205 North Rogers Street	1900	No
34	Lindermann House—219 North Rogers Street	1890	No
35	Wallace House—230 Rothwell Street	1890	No
36	108 Symons Street	1900	No
37	104 East US Highway 80	1900	No
38	204 West US Highway 80	1900	Yes

Figure 8.1–Historic Places, Pooler

■ DEMOLISHED; THIS IDENTIFICATION IS NOT EXHAUSTIVE

NEWTON STREET

NEWTON FAMILY CEMETERY

MORGAN STREET

RECOMMENDED HISTORIC RESOURCES SURVEY

Updating and expanding the historic resources survey ensures that those resources which are vital to the history of Pooler are known and potentially protected. Without this knowledge, further preservation efforts cannot be pursued. Moving forward, areas of Pooler that would be appropriate for a new or updated historic resources survey must be identified. Neighborhoods and other areas over 50 years old, which maintain a high level of integrity, should be evaluated based on interest from the community, threat of loss, and size of area to identify places that may benefit from historic resources surveys.

RECOMMENDED HISTORIC SURVEY AREA

The 1993 survey area bounded by Collins Street, Chestnut Street, Holly (Traver) Street, and Read Street, as well as the expanded boundaries identified in the 2016–2036 Comprehensive Plan should be utilized to create updated boundaries for an area in which new and renewed historic resources survey efforts should take place. The following map is a recommendation for the boundaries for a historic resources survey area based on the previous 1992/1993 survey.

RECOMMENDED HISTORIC SURVEY AREA

Map 8.1–Recommended Historic Resources Survey Area

EDUCATION

Education is key to attracting residents to a community to live; education is key in building and sustaining an advancing workforce; and education is key in ushering in future generations of well informed, respectful, and engaging residents.

Public schools throughout the Chatham County are managed and operated by the Savannah—Chatham County Public School System (SCCPSS). As of 2020, the school system consists of 24 elementary schools, seven K-8 schools, eight middle schools, 11 high schools, and five charter schools. In 2018 the school district had 37,576 students enrolled with a 14:1 student to teacher ratio. In Pooler there are three schools, Pooler Elementary, West Chatham Elementary, West Chatham Middle School. The College and Career Ready Performance Index (CCRPI) scores have been provided below for each school in Pooler for the 2018–2019 school year.

– Pooler Elementary School received a CCRPI score of 68.8, or D grading for the 2018–2019 school year.

– West Chatham Elementary School received a CCRPI score of 60.4, or D grading for the 2018–2019 school year.

– West Chatham Middle School a CCRPI score of 71.3, or C grading for the 2018–2019 school year.
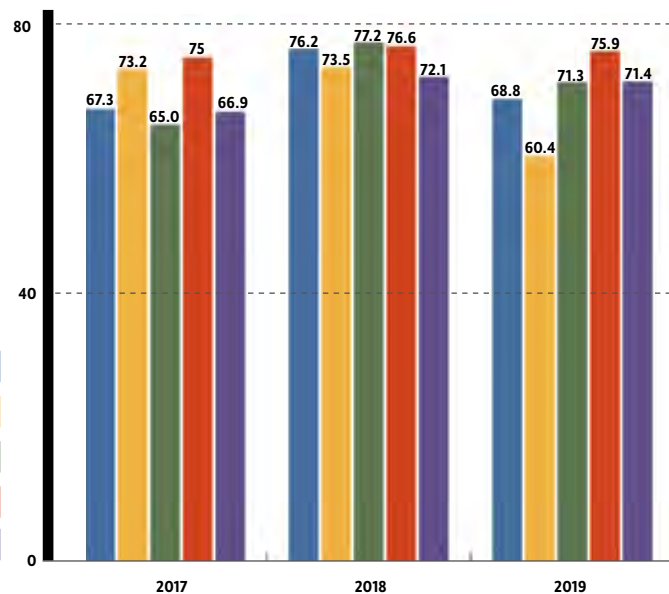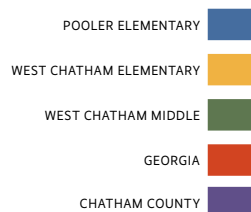
CCRPI

The College and Career Ready Performance Index is a comprehensive school improvement, accountability, and communication platform for all education stakeholders that helps to promote college and career readiness for all Georgia public school students.

—CCRPI

Figure 8.2–CCRPI Single Score 2017–2019
Georgia Department of Education

SCCPSS reports that 40% of students who attend SCCPSS Title 1 schools are economically disadvantaged, meaning that they either live in a family unit receiving Supplemental Nutrition Assistance Program (SNAP) benefits, Temporary Assistance for Needy Families (TANF) benefits, or have been identified as homeless, unaccompanied youth, foster, or migrant. Thirty-three (33) of the SCCPSS's schools are defined as Title 1 Schools in which children from low-incomes families make up 40% of enrollment. Being economically disadvantaged can often prove to be a large obstacle for students with academic, mental, and social challenges.

A current trend that is aiding in the development of focus and improved behavior in students is mindfulness. Across the nation, many school boards have been introducing mindfulness to students. Mindfulness is a state of being that teaches one to live in the present and how to experience enjoyment with what is going on in the current moment. This can be taught through different measures such as: conscious breathing, sensory stimulation, guided imagery/meditation, and mindfulness through body movement. Schools in SCCPSS (Woodville Tompkins) have introduced yoga and mindfulness courses into their curriculums.

With the challenges and stressors many SCCPSS students may be facing stemming from their family lives at home, mindfulness can serve as a remedy teaching students to handle their lives in a healthy, constructive manner, which can ultimately improve school performance. In addition to mindfulness, there are a number of things that can be taught to students to help them better navigate through life now and moving forward into the future.

TITLE 1 SCHOOLS

Schools in which children from low-income families make up at least 40% of enrollment are eligible to use Title 1 funds to operate school wide programs that serve all children in the school in order to raise the achievement of the lowest-achieving students.

—Department of Education

Teaching mindfulness to grade school children is a new trend that has shown to improve behavior and self-esteem

Education Beyond K-12

Life after high school presents many avenues to opportunity. Some may choose college or the military, many choose trade and technical schools, and some go straight into the workforce. Whatever route a new graduate, or any adult, wants to take, Pooler has several options to choose from in preparing residents for their career moves. Attention to growing industries in the area—including manufacturing, coding, and film production—can help ensure the workforce has the skills needed to support the local economy.

Regarding countywide public high school graduation rates and educational attainment for adults, there has been gradual improvement in the past five years. Figure 8.3 shows that the high school graduation rate in the county has increased over 6% in the past five years; this calculation only reflects the students who graduated within four years.

In Pooler, most people over age 25 held a high school diploma (including high school equivalency degree) or higher in 2014–2018 (91.4%), while 37.1% held a bachelor's, graduate, or professional degree.

These percentages are down slightly from 2009–2013, when an estimated 94.2% of residents had at least a high school diploma and an estimated 39.4% had a bachelor's degree or higher. Figure 8.4 below illustrates the breakdown of educational attainment in Pooler.

Graduation Rate Trends, 2015–2019
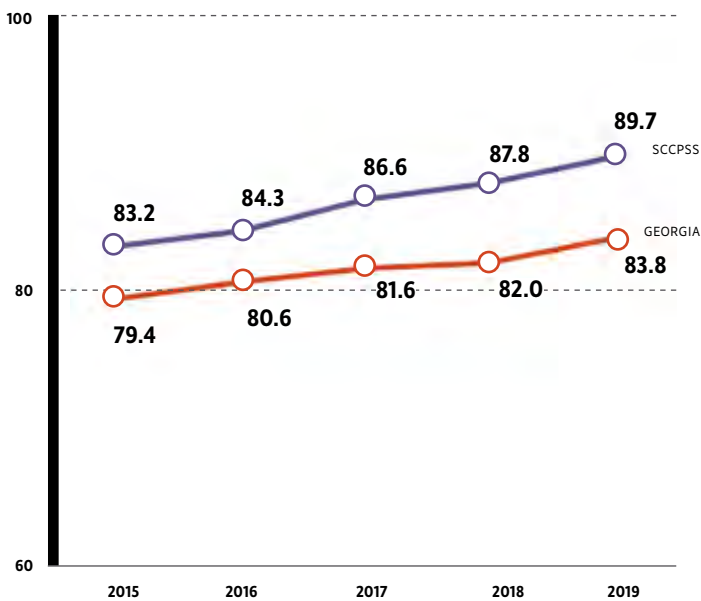
Figure 8.3–Graduation Rate Trend Chart 2015–2019
Savannah—Chatham County Public School System

Educational Attainment, 2014–2018
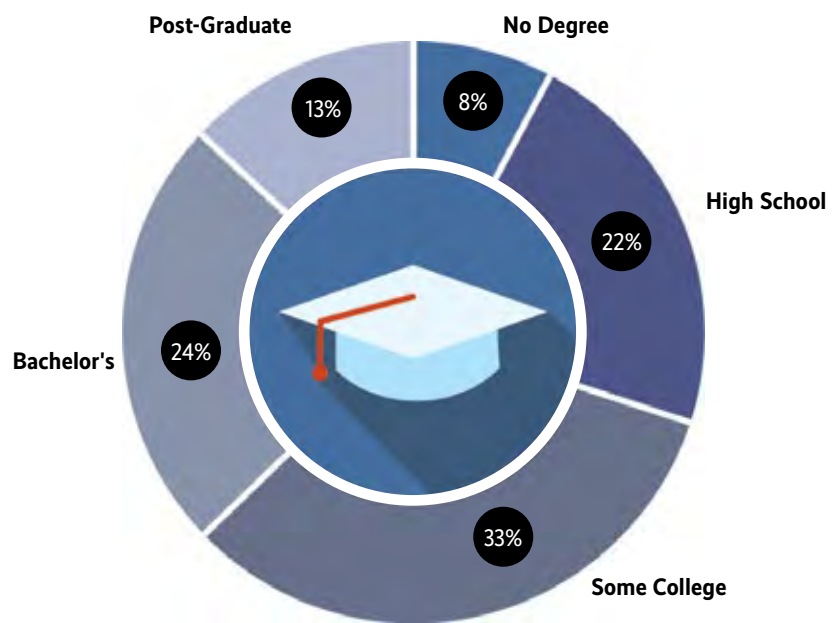
Figure 8.4–Educational Attainment, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

EDUCATIONAL FACILITIES

Jimmy Deloach

Pooler Parkway

POOLER ELEMENTARY

Louisville Rd

Pine Barren Rd

S Rogers St

I-95

WEST CHATHAM ELEMENTARY

WEST CHATHAM MIDDLE

Pine Barren Rd

Pooler Pkwy

I-16

I-16

I-95

Little Neck Rd

Dean Forest Rd

I-16

Ogeechee Rd
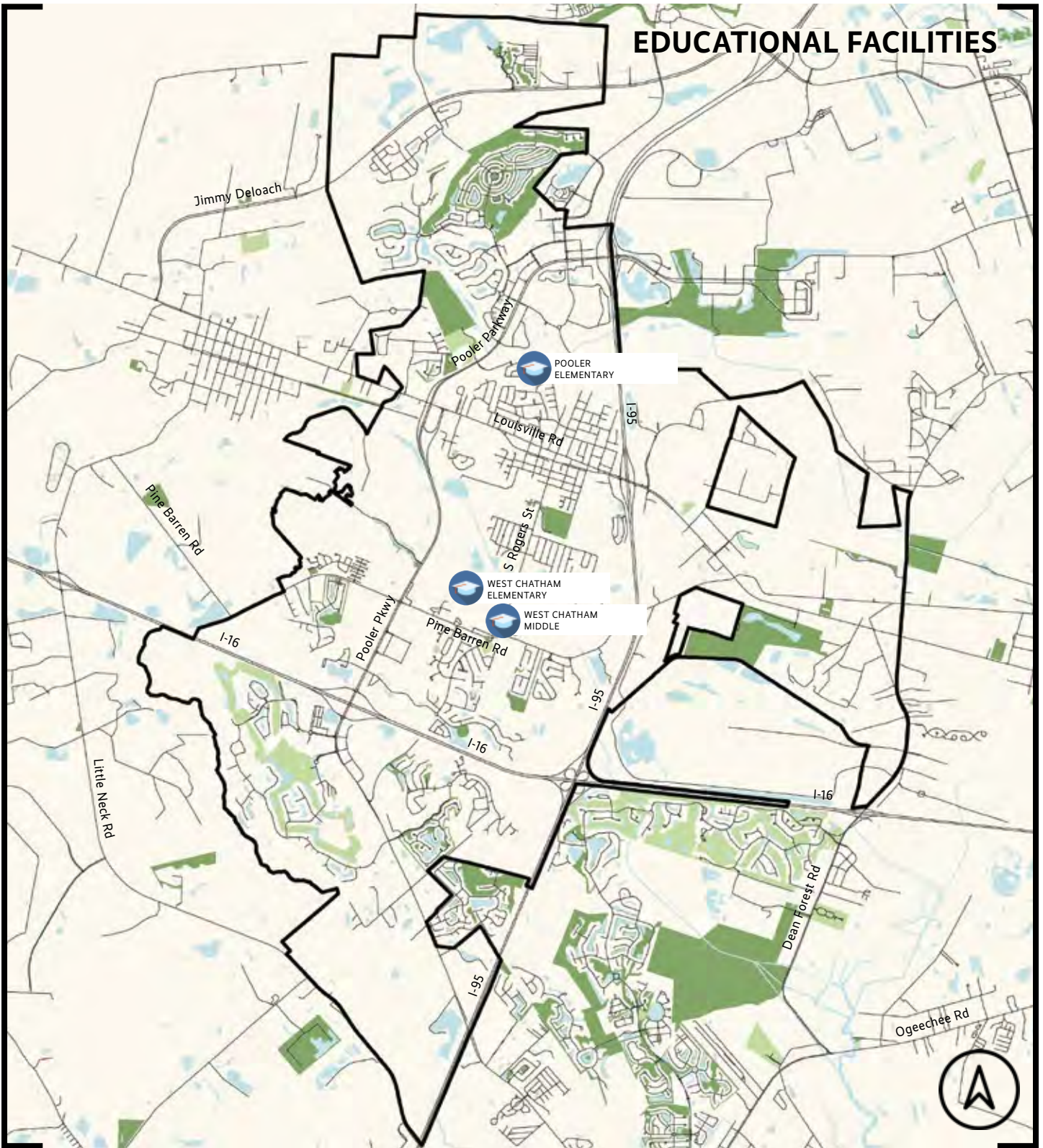
Map 8.2–Educational Facilities, Pooler

Savannah College of Art and Design (SCAD)

SCAD is a private, nonprofit institution founded in 1978 in the city of Savannah. Currently the school has numerous buildings and facilities located in different areas throughout the city serving its 15,000 students. SCAD has more than 40 majors and 75 minors, more than any other art and design university in the country. Degrees offered include: Bachelor of Arts, Bachelor of Fine Arts, Master of Architecture, Master of Arts, Master of Fine Arts, and Master of Urban Design. The most highly enrolled majors in Fall 2017 were animation, fashion, film and television, illustration and interior design.

SCAD

SCAD celebrates cinematic creativity from both award-winning professionals and emerging student filmmakers. Each year, more than 63,000 people attend the eight-day SCAD Savannah Film Festival. The festival is host to a wide variety of competition film screenings, special screenings, workshops, panels, and lectures.

Savannah State University (SSU)

Known as Georgia's oldest historically black college or university (HBCU), Savannah State was founded in 1890. This public university is located in Savannah on a 201-acre campus, and offers 30 baccalaureate majors and degrees and five graduate degrees to its approximate 4,500 students. These majors are housed within four colleges: the College of Business Administration, the College of Liberal Arts and Social Sciences, the College of Science and Technology, and the College of Education.

SSU awards more Bachelor and Master of Science degrees in Marine Science to African Americans than any other program in the country. Also, SSU is home to the nation's first Homeland Security and Emergency Management program at an HBCU. The program is the only bachelor's degree program for homeland security/emergency management offered in the state of Georgia and in the region. Additionally, SSU boasts a broad athletic program, which is part of the Southern Intercollegiate Athletic Conference.

Georgia Southern University (GSU)

This public university, once known as Armstrong State University, recently consolidated with Georgia Southern University based in Statesboro to become the Armstrong Campus of Georgia Southern University. The campus, located in the southside of Savannah, is attended by nearly 6,500 students and offers over 50 majors at the undergraduate and graduate levels. GSU's Waters College of Health Professions is one of the school's premier programs, having long been a top producer of undergraduate health professionals in Georgia.

Georgia Tech-Savannah

In 2003, the Georgia Institute of Technology opened its satellite branch in the City of Savannah. The campus offers courses tailored to furthering the education and skills of established professionals, including the Georgia Film Academy, K-12 programs, leadership training, and military programs. In addition to providing opportunities for career advancement and education for professionals, Georgia Tech-Savannah has numerous partnerships within the region, providing assistance to budding tech-entrepreneurs and manufacturing and logistics guidance for large corporations.

South University

South University was founded in Savannah in 1899 as Draughan's Practical Business College. Throughout the years the school has transformed into a larger university, developing satellite locations spanning across several states as well as offering online courses to more than 3,500 students. South University offers nine programs awarding degrees at the associate, undergraduate, and graduate levels in fields such as nursing, pharmacy, public health, and more.

Savannah Technical College

Founded in 1929, this Savannah-based public technical college serves more than 5,700 students and is a unit of the Technical College System of Georgia. The college offers both credit and non-credit programs designed to provide a skilled workforce to area employers. It awards certificate, diploma, and associate degrees in five academic divisions: Aviation Technology, Business and Professional Services, General Studies, Health Sciences, and Industrial Technology. The college's Economic Development division provides non-credit programs such as high school equivalency preparation, English as a Second Language (ESL), various workforce development programs for individuals, and corporate contract training. Savannah Tech has been ranked as the best community/technical college for active-duty military, their spouses, and veterans for many years.

SAVANNAH TECH

GEORGIA SOUTHERN UNIVERSITY

GEORGIA TECH-SAVANNAH

Live Oak Public Libraries

The Live Oak Public Libraries system provides programs and services in Chatham, Effingham, and Liberty Counties through 16 library locations and community outreach. There are 12 libraries in Chatham County, with one of those located in Pooler.

The library system's mission is to provide excellent, responsive service to enrich people's lives, support lifelong learning and build and enhance communities. Live Oak is creating tomorrow's library today to educate, inform, entertain and enrich the community.

Live Oak Public Libraries is focused on increasing access, increasing community engagement and increasing organizational excellence and sustainability. The network believes that libraries are at the heart of every community, and strong libraries help create and sustain strong communities. Library services support early learning/literacy, educational success, economic opportunity and quality of life.

Live Oak Public Libraries is a member of PINES, the statewide network of public library systems serving Georgia. PINES (Public Information Network for Electronic Services), connects more than 300 public libraries in 54 partner library systems across 146 counties and gives library card holders access to more than 11 million books and materials plus online resources such as the GALILEO system, Georgia's virtual library. The portal gives users access to thousands of resources such as periodicals, scholarly journals, government publications, and encyclopedias among several other resources.

The aim of GALILEO is to provide equal access to information for all Georgia's residents —Live Oak Public Libraries

,,

Benefits of the Library System

- Libraries are open to everyone
- Libraries support lifelong learning
- Libraries offer access to technology
- Libraries are community spaces
- Libraries are wherever you are
- Libraries are community partners

One of the city of Pooler's main capital projects to be completed in the next five years is the construction of a new full service library to be overseen by the Live Oak Public Library System.
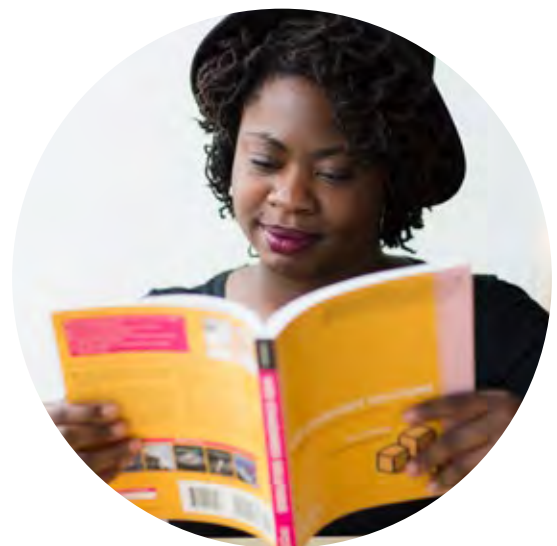
Public Library Visits

Locations	2018	2019	2020
Bull Street Library	222,799	210,171	144,833
Carnegie Library	40,470	22,319	17,125
Forest City Library	17,486	16,654	10,521
Garden City Library	54,676	48,420	30,507
Islands Library	124,863	111,133	42,993
Oglethorpe Mall Library	134,877	110,791	74,207
Pooler Library	**68,422**	**73,835**	**55,970**
Port City Library	37,649	35,983	22,607
Southwest Chatham Library	183,372	133,178	93,165
Tybee Library	18,521	19,529	16,972
W.W. Law Library	52,143	42,666	23,729
West Broad Library	22,225	15,484	14,642
Total	977,503	840,163	547,271

Figure 8.5–Library Visit Trends
Live Oak Public Library

Public Library Wireless Internet Use

Locations	2018	2019	2020
Bull Street Library	14,166	85,440	78,884
Carnegie Library	3,557	14,300	13,077
Forest City Library	1,680	2,628	4,482
Garden City Library	5,833	12,940	10,963
Islands Library	7,742	23,380	5,521
Oglethorpe Mall Library	11,309	9,032	22,093
Pooler Library	**4,979**	**14,312**	**9,281**
Port City Library	2,352	2,832	8,767
Southwest Chatham Library	22,632	39,684	28,618
Tybee Library	1,376	956	2,708
W.W. Law Library	1	1,708	1,796
West Broad Library	249	336	2,448
Total	75,876	207,548	188,638

Figure 8.6–Wireless Internet Usage Trends
Live Oak Public Library

COVID-19 PANDEMIC EFFECTS

In calendar year 2020, with complications due to the COVID-19 pandemic, the library system saw reduced statistics compared to normal times but libraries still saw active use and patron engagement both in-person and online.

Libraries were closed briefly but then reopened to the public with safety measures in place to protect visitors and staff. Customers were able to browse and borrow items, use computers and internet, and enjoy virtual programs. The year 2020 saw and increase in the use of digital resources, such as e-books, and an increase in library card sign-ups.

In 2020, the impacts of COVID-19 were seen in the libraries' in-person engagement and use of digital resources.

COMMUNITY HEALTH

Health

Health is a term that is often associated with an individual and their lack of sickness or disease; the same thought concept can be carried over to a large grouping or area of people within their neighborhoods.

Community health is determined by the wellness of the residents of a particular area along with the aptitude of the environment to promote health and necessary resources. Most urban areas consist of a diverse population of residents resulting in a stratified spectrum of community health. The following sections are all factors that make up or can determine community health.

Obesity Rate

Obesity is the condition when an individual has excessive body fat that presents itself as a risk to their health. This condition has been shown to lead to more chronic ailments such as heart disease and stroke, the leading causes of death in Pooler and worldwide *(Plan4healthus)*.

The prevalence of obesity has continued to rise due to an increasing sedentary lifestyle, lack of nutritional health understanding, and oversaturating of fast-foods and processed foods, which numerous studies have shown are related to numerous health issues including obesity.

To help reduce the risk of being obese and developing diabetes, stroke, heart disease, and various other diseases associated with a sedentary lifestyle, investments into our transportation infrastructure, parks and recreation, and healthy food retail can positively impact our ability to increase physical activity though the built environment.

HEALTHY SAVANNAH

In November of 2018, Healthy Savannah, and the YMCA of Coastal Georgia, was awarded a five year, $3.4 million grant to undertake a REACH project from the CDC. REACH (Racial and Ethnic Approaches to Community Health).

The primary goal of the REACH grant is to reduce health disparities among African American and Hispanic/Latino Americans in low-income Chatham County neighborhoods.

Mapping areas with a lack of pedestrian mobility (such as sidewalks), access to parks and recreation, and locating food deserts can begin the process to creating more equitable and healthier communities.

Mental Wellness

Although a controversial topic, mental illness is a common reality many people live with. Mental illness can simply be defined as a wide range of conditions that affect mood, thinking, and behavior.

Numerous factors contribute to mental illness such as genetics, societal influences, and physical environment. A SAMHSA (Substance Abuse Mental Health Services Administration) survey conducted between 2009 and 2013 revealed that nearly 40% of adults in the State of Georgia were living with some form of mental illness. In response to this figure and other health related matters, Chatham County partnered with the Coastal Georgia Indicators Coalition (CGIC) and developed strategic pathways to address community health issues, mental health being included, further ensuring that communities in Chatham County foster wellness.

It is a common occurrence for an individual suffering with a mental health condition to be confronted by law enforcement when their condition presents a challenge.

Instead of mental health workers addressing the matter, law enforcement, many of whom are not properly trained for mental health situations, often intervene in these scenes. In events like this, it is common for law enforcement officers to arrest the individual and bring them to an emergency room (ER). This creates a strain not only on the individual suffering through their mental health crisis, but also on the system of law enforcement and emergency medical service workers. The number of officers dispatched and number of ER rooms available to those in need are greatly impacted by the lack of structure and guidance regarding the process to assisting those in need of mental health services.

This Continuum of Care (CoC) process is in need of improvement to ensure patients are being tracked and provided with the services needed. This secures better outcomes for patients over time while adapting to their changing needs.

According to a SAMHSA survey, conducted between 2009 and 2013, nearly 40% of adults in the State of Georgia were living with some form of mental illness "

Food Access & Nutritional Education

The foods available to a community have a direct impact on its overall health. When an area is devoid of fresh and healthy foods it is considered a "food desert." Contrarily, the term "food swamp" is used to describe areas that are over saturated with options of fast foods, processed foods, and junk foods. We live in a time where the majority of people reside in urban areas and do not grow their own food; this leads many to depend on external sources for their food.

According to the American Community Survey, an estimated 526 households in Pooler received SNAP benefits in 2014–2018

This is more than double the 238 households that received SNAP benefits in 2009–2013. Furthermore, roughly 80% of SNAP households today have children under the age of 18. In alignment with food access, food nutrition is just as important. If someone is gifted the option to choose between a monthly supply of processed convenience foods or a monthly supply of dry beans, rice, and vegetables, their knowledge of food nutrition (or lack thereof) will usually be the driving force behind that decision. Having access to affordable healthy food is paramount; however, the ability to recognize the value in it is as well.

Pooler's evaluation of areas not having a grocery store within a one mile radius reveals that for the most part, Pooler is food rich with a diverse range of healthy food options. While it is a food rich community overall, there are two areas in particular that lack healthy food access: the Pine Barren Road and southern Quacco Road corridor, and the northern most area of the city along Jimmy Deloach Parkway.

POLK'S ON THE GO

In an effort to increase access to healthy and affordable foods, Polk's On the Go, has a delivery service called "Fresh to Your Door." Delivery boxes start at $20 and contain four veggie types, three fruit types, and tomatoes. You can also add-on eggs and meat from local vendors.

While this might draw some concern for Pooler, these two identified areas of Pine Barren Road and Jimmy Deloach Parkway are still developing and will attract future commercial development as more residential households are constructed. Currently, Pooler has approved the coastal region's first Costco, which will be located on Pooler Parkway and will have a positive effect on food access on the Pine Barren Road area.

POLK'S PLUS PRODUCE

FOOD DESERTS

Legend:
- 1/4 MILE BUFFER
- 1/2 MILE BUFFER
- 1 MILE BUFFER
- LOW ACCESS

Map labels: Jimmy Deloach, Pooler Parkway, Pine Barren Rd, Little Neck Rd, Louisville Rd, S Rogers St, I-95, I-16, Dean Forest Rd, Ogeechee Rd, Pooler Pkwy

Store labels: WALMART, ALDI, SAMS CLUB, PIGGLY WIGGLY, POLKS PLUS, FOOD LION, PUBLIX
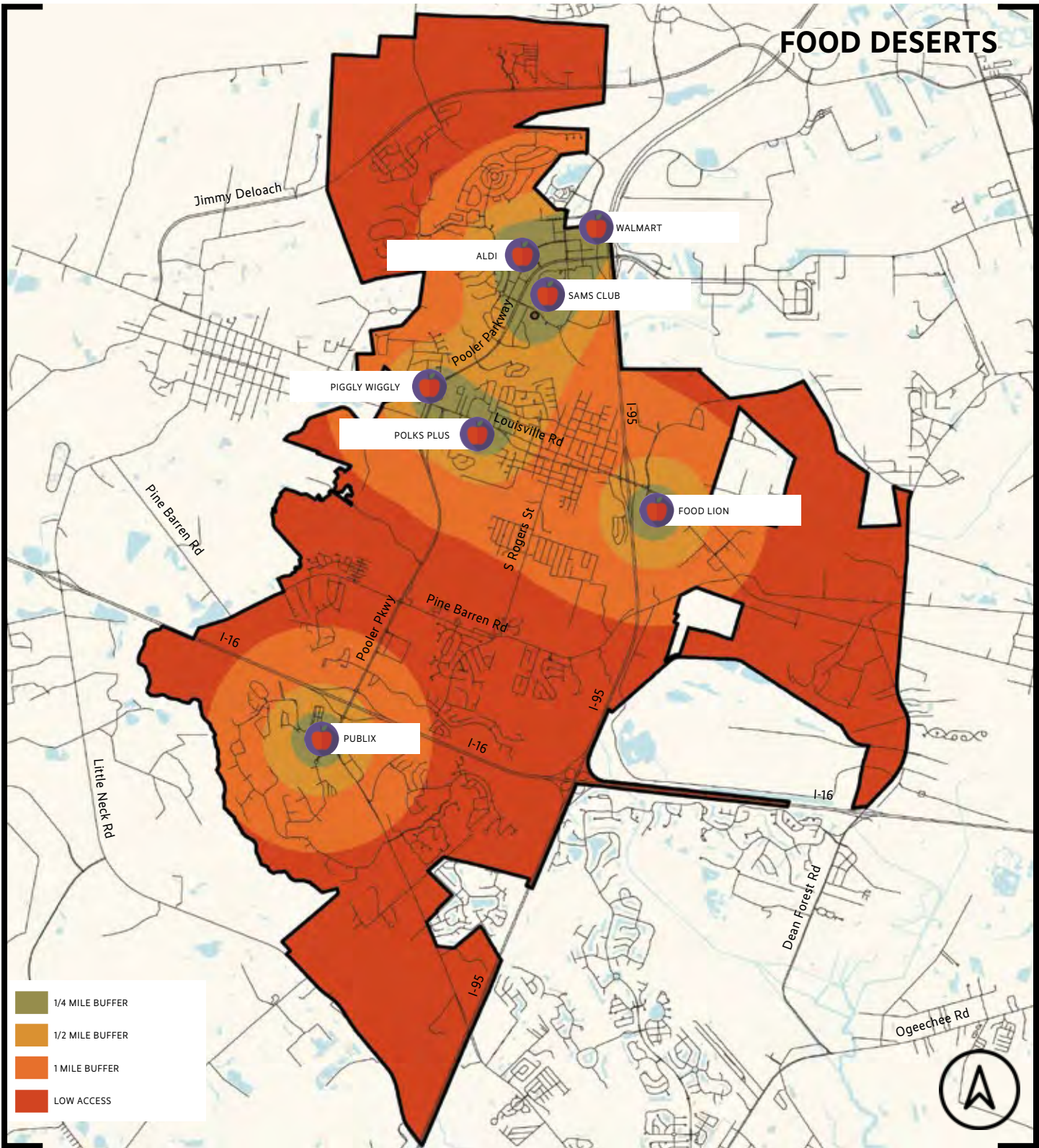
Map 8.3–Food Deserts, Pooler

Unemployment & Poverty

Unemployment does not merely mean 'one without a job'. According to the Bureau of Labor Statistics, unemployed citizens are individuals who are jobless and actively seeking work. Those who are not working and not seeking work are not considered to be in the labor force. When individuals struggle to find work, it puts a strain on myriad areas in life including finances, mental wellness, safety, and food security.

Data from the Bureau of Labor Statistics show that the unemployment rate for the city of Pooler was on a gradual decline until 2020 when the pandemic occurred.

Unemployment Rates 2016–2020

Year	2016	2017	2018	2019	2020
Chatham County	5.3	4.5	3.8	3.4	7.6
City of Pooler	**4.5**	**3.7**	**3.7**	**2.7**	**5.9**

Figure 8.7–Unemployment Rates, Chatham County & Pooler
U.S. Bureau of Labor Statistics, Current Population Survey

COVID-19

As a nation, we were unaware of the dire impacts that COVID-19 would have on us all. As cases and fatalities continued to increase in 2020, many went into a state of paranoia and panic. Questions such as, "what exactly is this virus", "how can I properly protect myself and family from it" and "how long will it last" came across the minds of virtually every person in this country. As of April 2021, Chatham County has had more than 20,000 cases and 417 deaths due to COVID-19. In response to the pandemic, virtually every public and private space had to alter how human activity existed within their vicinities and the need for more accessible open and open outdoor spaces became evident. The virus has proven to be an incident that will have lasting effects moving well into the future.

Unemployment began to see an increase from COVID-19 starting in March of 2020 as it reached its peak at rate of 15.3% in April. It tapered down slowly until it reached a rate of 5.6% by the end of 2020. Concerns with facing grave fears of death, eviction/foreclosure due to loss of income, drastic changes to household dynamics, and shortages of food, heightened the mental health challenges many were already suffering with and created a large splinter of anxiety for others.

Annual Average Employment Statistics

Year	Labor Force	Employment	Unemployment	Rate (%)
2013	10,214	840	11,054	7.6
2014	10,667	749	11,416	6.6
2015	11,134	653	11,787	5.5
2016	11,797	555	12,352	4.5
2017	12,225	471	12,696	3.7
2018	12,560	399	12,959	3.1
2019	13,501	379	13,880	2.7
2020	12,856	810	13,666	5.9

Figure 8.8–Annual Average Employment Statistics, Pooler
U.S. Bureau of Labor Statistics, Current Population Survey

ARE YOU LOOKING FOR MORE INFORMATION?

For more information about unemployment please check our Economic Development Element.

Check it out on page 72!

Climate Change

As the nation continues to experience drastic changes in weather patterns due to climate change, the consequences will be felt by individuals, economies, and governments alike.

More frequent and intense heat episodes have increased the number of emergency room visits for strokes, dehydration, and other heat-related illnesses. Studies have also revealed the correlation between excessive heat and violent crimes, which are especially linked in low-income areas *(The Urban Crime and Heat Gradient in High and Low Poverty Areas | NBER)*. At the same time, extreme cold temperatures decrease the amount of time people spend outside, which in turn lowers levels of vitamin D and results in weaker immune systems as well as depression.

In the spring of 2020, large-scale weather patterns exposed some areas of the country that normally do not experience hard freezes to severe cold temperatures. Many states and local governments were ill-prepared for this, as the effects of the weather interrupted power sources and destroyed infrastructure. This event—and others like it—highlighted the need to assist and protect our most vulnerable populations and communities.

It is known that renewable energy sources, such as wind and solar, help to reduce the human impact on climate change by reducing noxious emissions from coal-fired power plants.

Research also shows that implementing renewable energy policies have the added benefit of improving public health as well. A concentrated local effort must be made to help reduce the impacts of emissions and other pollutants on Pooler's population.
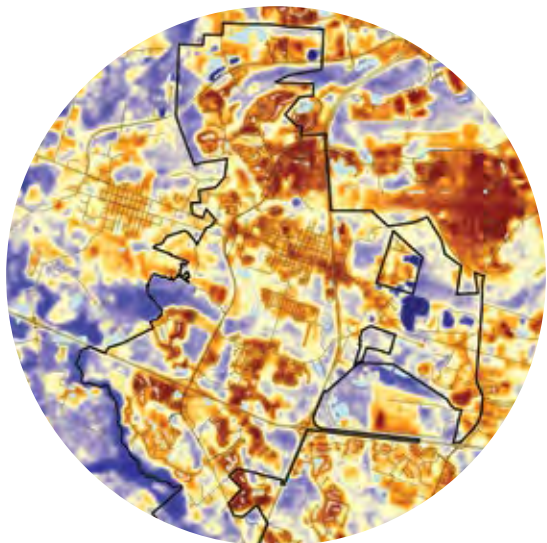
ARE YOU LOOKING FOR MORE INFORMATION?

For more information about the urban heat island effect please check our Natural Resource Element.

Check it out on page 190!

PUBLIC SAFETY

Public Safety

It is the responsibility of local government to serve and protect the health, safety, and welfare of its citizens and businesses. The safety of a community is fundamental to the wellbeing and longevity of its residents and economy.

In today's world, there are critical threats that communities must continuously monitor: domestic and international terrorism, drastic shifts in weather patterns, rising sea levels, and pandemics such as COVID-19. In response to these threats, a successful government employs departments and passes ordinances to sustain the safety and health of its community. Even in less intense moments of day-to-day life, it is the responsibility of the local government to aid in incidents such as criminal activity, car accidents, house fires, and downed power lines. Generally, for municipalities and local governments, public safety includes fire protection, emergency management services, and law enforcement.

Emergency Management

Chatham County Emergency Management Agency (CEMA) services all of Chatham County and its municipalities and is responsible for the welfare of the county in the midst and aftermath of major disasters and emergencies.

CEMA has developed a Disaster Recovery Plan, Emergency Operations Plan, and Hazard Mitigation Plan to proactively provide protection and courses of action in response to a number of different hazards and emergencies. In the Hazard Mitigation Plan, CEMA has listed severe weather, extreme heat, and flooding as the most likely hazards to impact the county.

HAZARD MITIGATION PLANNING

Hazard mitigation planning reduces loss of life and property by minimizing the impact of disasters. Mitigation plans are key to breaking the cycle of disaster damage and reconstruction.

—FEMA
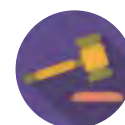
Law Enforcement

Law enforcement in Pooler provides full service public safety and law enforcement services to its citizens and visitors. The city of Pooler's Police Department employs 42 sworn officers.

The Pooler Police Department's mission is to protect life and property through the maintenance of peace and order, and the provision of law enforcement services.

Police Statistics and Trends

While the city of Pooler has grown and the number of service calls have increased, part I crimes—which include offenses such as homicide, aggravated assault, robbery, larceny, and automobile theft—have decreased steadily over the past three years.

Although part I crimes are decreasing, traffic accidents and hazards associated with vehicles on Pooler's roadway systems have surged in recent years. According to Pooler police data, there were a total of 2,541 vehicle wrecks from January 1, 2014 to September 24, 2019.

This information reveals one major thing: there is a need for an alternate solution to accommodate traffic and congestion in Pooler's roadways. While public safety is most often a reactive measure to an issue, solving the problem of traffic—and, in turn, traffic accidents—will require a proactive approach in which Pooler rethinks its roadway design, transportation planning, and land use.

Part I Crime Records

Figure 8.9–Part I Reported Crime Records, Pooler
Pooler Police Department

Fire

The City of Pooler's Fire-Rescue Department stands committed to the core values of integrity, valor, loyalty, professionalism, and dedication.

The City of Pooler and the unincorporated fire district have a combined population of more than 26,000 and encompass an area of 30 square miles. During the day, the population can swell to greater than 50,000 people thanks to Interstate 95 and interstate 16, which collectively bring over 45 million vehicles through the city each year. There are just over 8,000 occupied dwellings, roughly a third of which are rental units. There are also more than 1,000 commercial/industrial buildings in this area.

The City of Pooler's Department of Fire-Rescue provides fire protection and emergency response services to the businesses and residences within Pooler and the greater Savannah area upon request. The Fire-Rescue Department is comprised of 57 firefighters and 4 fire stations that provide fire suppression, rescue, prevention services to the city.

Firefighters making up the operational staff of Pooler's Fire-Rescue Department are uniformed members of the International Association of Fire Fighters, representing the Professional Firefighters Association of Pooler, Local 574.

Although Pooler currently does not have a fire fee, the City should evaluate the need to establish a fire fee as a financing option to provide an equitable, stable and dedicated revenue source to support fire services well into the future.

Total Fire Calls

Figure 8.10–Total Fire Calls, Pooler
Pooler Fire Department
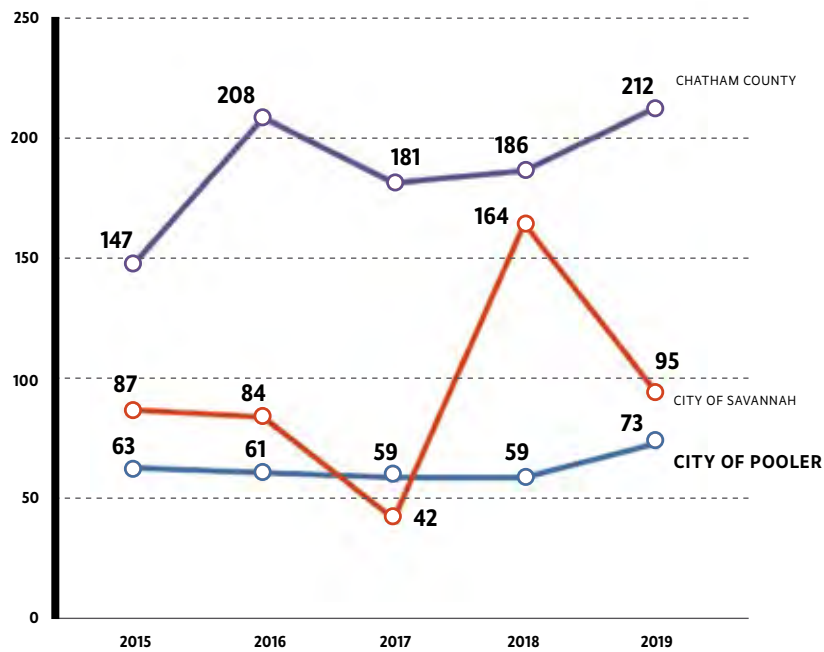
Structure Fires

Figure 8.11–Structure Fires, Pooler
Pooler Fire Department

BROADBAND & FIBER OPTICS

The citizens of Chatham County understand the value of future planning, as evident by the County's numerous tree-lined squares, parks, and boulevards. Chatham County's fiber optic feasibility study completed in 2017 was another contribution to the community's tradition of forethought.

In the past, housing, public spaces, transportation, and water were critical for community viability. Today, competitiveness, prosperity, and quality of life are determined by bits and bytes, code and data, networks, "smart" systems, and software applications. Indeed, digital technology has become the key to effectively managing and using conventional resources. It is creating new possibilities for business, commerce, education, healthcare, governance, public safety, and recreation. All of this depends on bandwidth and internet connectivity—the ability to move information quickly and flexibly from and to most anywhere.

The vast array of devices that permeates Chatham County is only going to increase in volume moving forward. Those devices enable people to greatly improve and transform how they live, work, and play by connecting them to each other and giving them access to valuable information. Citizens can and will continue to use digital technology to interact with each other in unprecedented, highly informed, easier, and more dynamic ways.

Broadband has become essential to business, education, healthcare, and overall quality of life. Unfortunately, high-speed internet access remains out of reach for Georgians in many communities. Local governments are responding with new investments in technology. Building, running, and even using fiber-optic infrastructure is not a short-term endeavor. These activities demand a clear vision for current and future

citizens' expectations and requirements, require substantial input from local business and civic leaders, and benefit from principled thinking about the role of local government.

In summary, digital infrastructure can be used to deliver essential community services, enable a modern, connected economy, and support a higher quality of life.

Broadband has become essential to business, education, healthcare, and overall quality of life. Unfortunately, high-speed internet access remains out of reach for Georgians in many communities.

Network Technology

Broadband refers to high-speed internet services, which provide online content—websites, television shows, video conferencing, cloud services, or voice conversations, for example—to be accessed and shared via computers, smartphones, and other devices. The Federal Communications Commission defines broadband to be at least 25 megabits per second (Mbps) downstream to the device, and 3 Mbps upstream, though demands are increasing. There are multiple broadband delivery systems, though mainly cable, DSL, fiber, and wireless connect devices to the internet.

Fiber-optic cables—or just "fiber"—are considered the gold standard for supporting broadband, and are essential for fast, reliable connections. Fiber is a strand of glass the diameter of a human hair that carries waves of light. Using photons across glass, as opposed to traditional electrons across copper wire, fiber has the capacity to carry nearly unlimited amounts of data across long distances, literally at the speed of light.

Broadband is deployed throughout communities as wires that carry digital signals to and from users. The content comes into the local community from around the world via global, national, and regional networks. The local infrastructure is built, connected, and operated by internet and telecommunications companies that own the physical wires to each household.

Infrastructure that is aging and built on older technologies results in slower, less reliable access to internet content. Due to capacity limits of this infrastructure, companies

INTERNET ACCESS

The COVID-19 pandemic has reinforced the importance of having reliable internet access at home. Many Chatham County residents depend on the internet to work and learn remotely, purchase essential items, access telehealth services, and connect with friends and family from afar.

cannot reliably provide high speeds, and often limit the amount of data consumers can use. Fiber provides the robust infrastructure that connects telephone and cable infrastructure between communities and around the world. It was originally used by telecommunication utilities for their core infrastructure, to connect their major switching centers, and was only available to their biggest corporate and institutional customers. Today, fiber is in homes and businesses throughout the world providing telephone and television as well as internet services.

In summary, digital infrastructure can be used to deliver essential community services, enable a modern, connected economy, and support a higher quality of life. The end goal is for all of Chatham County to help its citizens achieve better connectivity and increased bandwidth, while meeting its internal technology needs. Every jurisdiction in Chatham County should invest in fiber-optic infrastructure and related facilities to better serve its citizens, enhance quality of life and quality of place, and spur sustainable economic growth all while ensuring it is economically feasible, fiscally responsible, and practical.

Barriers to Household Internet Subscribership

A 2017 survey found that 1.7% of households in Chatham County reported not subscribing to internet services. It is important to understand the reasons why households do not subscribe to the internet, as the survey found strong support for the idea that internet access is essential: across all surveyed households, none reported that they chose not to subscribe because they do not need the internet.

Among non-subscribing households in Chatham County, an overwhelming 76.5% said the main reason they chose not to subscribe to internet service is because it is too expensive. Nearly one in five households (17.6%) that do not subscribe to broadband said that broadband is not available at their home.

From a quality of service perspective, 5.9% of non-subscribing households say that available services are too slow or unreliable, perhaps dropping service from poor previous experience. However, every household responding to a 2016 survey recognized a need for the internet.

Nearly 1 out of 5 non-subscribing households in Chatham County said broadband is not available at their home

While these percentages are very telling of local broadband market conditions, Chatham County's findings contradict national household averages. Recent U.S. Department of Commerce research found "no internet availability" as the primary barrier in 48% of non-subscribing households nationally and "expensive service" as the primary barrier in 28% of non-subscribing households. These findings illuminate issues beyond simply having access to the internet and reveal the digital divide in Chatham County is based more on cost of services rather than availability.

This could be an indication that current service providers are charging too much for service, but may also be the result of poor economic conditions of some households in the county. Indeed, the threshold for a good or service being "too expensive" is relative, as what is out of financial reach for some households and income levels could be considered discretionary spending for others.

Top Reasons for Non-Subcribership

Figure 8.12–Most Important Reason for Not Subscribing to Internet

■ SERVICE TOO EXPENSIVE   ■ NOT AVAILABLE AT MY HOME   ■ TOO SLOW OR UNRELIABLE
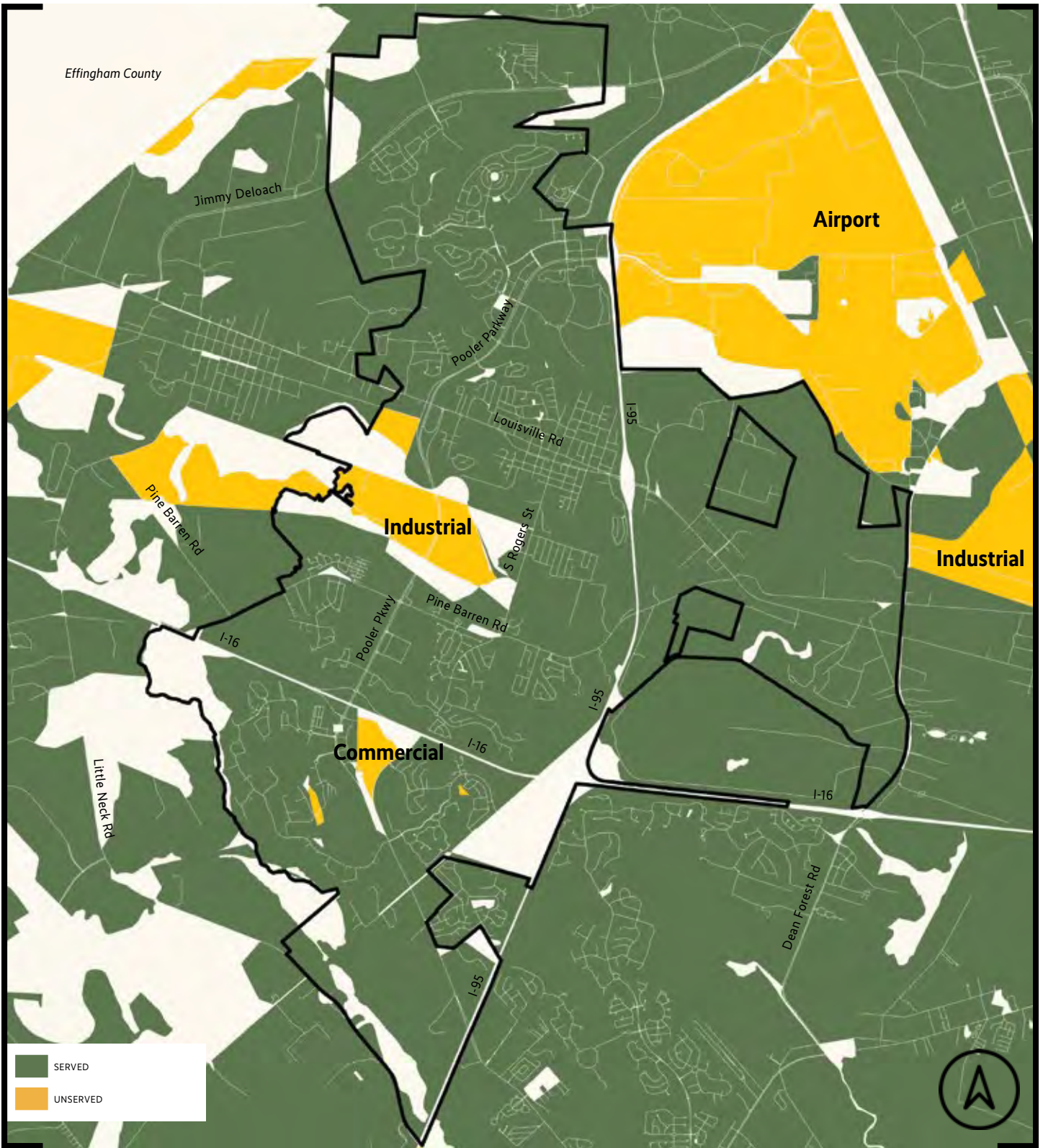
Map 8.4–Broadband Availability Map, Pooler

Legend:
- SERVED (green)
- UNSERVED (yellow)

Labels on map: Effingham County, Jimmy Deloach, Pooler Parkway, Louisville Rd, Pine Barren Rd, Pooler Pkwy, S Rogers St, I-95, I-16, Little Neck Rd, Dean Forest Rd, Airport, Industrial, Commercial

Still, survey responses show that Chatham County households recognize a need for internet access in the home. As seen in Figure 8.12, when asked why the household did not subscribe to household internet services, an overwhelming number of households reported that services are too expensive (76.5%), while roughly a third (35.3%) rely on their mobile devices, and one quarter (23.5%) rely on access to the internet outside the home. Outside the home could mean at work or school, the library, or even public Wi-Fi locations around town. Lastly, and not insignificantly, 17.6% of county households report that the internet is not available at their home.

Some important observations can be drawn from this data. First, given high cost of service is the result of market conditions in Chatham County, two additional reasons for non-subscribership hint at possible workaround solutions for households that need internet access: "access internet with mobile phone" and "access internet elsewhere."

Reflecting a national trend, internet-enabled mobile devices are emerging as a necessary substitute for home internet access. A remarkable 35.3% of non-subscribing households report their mobile phone as a reason their household does not subscribe to internet services. These homes do not willingly choose mobile over wired connections; they use their mobile phones out of necessity because wired residential service is too expensive. Where cost is an issue, if given the choice between wired home internet access or inferior and costly mobile internet access, most will choose mobile wireless because of the voice and mobility aspects. Likewise, no non-subscribing Chatham County households say they do not subscribe to services because they access internet elsewhere. Yet when given the opportunity for multiple responses, that response increases to 23.5% of households that access the internet outside the home, possibly at work, school, or a public place such as a library or a restaurant likely because they have no affordable choice for their household.

To get an idea of how many non-subscribing Chatham County households would subscribe to services if given the opportunity, a series of questions in the same 2017 survey gauged how much the internet is a part of their household functions.

Overall, the survey of non-subscribing households clearly indicates that Chatham County residents recognize the importance of the internet to their household and would likely adopt services if available at an affordable price.

Summarized from Chatham County, Georgia Fiber-Optic Feasibility Study (May 2017 Magellan Advisors), as well as the City of Savannah Municipal Fiber Feasibility Study (May 2017 Magellan Advisors)

Next Steps

Drawing on recommendations from the local study, the next steps move Chatham County toward developing and realizing county-wide fiber-optic infrastructure goals. Many of these recommendations center around forming local collaborations to aggregate demand and formalize broadband-friendly policies across the county. Many of the next steps are low-cost, organizational, and policy-oriented measures that will lead to a broader fiber-optic partnership and county-wide fiber-optic deployment.

These findings shine a light on issues beyond access to the internet and reveal the digital divide in Chatham County is based more on cost of services.

AN ISSUE INTENSIFIED BY COVID-19

All learning, services, commerce, most workplaces and daily interactions online require a high-speed connection to the internet. As communities around the world adapted to a world with COVID-19, broadband connectivity and access became more critical than ever before.

Chatham County was forced to find new ways to work, go to school, communicate, and connect. In the United States alone, state and local directives urged millions of Americans to stay in and, when possible, work from home.

It is possible that at the end of the COVID-19 crisis, the future will look different from the world we left when the crisis began in 2019.

Household Survey Findings

Households with Internet Access

No
3.1%

Yes
96.9%

Reasons for not having Internet Access

SERVICES ARE TOO EXPENSIVE — 81.8%
ACCESS INTERNET WITH MOBILE PHONE — 33.3%
ACCESS INTERNET ELSEWHERE — 27.3%
SERVICES ARE TOO SLOW OR UNRELIABLE — 18.2%
NOT AVAILABLE AT MY HOME — 3.0%
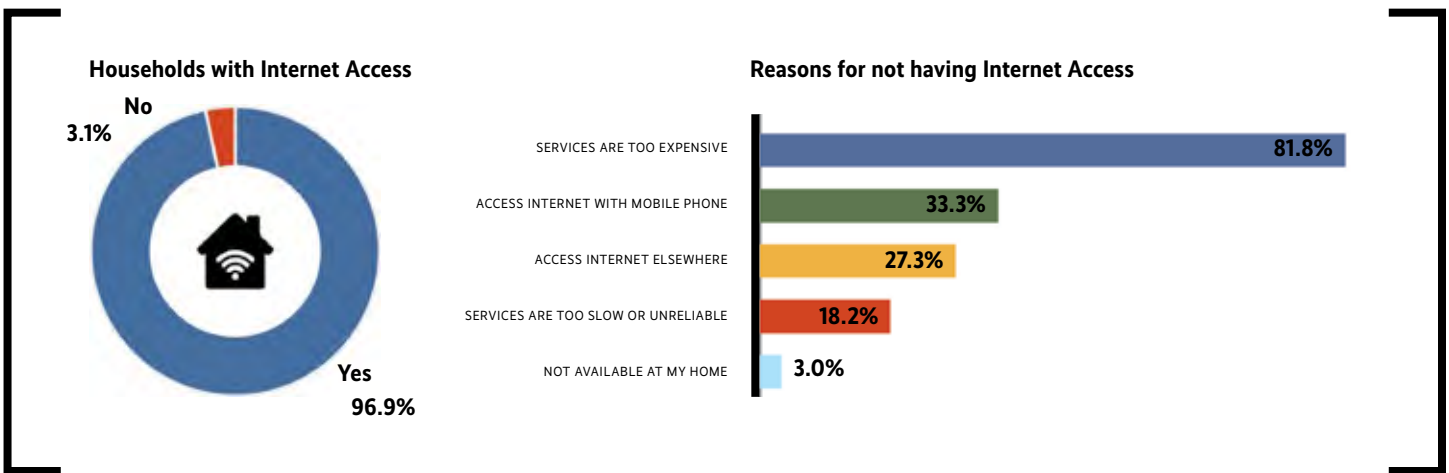
Figure 8.13–Household Survey Findings

SHORT TERM WORK
PROGRAM

09

SHORT TERM WORK PROGRAM

Introduction

The Short Term Work Program is comprised of projects that are ongoing or should be launched over the next five years to further the goals of the plan. The STWP is organized by element and lists timeline, lead partner, funding source, and cost estimates.

Progress on the activities and goals established in this section will be tracked and reported on an annual basis.

LAND USE
PROJECTS FOR YEARS 2022–2026

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
LU.1	Update Comprehensive Plan	2024–2026	Administration	General Fund	$20,000
LU.2	Continue to consider future airport and port expansions in all land use decisions	2024–2026	Administration	General Fund	Staff Time
LU.3	Review and revise parking standards to include: need for maximum versus minimum; commercial parking ratios; overflow parking; and parking lot access management (reduce curb cuts along corridors).	2024–2026	Planning & Zoning	General Fund	Staff Time
LU.4	Evaluate and amend the city's Landscape and Tree Protection Ordinance	2024–2026	Planning & Zoning	General Fund	Staff Time
LU.5	Evaluate and amend ordinances to allow for increased freeboard during development for flood protection (2-foot total)	2024–2026	Planning & Zoning	General Fund	$10,000
LU.6	Review and amend future land use map to include areas surrounding impaired waterways	2024–2026	Planning & Zoning	General Fund	Staff Time
LU.7	Amend applicable ordinances to require the construction of parks and recreation opportunities for all demographics and age groups within all new residential developments	2022–2023	Planning & Zoning	General Fund	Staff Time
LU.8	Develop policy and guidelines for the implementation of community gardens on both public and private property	2024–2026	Planning & Zoning	General Fund	Staff Time
LU.9	Evaluate the need for city sub-area land use plans to better define growth and needed area/neighborhood improvements (e.g. Downtown Pooler, Quacco Road to I-95, the area surrounding the impaired Pipemakers Canal)	2024–2026	Planning & Zoning	General Fund	$40,000
LU.10	Create and adopt design guidelines that address issues of commercial building size and massing, definition of open spaces, site character and quality as well as access and circulations	2024–2026	Planning & Zoning	General Fund	$25,000
LU.11	Adopt design guidelines for major corridors to include parking lot locations (in rear or side) and access management (fewer curb cuts)	2024–2026	Planning & Zoning	General Fund	$75,000

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
LU.12	Review and amend subdivision regulations	2024–2026	Planning & Zoning	General Fund	Staff Time
LU.13	Update the City's Engineering Policy for new development to include updated civil plans/specification submittals	2022–2023	Planning & Zoning	General Fund	Staff Time
LU.14	Update policy clarifying acceptance of private roads (identifying maintenance, ownership, use, and connectivity link requirements) private roads	2022–2023	Planning & Zoning	General Fund	Staff Time
LU.15	Propose policy to support the development and maintenance of community gardens and reduce regulatory barriers to urban agriculture	2022–2023	Planning & Zoning	General Fund	Staff Time
LU.16	Hire a City Arborist	2022–2023	Planning & Zoning	General Fund	$30,000
LU.17	Assess and update the Zoning Ordinance as needed to separate zoning classifications for warehousing/transportation related uses	2024–2026	Planning & Zoning	General Fund	Staff Time
LU.18	Adopt a historic preservation ordinance	2024–2026	Planning & Zoning	General Fund	Staff Time
LU.19	Develop an intergovernmental coordination plan/strategy with Savannah/Hilton Head International Airport (SHHIA) to ensure that the near term and long-term development plans of both Pooler and the SHHIA are compatible	2022–2023	Executive	SHIIA Staff/ General Fund	Staff Time
LU.20	Create a Sea Level Rise checklist for development projects	2022–2023	Planning & Zoning	General Fund	Staff Time
LU.21	Review land use and zoning regulations. (City contracted with the Coastal Regional Commission to update zoning code)	2022-2023	Planning & Zoning	General Fund	Staff Time

TRANSPORTATION PROJECTS FOR YEARS 2022–2026

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
T.1	Complete Quacco Road improvements: Blue Moon Crossing & Mosaic Circle Road & intersection improvements.	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST	$28,300,000
T.2	Complete Quacco Road Upgrades - 1st phase: Quacco Rd. widening from Blue Moon to Canal Bank. 2nd phase: Canal Bank to I-95	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST	$28 Million
T.3	Complete N. Rogers Street resurfacing, traffic circle, widening, & sidewalk project	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST	$725,000
T.4	Complete S.H. Morgan Parkway intersection improvements & resurfacing	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST	$500,000
T.5	Complete Old Louisville Road widening & improvements	2024–2026	Planning & Zoning; Public Works	General Fund; T-SPLOST	$9,500,000
T.6	Complete North Godley Station Boulevard traffic circle construction at Forest Lakes Drive	2024–2026	Planning & Zoning; Public Works	General Fund; T-SPLOST; SPLOST	$2.8 Million
T.7	Complete Towne Center Boulevard at Maxwell Drive and Traders Way median and traffic circle/roundabout construction	2024–2026	Planning & Zoning; Public Works	General Fund; T-SPLOST	$3.5 Million
T.8	Work with GDOT to make improvements to Highway 80 corridor, including rehabilitation efforts and signalization	2024–2026	Administration	General Fund	Staff Time
T.9	Track and implement local road resurfacing projects	2024–2026	Planning & Zoning	LMIG	$503,600
T.10	Change out strain poles to mast arm (e.g. Pooler Parkway, Pine Barren, Park Avenue)	2024–2026	Planning & Zoning	General Fund; SPLOST	$500,000
T.11	Complete U.S. Hwy 80, and Rogers Street traffic/corridor study	2024–2026	Planning & Zoning	General Fund; SPLOST; MPO Grants	$200,000
T.12	Complete Pine Barren Road widening & traffic circle (based on 2021 Kimley Horn study)	2024–2026	Planning & Zoning	General Fund; SPLOST; T-SPLOST	$24,250,000
T.13	Complete Pooler Parkway pavement overlay construction	2024–2026	Planning & Zoning	General Fund; SPLOST	$5,000,000

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
T.14	Implement Tanger Outlet traffic study: Durham Park Boulevard & Pooler Parkway improvements & road extension per T&H recommendations	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST	$4,740,000
T.15	Explore ways to encourage the development and implementation of bike paths to connect commercial and residential areas	2024–2026	Planning & Zoning; Public Works	General Fund	Staff Time
T.16	Construct Pooler Parkway widening (I-95 at Exit 104 adding lanes on each side from Benton Boulevard to I-95 and Benton Boulevard improvements to include resurfacing)	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST; T-SPLOST	$6 Million
T.17	Dig and improve the condition of both sides of Quacco Road from I-95 to the Gates Subdivision	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST	$300K
T.18	Complete S. Rogers Street widening project	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST	$13,400,000
T.19	Implement Pooler Pkwy/Benton Boulevard improvements based on T&H recommendations	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST	$6,000,000
T.20	Construct Park Avenue dual turn lane improvements based on T&H recommendations	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST	$800,000
T.21	Implement I-95 & U.S. Highway 80 interchange improvements & landscape plan	2022–2023	Planning & Zoning; Public Works	DOT Grant Funds	$750,000
T.22	Complete Tanger Outlets roundabout construction based on T&H recommendations	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST	$3,000,000
T.23	Construct U.S. Highway 80 connector	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST; T–SPLOST	$6.5 Million
T.24	Construct a Pooler multi-use trail	2024–2026	Planning & Zoning; Public Works	General Fund; SPLOST; T-SPLOST	$1.5 Million

HOUSING
PROJECTS FOR YEARS 2022-2026

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
H.1	Maintain the inventory of substandard and dilapidated housing in the city to allow for the elimination or upgrade of dilapidated buildings	2024–2026	Coded Enforcement; Administration	General Fund	Staff Time
H.2	Complete a citywide housing assessment and gap analysis (to include cost analysis) to determine current and future needs. This shall also include the identification of areas in the city where the addition of new housing is possible and desirable	2024–2026	Planning & Zoning	General Fund	$35,000
H.3	Encourage the inclusion of handicap units in new multi-family and special type residential facilities	2024–2026	Planning & Zoning	General Fund	Staff Time
H.4	Work with developers to use Affordable Housing Policies and programs to build affordable units	2024–2026	Planning & Zoning	General Fund	Staff Time

ECONOMIC DEVELOPMENT
PROJECTS FOR YEARS 2022-2026

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
E.1	Support Chamber of Commerce to promote tourism	2024–2026	Administration	Hotel/Motel Tax Fund	Percentage of collected hotel/motel tax
E.2	Develop and utilize incentive packages to promote the city and attract business development	2024–2026	Administration	General Fund	Staff Time
E.3	Work with Chamber to explore additional ways to capitalize on commuters passing through Pooler such as commuter service-oriented businesses	2024–2026	Administration	General Fund	Percentage of collected hotel/motel tax
E.4	Collaborate with business, industry, and planning of educational entities that provide necessary workforce skills to enhance workforce development	2024 – 2026	Administration	General Fund	Staff Time

NATURAL RESOURCES PROJECTS FOR YEARS 2022–2026

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
NR.1	Encourage protection of plant and animal habitats by implementing public awareness programs through hosting on the official City website	2022–2023	Administration	General Fund	Staff Time
NR.2	Complete the Newton Cemetery regrading, add fill, and pave driveway	2024–2026	Parks & Recreation	General Fund	$30,000
NR.3	Expand the interconnection of open space, trails, paths, and recreation areas (both public and private) throughout the city	2024–2026	Planning & Zoning	General Fund	Project Based—Case by Case Basis
NR.4	Analyze the need for and implement wetland buffer ordinance as applicable	2022–2023	Planning & Zoning	General Fund	Staff Time
NR.5	Analyze impacts and then implement impaired waters ordinance	2022–2023	Planning & Zoning; Stormwater	General Fund	$25,000
NR.6	Update Stormwater ordinance to include floodway impacts and increased stormwater conveyance impacts (25-year storm)	2022–2023	Planning & Zoning	General Fund	Staff Time
NR.7	Improve participation in the current Recycling Program	2024–2026	Sanitation	General Fund	Staff Time
NR.8	Evaluate the need and feasibility of offering e-cycling events	2022–2023	Sanitation	General Fund	Staff Time

CAPITAL PROJECTS FOR YEARS 2022–2026

Public Works–Water & Sewer

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PWW.1	Install pneumatic butterfly valves within distribution system that are controlled with our existing SCADA system to isolate purchases surface water from groundwater system	2024–2026	Public Works	Water & Sewer Fund	$75,000
PWW.2	Complete survey of old sewer system to determine condition of mains/manholes	2024–2026	Public Works	Water & Sewer Fund	$25,000
PWW.3	Develop sewer replacement program	2024–2026	Public Works	Water & Sewer Fund	$400,000
PWW.4	Upgrade Wastewater Treatment Plant to increase current flow capacity from 3.1 to 6.223 MGD	2024–2026	Public Works	Water & Sewer Fund; GEFA	$30 Million
PWW.5	Identify future sites and customers for water reuse program	2024–2026	Public Works	Water & Sewer Fund	Based on Project Site
PWW.6	Complete water tower and pump maintenance program requirements	2024–2026	Public Works	Water & Sewer Fund	$35,000
PWW.7	Evaluate the feasibility of implementing capital cost recovery/fees for new construction to include infrastructure beyond just water and sewer	2024–2026	Public Works; Planning & Zoning	General Fund; Water & Sewer Fund	$50,000
PWW.8	Complete evaluation and implement water/sewer improvements and/or upgrades	2024–2026	Public Works; Planning & Zoning	General Fund; Water & Sewer Fund	Based on Project Site
PWW.9	Complete a water/sewer rate study	2022–2023	Public Works; Planning & Zoning	General Fund; Water & Sewer Fund	Ongoing 2.5% Increase Annually; Staff Time
PWW.10	Complete an inflow & Infiltration evaluation for sanitary sewer system	2024–2026	Public Works; Planning & Zoning	General Fund; Water & Sewer Fund	Ongoing $200K/Year
PWW.11	Construct second elevated storage tank	2024–2026	Public Works	Water & Sewer Fund	$1,200,000

Public Works–Water & Sewer

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PWW.12	Develop and implement a large meter testing program	2024–2026	Public Works	Water & Sewer Fund	$8,000
PWW.13	Add a staff member to the Fire hydrant maintenance program	2024–2026	Public Works	Water & Sewer Fund	$40,000
PWW.14	Complete water line construction & repair as needed	2024–2026	Public Works	Water & Sewer Fund	Ongoing
PWW.15	Construct Savannah Quarters lift station & force main replacement	2022–2023	Public Works	Water & Sewer Fund	$6 Million
PWW.16	Construct Pooler Middle School lift station	2022–2023	Public Works	Water & Sewer Fund	$1,800,000
PWW.17	Upgrade East Side #1 and #2 lift station: Adjacent to Savannah Quarters (pump and panel change out)	2024–2026	Public Works	Water & Sewer Fund	$600,000
PWW.18	Install SCADA on all lift stations	2024–2026	Public Works	Water & Sewer Fund	$500,000
PWW.19	Complete Highway 80 water line replacement (replacement of Permastrand water main)	2024–2026	Public Works	Water & Sewer Fund	$2,500,000
PWW.20	Complete an alternative water source feasibility study	2024–2026	Public Works	Water & Sewer Fund	$50,000
PWW.21	Rebuild Savannah supply point valve stations	2024–2026	Public Works	Water & Sewer Fund	$25,000
PWW.22	Decommission Water Supply Well # 2	2024–2026	Public Works	Water & Sewer Fund	$10,000
PWW.23	Complete a taste and odor study and implement needed rehabilitation measures	2024–2026	Public Works	Water & Sewer Fund	$10,000
PWW.24	Complete a study on the feasibility of eliminating the use of ammonia	2024–2026	Public Works	Water & Sewer Fund	$15,000
PWW.25	Implement a system pressure monitoring program	2024–2026	Public Works	Water & Sewer Fund	$35,000
PWW.26	Loop water main from east side of I-95 on Pine Barren Road to west side of I-95	2026	Public Works	Water & Sewer Fund; SPLOST	TBD

Public Works–Street & Drainage

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PWD.1	Upgrade drainage in downtown Pooler (southside of Hwy 80/Old Pooler)	2024–2026	Public Works	General Fund	$600,000
PWD.2	Continue canal bank upgrade and maintenance program	2024–2026	Public Works	General Fund	$200,000
PWD.3	Install and implement infrastructure mapping	2024–2026	Public Works	General Fund	Staff Time
PWD.4	Develop a long-range plan for sea level rise impacts on the city's infrastructure (roads, bridges, storm, wastewater, etc.,) which evaluates multiple adaptation methods	2024–2026	Public Works; Planning & Zoning	General Fund	$75,000
PWD.5	Evaluate and implement needed modifications to Pipemakers Canal based on the multi-jurisdictional current/future capacity and conditions.—Underway with Savannah River Utilities	2024–2026	Public Works; Planning & Zoning	General Fund; SPLOST	$2,200,000
PWD.6	Design and construct Old Town drainage C project	2024–2026	Public Works; Planning & Zoning	General Fund	$2,000,000
PWD.7	Design and construct Old Town drainage D project	2024–2026	Public Works; Planning & Zoning	General Fund	$2,000,000
PWD.8	Complete the evaluation and upgrade of the Forest Lakes drainage project	2024–2026	Public Works; Planning & Zoning	General Fund	$125,000
PWD.9	Pipe and/or repair banks of canal from Hardee's south to the end of Pooler Villages	2024–2026	Public Works	General Fund	$350,000
PWD.10	Replace and enlarge pipe at crossover to billboard on Governor Treutlen Canal	2024–2026	Public Works	General Fund	$6,000
PWD.11	Replace and enlarge pipe under the railroad tracks on Governor Treutlen	2024–2026	Public Works	General Fund	$350,000
PWD.12	Survey all of the rights-of-way along Pooler canals	2024–2026	Public Works	General Fund	$100,000
PWD.13	Replace bridge on South Rogers at Hardin Canal (see T.18 Rogers Project)	2024–2026	Public Works	General Fund	$1,000,000

Public Works–Street & Drainage

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PWD.14	Repair slope along Sangrena Canal at Durham Parkway	2024–2026	Public Works	General Fund	$115,000
PWD.15	Pipe-in section of Garden Acres outfall along the railroad tracks	2024–2026	Public Works	General Fund	$50,000
PWD.16	Implement drainage repairs & improvements: West Whatley Street	2024–2026	Public Works	General Fund	$50,000
PWD.17	Implement drainage repairs & improvements: Holly Avenue	2024–2026	Public Works	General Fund	$90,000
PWD.18	Implement drainage repairs & improvements: Georgia Avenue	2024–2026	Public Works	General Fund	$16,000
PWD.19	Implement drainage repairs & improvements: Chatham Avenue	2024–2026	Public Works	General Fund	$45,000
PWD.20	Implement drainage repairs & improvements: West Tietgen Street	2024–2026	Public Works	General Fund	$40,000
PWD.21	Implement drainage repairs & improvements: Pipe in ditch between Tietgen & Whatley	2024–2026	Public Works	General Fund	$8,000
PWD.22	Implement drainage repairs & improvements: Mell Street	2024–2026	Public Works	General Fund	$16,000

Public Safety–Fire

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PSF.1	Hire 3 lieutenants, 3 fire apparatus operators to staff Station 4	2024–2026	Fire Department	General Fund; Grant	$345,000
PSF.2	Hire 6 new firefighters to staff Station 4 ladder truck	2024–2026	Fire Department	General Fund; Grant	$315,000
PSF.3	Hire 3 battalion shift commanders	2024–2026	Fire Department	General Fund	$225,000
PSF.4	Purchase emergency protective gear for new employees	2024–2026	Fire Department	General Fund	$126,000
PSF.5	Purchase new gear and radio equipment to meet Federal Regulations	2024–2026 ($45,000/Year)	Fire Department	General Fund	$225,000
PSF.6	Construct Station 2 renovations/upgrades	2022–2023	Fire Department	General Fund	$250,000
PSF.7	Purchase vehicles for new staff positions	2024–2026	Fire Department	General Fund	$195,000
PSF.8	Hire small equipment/assistant mechanic	2024–2026	Fire Department	General Fund	$65,000
PSF.9	Hire fire prevention specialist	2024–2026	Fire Department	General Fund	$65,000
PSF.10	Purchase self-contained breathing apparatus replacement	2024–2026	Fire Department	General Fund	$250,000
PSF.11	Purchase mobile data terminals for all vehicles	2024–2026	Fire Department	General Fund	$110,000
PSF.12	Hire a safety officer staff each year to accommodate growing needs	2024–2026	Fire Department	General Fund	$35,000

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PSF.13	Purchase safety equipment to accommodate growing needs	2022–2023	Fire Department	General Fund; SPLOST	$25,000
PSF.14	Evaluate the expansion of public service training programs to include active shooter training and equipment	2024–2026	Fire Department	General Fund; SPLOST	$78,000
PSF.15	Determine feasibility and cost of implementing a Community Paramedicine program through the Fire Department (feasibility study)	2024–2026	Fire Department	General Fund	$15,000
PSF.16	Expand staff who are trained in crisis intervention within the Fire Departments	2024–2026	Fire Department	General Fund	$12,000
PSF.17	Replace 2 fire engine pumper trucks	2024–2026	Fire Department	General Fund; SPLOST	$500,000
PSF.18	Purchase fleet replacement: Fire Engine	2024–2026	Fire Department	General Fund; SPLOST	$655,000
PSF.19	Purchase fleet Replacement: aerial ladder	2024–2026	Fire Department	General Fund; SPLOST	$1,600,000
PSF.20	Hire new firefighters/3 lieutenants, 3 fire apparatus operators to staff Station 5. Deferred until Station 5 is built	2026	Fire Department	General Fund	TBD
PSF.21	Design and construct Station 5.. Requested for SPLOST 2020 for $1.5 million (revised estimate)	2026	Fire Department	SPLOST	$1.5 million

Public Safety–Police

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PSP.1	Purchase and replace 5 Police vehicles	2024–2026	Police Department	General Fund	$191,000
PSP.2	Purchase and train patrol on new rifles	2022–2023	Police Department	General Fund	$12,000
PSP.3	Install automated target system at firing range	2022–2023	Police Department	General Fund; SPLOST	$46,500
PSP.4	Hire safety officer staff each year to accommodate growing needs	2024–2026	Police Department	General Fund	$500,000 ($100,000/Year)
PSP.5	Upgrade the city owned police training range	2024–2026	Police Department	General Fund	$50,000
PSP.6	Upgrade the police annex (old library)	2024–2026	Police Department; Administration	SPLOST	$5 Million
PSP.7	Purchase tag readers (1 additional each year for five years)	2024–2026	Police Department	General Fund	$7,800/Year (Ga Power Program)
PSP.8	Evaluate the expansion of public service training programs to include police de-escalation, active shooter training, and crisis intervention	2024–2026	Police Department	General Fund	$10,000

Intergovernmental Coordination

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
IC.1	Explore ways to improve coordination with other agencies such as BOE, GDOT, DCA, EPD	2024–2026	Administration	General Fund	Staff Time
IC.2	Institute a youth council program to promote mentorship programs between employers and students to prepare students for employment and promote upward mobility	2024–2026	Administration	General Fund	Staff Time
IC.3	Promote existing available social services resources and outside agencies within the County to assist residents with wraparound services (ex. mental illness, housing, homelessness, etc.). Includes PD and Fire staff crisis intervention training and sharing of information on resources within Chatham County (Red Cross, Safe Shelter, etc.)	2024–2026	PD; Fire; Administration	General Fund	Staff Time
IC.4	Establish a process for sharing common population projections with the county and adjacent municipalities, local authorities, and decision-making boards to ensure consistent infrastructure and services decisions	2022–2023	Planning & Zoning; Administration	General Fund	Staff Time
IC.5	Explore ways to coordinate and share land use and new development proposals with adjacent communities for land areas near mutual boundaries	2022–2023	Administration	General Fund	Staff Time

Parks & Recreation

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PR.1	Expand the interconnection of open space, trails, paths, and recreation areas (both public and private) throughout the city	2024–2026	Planning & Zoning; Parks & Recreation	General Fund	Staff Time; Project Based
PR.2	Expand the city's baseball/softball/tennis complex. Phase 1 with stadium already completed	2024–2026	Parks & Recreation	General Fund	$10,000,000
PR.3	Construct a city-owned soccer/lacrosse complex	2024–2026	Parks & Recreation	General Fund	$16,500,000
PR.4	Financially support community events such as the Patriot Weekend Festival	2024–2026	Chamber or Commerce	Hotel/Motel Tax	Hotel/Motel Tax
PR.5	Draft a strategic, long-range city of Pooler master plan establishing criteria, standards, and locations for the provision of providing parks and recreation services throughout the city for all demographics and ages. This shall also include the identification of areas for purchase and permanent preservation as open space	2024–2026	Parks & Recreation	General Fund	$40,000
PR.6	Complete and implement an urban forest management plan	2024–2026	Parks & Recreation	General Fund	$50,000
PR.7	Purchase a senior citizens center vehicle	2022–2023	Parks & Recreation	General Fund	$35,000
PR.8	Redesign/remodel park on S. Rogers Street. Delayed until 2019 SPLOST renewal	2026	Parks & Recreation	SPLOST	TBD

Community Facilities

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
CF.1	Construct a library with Wi-Fi/broadband and meeting space within the city's boundaries to provide needed services	2024–2026	Planning & Zoning; Administration	General Fund; SPLOST	$11,000,000
CF.2	Promote the development of a full-service emergency room and in-patient hospital by supporting any effort(s) to receive a state Certificate of Need	2024–2026	City Council	General Fund	Staff Time

ONGOING ACTIVITIES

LAND USE STRATEGY		ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
OG.1	Continue to eliminate incompatible land uses that negatively impact neighborhood quality of life	Ongoing	Planning & Zoning	General Fund	Staff Time
TRANSPORTATION STRATEGY		ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
OG.2	Reduce traffic congestion on commercial corridors	Ongoing	Planning & Administration	SPLOST	$15 Million
HOUSING STRATEGY		ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
OG.3	Continue to encourage a sense of neighborhood pride in keeping property and streets clean	Ongoing	Planning & Public Works	General Fund	Staff Time
NATURAL RESOURCES STRATEGY		ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
OG.4	Continue with beautification of city by planting trees, shrubs and plants	Ongoing	Parks & Leisure Services	General Fund	$5,000
OG.5	Implement water conservation programs through public awareness campaigns	Ongoing	Public Works	Water/Sewer Fund	$2,000
QUALITY OF LIFE STRATEGY		ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
OG.6	Take proactive measures to protect valued historic and natural resources through inventories	Ongoing	Administration	General Fund	Staff Time

	PUBLIC WORKS–WATER & SEWER STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
OG.7	Continue replacement of water main program	Ongoing	Public Works	Water/Sewer Fund	$125,000
OG.8	Crosstrain employees in sewer department	Ongoing	Public Works	Water/Sewer Fund	Staff Time
OG.9	Certify employees in sewer department	Ongoing	Public Works	Water/Sewer Fund	$5,000–$8,000
	PUBLIC WORKS–STREETS, DRAINAGE STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
OG.10	Asphalt overlay streets on as an needed basis	Ongoing	Public Works	LMIG	$150,000
	INTERGOVERNMENTAL COORDINATION STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
OG.11	Continue to explore ways to improve communication and coordination with the County and surrounding municipalities	Ongoing	Administration	General Fund	Staff Time
	PARKS & RECREATION STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
OG.12	Continue to upgrade and maintain City parks	Ongoing	Parks & Recreation	General Fund	$50,000

REPORT OF ACCOMPLISHMENTS

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
NATURAL, CULTURAL & HISTORIC RESOURCES							
NCH.1	Take proactive measures to protect valued historic and natural resources through inventories		✓			City has reviewed and updated historic resources inventory and mapped in 2016 with assistance of Coastal Regional Commission. City participates in Savannah Areas GIS (SAGIS) to maintain data layers for wetlands, floodplains, waterways, and other natural resources. Moved to Ongoing Strategy List.	Moved to Ongoing Strategy List.
NCH.2	Improve participation in the current recycling program		✓			The city's contracted sanitation provider, Atlantic Waste, provides curbside recycling and provides monthly reports of recycling volume. Renumbered to New NR.7	Renumbered to New NR.7.
NCH.3	Continue with beautification of city by planting trees, shrubs, and plants		✓			City adopted a point-based tree ordinance that requires planting in any new development. If new development cannot meet ordinance then must contribute to the city tree fund that provides for planting and maintenance. Moved to Ongoing Strategy List.	Moved to Ongoing Strategy List.

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
NATURAL, CULTURAL & HISTORIC RESOURCES							
NCH.4	Adopt historic preservation ordinance		✓			Began researching what would be needed for drafting ordinance and process development. Combined with new LU.18.	Combined with new LU.18.
NCH.5	Develop design guidelines for historic districts and form an architectural review committee		✓			Ultimately will be a part of the above process. Combined with LU.18.	Combined with LU.18.
NCH.6	Encourage protection of plant and animal habitats by implementing public awareness programs through hosting on the official City website.		✓			Information to be posted on the City's website	2020
NCH.7	Review existing development and land use regulations to ensure best practices	✓				City requires wetland delineation on land suspected of having wetlands identified by the NWI, Army Corps of Engineer concurrence is required, and any impact must be permitted by ACOE as a part of local development regulations	2019
NCH.8	Implement water conservation programs through public awareness campaigns		✓			Pooler regulates outdoor water in compliance with the Georgia Water Stewardship Act. Notification is done through website and individual door hangers. City has adopted in increasing block rate structure to promote conservation. Moved to Ongoing Strategy List.	Moved to Ongoing Strategy List.

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
			General Fund				
ECONOMIC DEVELOPMENT							
ED.1	Audit policies and programs that support entrepreneurial activities	✓				Rezoned appropriate areas to commercial zones; stream-lined business license approval, most license can be issued in a day. City coordinates with Development Authority to identify and fund projects	2019
ED.2	Utilize incentive packages to promote the city and attract business development	✓				The City reduced all development fees in the downtown overlay district to $5,000. This includes all building permit and water/sewer fees	2019
ED.3	Explore ways to capitalize on commuters passing through Pooler such as commuter service-oriented businesses	✓				The Chamber agreement includes expenditures for billboard, print, radio, TV, internet advertising. Promotional material has been provided at the GA and FL visitor centers on I-95	2018

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
TRANSPORTATION							
T.1	Reduce traffic congestion on commercial corridors		✓			Ongoing, Performing studies on major collectors. Moved to Ongoing Strategy List.	Moved to Ongoing Strategy List.
T.2	Explore ways to encourage the development of bike paths to connect commercial and residential areas		✓			Ongoing. Renumbered to T.15	Renumbered to T.15
T.3	Work with GDOT to make improvements to Highway 80 corridor, including rehabilitation efforts and signalization		✓			Ongoing. Renumbered to T.8.	Renumbered to T.8

TASK NUMBER	ACTION/IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
PUBLIC WORKS—WATER & SEWER DEPARTMENT							
PWW.1	Continue ongoing water tower and pump maintenance program		✓			Underway/Ongoing. Combined with New PWW.6	Combined with New PWW.6
PWW.2	Continue replacement of water main program		✓			Underway/Ongoing. Moved to Ongoing Strategy List.	Moved to Ongoing Strategy List
PWW.3	Install pneumatic butterfly valves within distribution system that are controlled with our existing SCADA system to isolate purchases surface water from groundwater system			✓		Not started due to funding. Combined with New PWW.1	Combined with New PWW.1
PWW.4	Loop water main from east side of I-95 on Pine Barren Road to west side of I-95			✓		Not started due to funding. Renumbered as New PWW.26	Renumbered as New PWW.26
PWW.5	Complete survey of old sewer system to determine condition of mains/manholes		✓			Underway/Ongoing. Renumbered as New PWW.2	Renumbered as New PWW.2
PWW.6	Prepare sewer replacement program		✓			Underway/Ongoing. Renumbered as New PWW.3	Renumbered as New PWW.3
PWW.7	Construct sewer upgrades according to replacement program		✓			Underway/Ongoing. Combined with New PWW.8	Combined with New PWW.8
PWW.8	Crosstrain employees in sewer department		✓			Underway/Ongoing	Moved to Ongoing Strategy List

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
PUBLIC WORKS—WATER & SEWER DEPARTMENT							
PWW.9	Certify employees in sewer department		✓			Underway/Ongoing	Moved to Ongoing Strategy List
PWW.10	Increase current flow capacity of Wastewater Treatment Plant from 2.5 mgd to 3.4 mgd by expanding existing plant.		✓			Project has since expanded to increase capacity to 6.223 MGD. Renumbered as New PWW.4	Renumbered as New PWW.4
PWW.11	Identify future sites and customers for water reuse program		✓			Underway/Ongoing. Renumbered as New PWW.5	Renumbered as New PWW.5
PWW.12	Implement programs and policies to comply with requirements set forth by the Environmental Protection Division as a part of water withdrawal permit	✓				Permit requirements implemented	2018

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
	PUBLIC SAFETY—POLICE DEPARTMENT						
PD.1	Replace 5 vehicles		✓			Replaced 11 vehicles and will purchase new as additional officers are hired	
PD.2	Train and outfit patrol with rifles		✓			Purchased 30 rifles and half of sworn officers have completed training on the Daniel Defense M-4	
PD.3	New police building	✓				Occupied in winter of 2016	2016
PD.4	Purchase Glock secondary weapons for officers	✓				As new officers are hired second weapons are issued	2017
PD.5	Purchase body cameras	✓				All current officers have cameras and as additional officers are hired it is part of standard issue	2018
PD.6	Upgrade 1st Gen L3 vehicle cameras	✓				All current patrol vehicles have new systems	2021
PD.7	Equip fitness center at PD	✓					2018
PD.8	Automated target system at firing range			✓		City making additional physical upgrades to the range including expanding berms. Have portion of the money assigned for the target system but will be completed in 2020. Renumbered as New PSP.3	Renumbered as New PSP.3

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
		PUBLIC SAFETY—POLICE DEPARTMENT					
PD.9	Purchase remote aerial camera equipment	✓				Unit purchased and City has a licensed pilot	2017
PD.10	Purchase radar speed display signs	✓				Installed 2 permanent speed display and purchase 1 mobile unit	2017
PD.11	Equip CID vehicle	✓					2017

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
PUBLIC SAFETY—FIRE DEPARTMENT							
FD.1	Design/construct new combined public safety facility to include training tower		✓			Site on Rogers Street was purchased in 2018. Construction to being in 2021–2022. New PSF6	Combined with New PSF.6
FD.2	Hire new firefighters/3 lieutenants, 3 fire apparatus operators to staff Station 5			✓		Deferred until Station 5 is built. Renumbered as New PSF.20	Renumbered as New PSF.20.
FD.3	Hire 3 lieutenants, 3 fire apparatus operators to staff Station 4			✓		The call volume in Godley Station on Pooler Parkway has not meet expected growth. New PSF.4	Renumbered as New PSF.4
FD.4	Hire 6 new firefighters to staff Station 4 ladder truck			✓		Call volume has not meet expected growth to justify. Renumbered as New PSF.2	Renumbered as New PSF.2
FD.5	Hire 3 battalion shift commanders		✓			Programmed for future budgets beginning in 2021. Renumbered as New PSF.3	Renumbered as New PSF.3
FD.6	Purchase emergency protective gear for new employees		✓			Has been funded every year. Renumbered as New PSF.4	Renumbered as New PSF.4
FD.7	Purchase one new medical first responder vehicle	✓				Combined with first responder unit; purchased in 2018	2018
FD.8	Purchase new radio equipment to meet Federal regulations		✓			Purchased as needed. Renumbered as New PSF.5	Renumbered as New PSF.5
FD.9	Purchase replacement brush truck/ first responder unit	✓				Purchased	2018

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
PUBLIC SAFETY—FIRE DEPARTMENT							
FD.10	Complete Station 2 renovations/upgrades	✓				Completed	2021
FD.11	Purchase vehicles for new staff positions		✓			Have purchase 1 of the 3 needed vehicles. New PSF.7	Renumbered as New PSF.7
FD.12	Hire small equipment/assistant mechanic			✓		To date not enough demand for service provided by this position. Renumbered as New PSF.8	Renumbered as New PSF.8
FD.13	Hire fire prevention specialist		✓			Applying for position in 2021-2022 Budget. Renumbered as New PSF.9	Renumbered as New PSF.9
FD.14	Hire fire inspector	✓					2019
FD.15	Design and construct Station 5			✓		SPLOST 2020 request for $1.5 million (revised est. New PSF.21	Renumbered as New PSF.21
FD.16	Replace self-contained breathing apparatus	✓					2018
FD.17	Replace breathing compressor/fill system		✓			Applied for Assistance for Fire Grant in 2019; if funded will be purchased in 2019, if not it will be a 2020 Budget request. New PSF.13	Combined with New PSF.13
FD.18	Install station emergency generators—Stations 1, 3, 5	✓				Installed generators as Stations 1 and 3; Station 5 has not been built due to lack of service calls presently	2019

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
PARKS & RECREATION							
PR.1	Continue to upgrade and maintain city parks		✓			Ongoing. Moved to Ongoing Strategy List	Moved to Ongoing Strategy List
PR.2	Redesign/remodel park on S. Rogers Street			✓		Delayed until 2019 SPLOST renewal. Combined with old PR.4. New Strategy PR.8	Combined with old PR.4. New Strategy PR.8
PR.3	Construct restrooms/concession stand for fields 3 and 6			✓		Delayed until 2019 SPLOST renewal. Combined into New PR.3 project	Combined into New PR.3 project
PR.4	Rework park on S. Rogers Street to resemble Complex			✓		Delayed until 2019 SPLOST renewal. Combined with old PR.2. New Strategy PR.8	Combined with old PR.2. New Strategy PR.8
PR.5	Construction of Phase 2 at Rec Complex			✓		Delayed until 2019 SPLOST renewal. Combined into New PR.3 project	Combined into New PR.3 project
PR.6	Create a recreation master plan		✓			Assisted Chatham County with County recreation plan. Expand to include city plan. New PR.5 project	Combined into New PR.5 project
PR.7	Newton Cemetery regrading, fill, and pave driveway		✓			Fill added, however, paving delayed due to funding and priority. Renumbered as New PR.3 project.	Renumbered as New NR.2 project

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
PUBLIC WORKS—STREETS, DRAINAGE DEPARTMENTS							
PWS.1	Asphalt overlay streets on an as needed basis		✓			Ongoing. Moved to Ongoing Strategy List	Moved to Ongoing Strategy List
PWS.2	Purchase knuckle boom truck for yard waste				✓	No longer a need	REMOVED
PWS.3	Upgrade drainage in downtown Pooler		✓			Ongoing. Renumbered as New PWD.1.	Renumbered as New PWD.1
PWS.4	Upgrade/maintain canal banks		✓			Ongoing. Renumbered as New PWD.2.	Renumbered as New PWD.2
PWS.5	Install and implement infrastructure mapping		✓			Ongoing. Renumbered as New PWD.3.	Renumbered as New PWD.3

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
HOUSING							
H.1	Maintain a substandard inventory to continue the elimination/upgrade of dilapidated buildings		✓			City adopts by reference the latest International Property Maintenance Code	Reworded in New H.1 Task
H.2	Continue to encourage a sense of neighborhood pride in keeping property and streets clean		✓			Street sweeping is done on a regular schedule and is a required activity to be compliant with the NDPES Stormwater permit	Moved to Ongoing Strategy List
H.3	Continue to upgrade and enforce zoning ordinance		✓			Ongoing	Reworded in New LU.17 Task
H.4	Continue to support the Neighborhood Crime Watch community program				✓	Crime Watch Program no longer active	REMOVED
H.5	Continue to eliminate incompatible land uses which negatively impact neighborhood quality of life		✓			Ongoing. Moved to Ongoing Strategy List	Moved to Ongoing Strategy List
H.6	Purchase new camera and video camera for inspections department	✓					2019
H.7	Scan old plans to disk for inspections department	✓					2018
H.8	Maintain the inventory of substandard and dilapidated housing in the city				✓	REMOVED— Combined with New H.1 Task	Combined with New H.1 Task
H.9	Continue to encourage the inclusion of handicap units in new multi-family and special type residential		✓			Ongoing. Renumbered as New H.3 project.	Renumbered as New H.3 project
H.10	Continue to work with developers to use Affordable Housing Policies and Programs to build affordable units		✓			Ongoing. Renumbered as New H.4 project.	Renumbered as New H.4 project.

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
INTERGOVERNMENTAL COORDINATION							
IC.1	Continue to explore ways to improve communication and coordination with the County and surrounding municipalities		✓			Ongoing. Moved to Ongoing Strategy List	Moved to Ongoing Strategy List
IC.2	Explore ways to improve coordination and communication with other agencies such as DNR, BOE, GDOT, DCA, EPD, etc	✓	✓			Complete	2018
IC.3	Establish a process for sharing common population projections with the county and adjacent municipalities, local authorities, and decision-making boards to ensure consistent infrastructure and services decisions	✓				Began sharing monthly building permits that allows the tracking of new populations with MPC, SCCPSS, and other jurisdictions	2020
COMMUNITY FACILITIES							
IC.1	Hire a new City Planner	✓				Hired Planner	2019
IC.2	Extend sidewalks from Sangrena to Godley	✓				Sidewalks constructed.	2019
IC.3	Implement Recreation Master Plan		✓			REMOVED— Combined with New PR.6 Task	Combined with New PR.6 Task

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
LAND USE							
LU.1	Review land use and zoning regulations		✓			City contracted with the Coastal Regional Commission to update zoning code. To be completed in 2022. Renumbered New LU.21	Renumbered as New LU.21 project.
LU.2	Develop overlay district for Highway 80 corridor	✓				Completed design of the Overlay District	2017
LU.3	Update Comprehensive Plan	✓				City contracted with the Coastal Regional Commission to write the comprehensive plan. The plan was completed and adopted in 2016.	2016
LU.4	Consider adoption of transitional zoning for protection between incompatible uses and development patterns	✓				Transitional buffers were added to zoning code in 2020	2020
LU.5	Land use decisions must continue to consider future airport and port expansions	✓				According to the Savannah International Airport Master Plan Update, the existing airfield is sufficient to accommodate projected levels of aircraft operations through 2035 without experiencing unacceptable levels of delay. The Airport is not projected to reach 60 percent of airfield capacity (i.e., the level of capacity the FAA indicates should be used as a threshold for planning additional capacity) until after 2035 just one year before the expiration of the city of Pooler Comprehensive Plan.	2020

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
LAND USE							
LU.6	Continue linking existing developments to neighboring areas through a trail/sidewalk network.		✓			Ongoing. Combined with New Task NR.3	Combined with New Task NR.3
LU.7	Create and adopt master plan for Old Town Pooler.	✓				Master Plan adopted.	2017
LU.8	Implement Recreation Master Plan				✓	REMOVED— Combined with Parks and Recreation Action/Strategy PR.6	Combined with New Task PR.6

APPENDIX

Q1 First things first ... where do you live?

Answered: 914   Skipped: 0
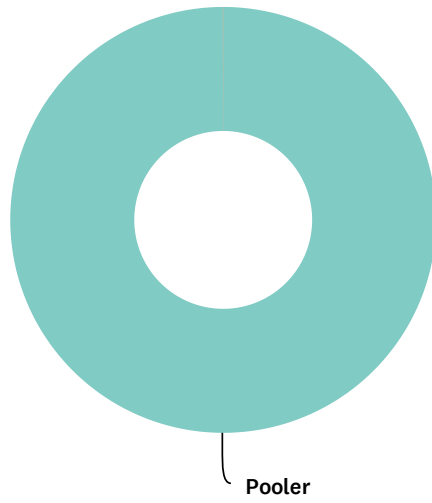
Pooler

ANSWER CHOICES	RESPONSES	
Unincorporated Chatham County	0.00%	0
Savannah	0.00%	0
Garden City	0.00%	0
Pooler	100.00%	914
Other/I don't know	0.00%	0
TOTAL		914

Q10 How strongly would you agree with the following statements about the quality of life topics in {{ Q1 }}?

Answered: 768   Skipped: 146
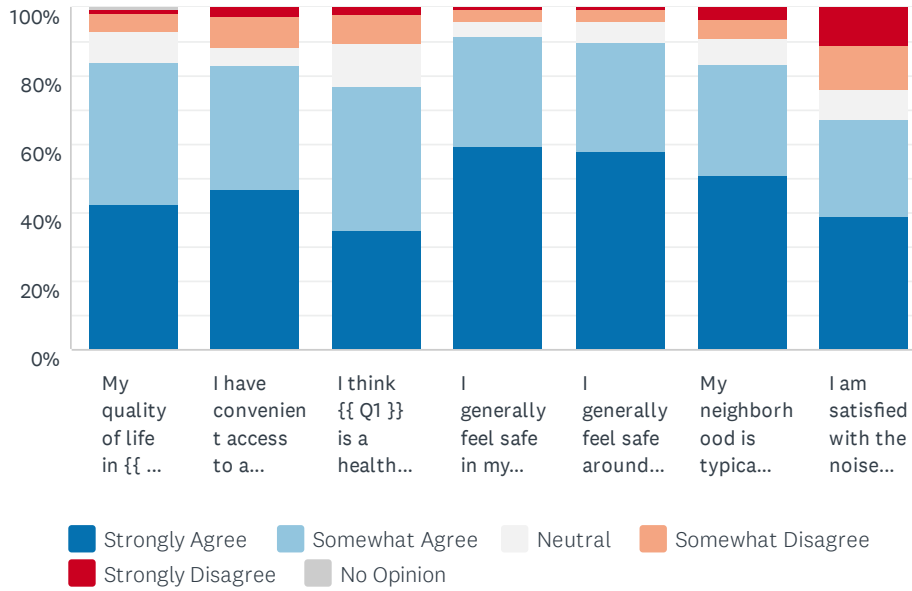
	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	NO OPINION	TOTAL	WEIGHTED AVERAGE
My quality of life in {{ Q1 }} is good	42.56% 323	41.37% 314	9.22% 70	5.14% 39	1.45% 11	0.26% 2	759	1.81
I have convenient access to a range of food options, including access to healthy and fresh food	46.78% 356	36.27% 276	5.39% 41	9.07% 69	2.37% 18	0.13% 1	761	1.84
I think {{ Q1 }} is a healthy place to live	34.87% 265	42.11% 320	12.50% 95	8.55% 65	1.97% 15	0.00% 0	760	2.01
I generally feel safe in my home	59.40% 452	32.06% 244	4.60% 35	3.29% 25	0.53% 4	0.13% 1	761	1.53
I generally feel safe around my neighborhood	58.14% 443	31.89% 243	6.04% 46	3.28% 25	0.52% 4	0.13% 1	762	1.56
My neighborhood is typically clean and free of litter	51.18% 390	32.55% 248	7.22% 55	5.51% 42	3.41% 26	0.13% 1	762	1.77
I am satisfied with the noise level in my neighborhood	39.11% 298	28.35% 216	8.53% 65	12.86% 98	11.02% 84	0.13% 1	762	2.28

Q11 Please rate your satisfaction with the following public amenities and services in your community.

Answered: 769   Skipped: 145
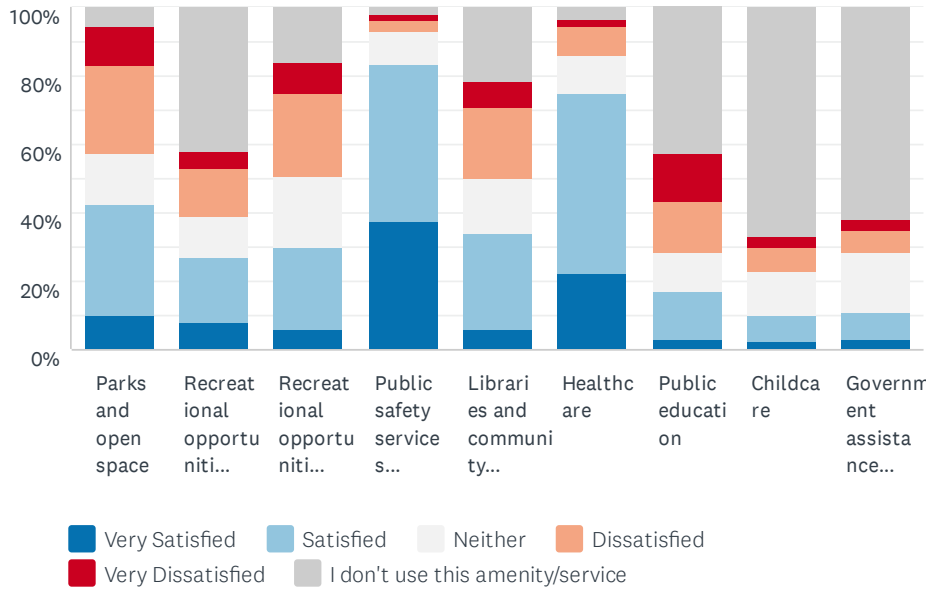
	VERY SATISFIED	SATISFIED	NEITHER	DISSATISFIED	VERY DISSATISFIED	I DON'T USE THIS AMENITY/SERVICE	TOTAL	WEIGHTED AVERAGE
Parks and open space	10.00% 76	32.63% 248	14.87% 113	25.26% 192	11.71% 89	5.53% 42	760	2.
Recreational opportunities for children	7.99% 61	18.87% 144	12.06% 92	14.15% 108	5.11% 39	41.81% 319	763	2.
Recreational opportunities for adults	6.03% 46	23.85% 182	20.58% 157	24.51% 187	9.04% 69	15.99% 122	763	3.
Public safety services (police, fire, EMS)	37.32% 284	45.99% 350	9.59% 73	3.68% 28	1.18% 9	2.23% 17	761	1.
Libraries and community centers	6.06% 46	27.80% 211	15.94% 121	21.21% 161	7.51% 57	21.48% 163	759	2.
Healthcare	22.43% 170	52.51% 398	10.95% 83	8.44% 64	1.98% 15	3.69% 28	758	2.
Public education	2.77% 21	14.13% 107	11.62% 88	15.06% 114	13.87% 105	42.54% 322	757	3.
Childcare	2.36% 18	7.73% 59	12.84% 98	7.08% 54	2.88% 22	67.10% 512	763	3.
Government assistance programs and services	2.89% 22	8.02% 61	17.35% 132	6.96% 53	2.63% 20	62.16% 473	761	2.

Q12 In your opinion, what are the most important historic preservation actions for {{ Q1 }}? (Select up to three.)

Answered: 770   Skipped: 144
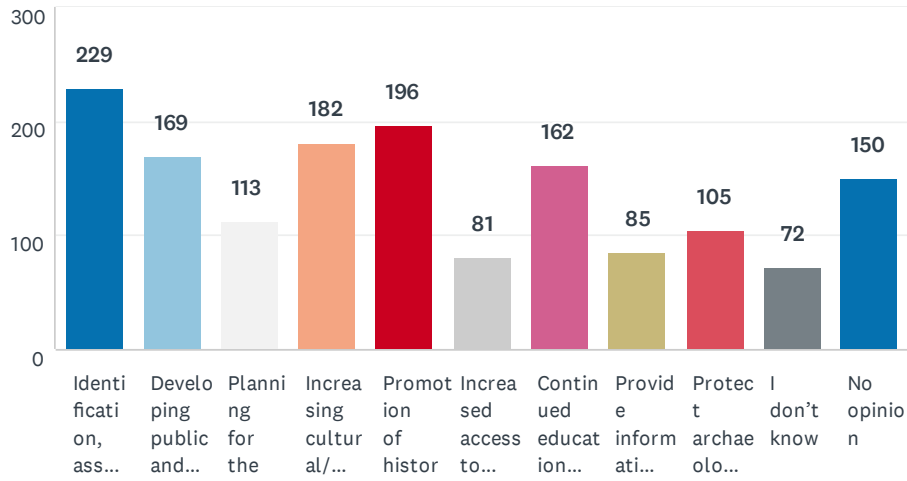
ANSWER CHOICES	RESPONSES	
Identification, assessment, and designation of historic resources	29.74%	229
Developing public and private preservation partnerships	21.95%	169
Planning for the impacts of natural disasters on historic resources	14.68%	113
Increasing cultural/ethnic diversity in the preservation movement	23.64%	182
Promotion of historic preservation through local planning and legislation	25.45%	196
Increased access to historic preservation information through online resources and local institutions	10.52%	81
Continued education and interpretation for the public	21.04%	162
Provide information on energy efficiency and alternative energy sources for historic buildings	11.04%	85
Protect archaeological sites	13.64%	105
I don't know	9.35%	72
No opinion	19.48%	150
Total Respondents: 770		

Q13 Do you have any additional comments about the quality of life in {{ Q1 }}?

Answered: 361   Skipped: 553

#	RESPONSES	DATE
1	Preservation doesn't seem to be a quality of life issue. Governance is affecting quality of life, and the seeming lack of interaction between Savannah and Pooler, especially along Benton Boulevard.	2/6/2021 7:29 PM
2	Please address the road infrastructure issues. I witness so much road rage that is a direct result of poor planning.	2/6/2021 9:13 AM
3	We don't have any 24 hour emergency services! We recently had a emergency at 1800 on a Saturday and nothing was open to help.	2/5/2021 11:24 PM
4	The road system cannot support the continued growth	2/5/2021 10:23 PM
5	The traffic is horrible and Qualcomm Road was not meant for this type of traffic	2/5/2021 4:25 PM
6	Too much congestion! Roads don't connect to one another. "Gated communities" really are not gated, making them private and exposed to criminals with minimum police presence.	2/5/2021 12:08 PM
7	Need more sidewalks or trails. Need to consider the heavy traffic on Pooler parkway and that just adding another stop light is not working. We will soon rival Abercorn St. and that is more than I want in Pooler.	2/5/2021 11:57 AM
8	I would like to see some kind of community park that people feel comfortable going to like a forsyth park or a daffin park. Some kind of outdoor space where people can socializr	2/5/2021 11:31 AM
9	There needs to be a park in the mosaic town plaza. All these businesses but no place to go out and walk or ride a bike without being hit on the highway	2/5/2021 10:55 AM
10	The zoning change notification process needs to change. Currently only individuals directly adjacent to zoning changes/issues are notified. The city needs to make these changes known to ALL Pooler residents via signs or other public notices.	2/5/2021 10:39 AM
11	More community events, we need a walking trail .	2/5/2021 12:55 AM
12	Better school systems are needed above and beyond another strip mall or apartment complex	2/4/2021 8:45 PM
13	Continue to improve	2/4/2021 8:01 PM
14	Traffic is getting out of hand. Getting down Pooler parkway is a nightmare and it's getting just as bad near 16.	2/4/2021 7:46 PM
15	We need to require builders to set aside land for parks, ball fields and open space.	2/4/2021 7:19 PM
16	We need an improved traffic plan. Lights on Pooler Parkway are either to short or to long. Intersection of Pooler parkway and Benton Blvd is a disaster. Speed limit on Pooler Parkway should be 45.	2/4/2021 6:48 PM
17	We need a dogs park!	2/4/2021 6:48 PM
18	I believe that the traffic needs to be addressed. I'm hoping it's not too late to fix all the congestion. More businesses are nice but if you can't get in and out of them people won't shop at them.	2/4/2021 6:15 PM
19	We love living in Pooler, but there needs to be a stronger emphasis on pedestrian traffic. From my house, there is no way to get to the closest major grocery store entirely on sidewalks. Crossing Pooler Parkway is like playing an intense level on Frogger, and there is no safe way to get to any recreation from my neighborhood. We need pedestrian walkways, bridges, and other ways to get across the major thoroughfares.	2/4/2021 5:52 PM
20	Need less traffic, more lanes, good schools, parks, please plant more trees.	2/4/2021 5:32 PM
21	Stop cutting own trees and building in North Pooler and build in South Pooler.	2/4/2021 5:13 PM
22	A Dog Park in Forest Lake!	2/4/2021 4:56 PM
23	Stop chopping down so many trees. Take notes from Hilton Head, keep the street lined with trees and the focus of the road vs building fronts.	2/4/2021 4:23 PM
24	More trails and sidewalks for biking and walking. Planning appropriately for traffic impact with all the apartment buildings.	2/4/2021 3:41 PM
25	Someone has to do something about the traffic!!!	2/4/2021 3:26 PM
26	Like all things could and looking for better, especially in the lower income communities such as ours.	2/3/2021 12:13 PM
27	EXPAND THE ROADS. quit putting up more and more buildings without expanding the road. the traffic sucks, & the flooding on Benton Blvd is ridiculous.	2/1/2021 9:02 AM
28	I'd like to see sport complex like indoor Olympics swimming pools, sauna room, indoor tracks, and other sports accessible to seniors.	1/31/2021 7:58 AM
29	Very standard American suburb. Would be nice to encourage the development of more unique restaurants and businesses (less chains).	1/17/2021 12:33 PM
30	It's getting worse because of the ill planned traffic situations. We need something other than traffic lights. How about access roads?	1/16/2021 1:54 PM

31	would love to have more things to do with my kids like Dave and busters or something else besides Fun zone	1/16/2021 12:25 PM
32	Need to improve roads to accommodate the growth. Roads are inadequate for growing. Roads need to be wider and planned for traffic flow school zones etc. need more school development than more multi family expansion. Need high quality education facilities giving current andnew residents a reason for wanting to live hear. Ay need to form Pooler Independent School District.	1/15/2021 4:15 PM
33	There is no other draw to the Savannah area for tourists other than the historic interest. A visitor can experience the culture of Savannah in just a couple days. To keep visitors here longer and broaden interest and expand tourism, we need to offer more... theatre, sporting events, an arena for concerts... We are lacking in things to do that draw others to visit and live in our area.	1/15/2021 12:55 PM
34	Pooler needs more outdoor recreational facilities for adults: walking trail and tennis courts	1/15/2021 12:18 PM
35	no	1/15/2021 10:15 AM
36	Pooler needs to be spruced up. Trees need manicuring down main streets. It can be more beautiful. Perhaps nice colorful flowers displayed down main streets. Benches added for sitting. Too many overgrown bushes that need trimming regularly.	1/15/2021 9:53 AM
37	NA	1/15/2021 8:44 AM
38	I would like to see a dog park like the one in Richmond Hill. Pet owners need a safe environment to exercise their pets.	1/15/2021 8:25 AM
39	Id love more parks! Walking/bike paths	1/15/2021 8:22 AM
40	There is little to no recreational options for families that are convenient (i.e. not off the mess the that is Pooler Parking lot whoops Parkway or wayyyy down on the 80 Tom Tripplet). Families are leaving Pooler In masses because of this. There needs to be more public parks dispersed throughout Pooler (not HOA governed residential parks- CITY parks). Our library is a joke shadowed next that over zealous and pompous city building. The hours are inaccessible to most families who work and the sheer size of it has not grown to accommodate Pooler's population. The current deforestation of all the natural landscape to make room for more liquor stores, nail shops, and hotels should chill out. Elected officials should stop taking kickbacks and do what they were elected to do represent their constituents. We need to push the school district for a high school as well bc most families I know with high school children opt for choice schools or private bc our zoned schools are less than ideal. There should be an addition of a community theater as well. Draw people to Pooler other than shopping. Improve ALL the roads before building one more darn thing. This 2040 sounds great IF anyone on the council listens to it....if the population who still cares hasn't moved elsewhere to enjoy the amenities Pooler refused to offer beside nails and tires.	1/15/2021 5:23 AM
41	When clearing land for construction, certain wildlife (ex., deer) should be relocated.	1/15/2021 2:38 AM
42	Needs more biking and walking trails near the outlets that are safe	1/15/2021 12:05 AM
43	They should have more walking trails, bike lanes, widen streets, add more turn lanes, street lights, LED street lights, re-pave streets (many have pot holes, uneven roads). The fact that the streets look the way they do downgrades the city. It does not have an elevated feel, and feels and looks dumpy. Invest in your community and people will support it. Home prices will go up, and people will want to stay here long term. It has a transient feel because it's looks and feels very blue collar	1/15/2021 12:03 AM
44	The military jets that fly over the area, especially at the housing near Tanger Outlets, is DEAFENING.	1/14/2021 11:29 PM
45	Although I like having access to a variety of stores and restaurants, I think traffic flow, and developing in different areas of town would be better than building up one specific area. I would love to have a "downtown" area where the community can come together with local events, and some mixed use developments.	1/14/2021 10:00 PM
46	More fun and educational things for children in Pooler.	1/14/2021 9:53 PM
47	Infrastructure needs to be updated to make up for the influx of traffic patterns within the city. Accidents are prone in the same areas on Hwy 80 & Pine Barren Rd. & Hwy 80 @ the intersection leading to the on ramp to Pooler Parkway. Adding the Popeye's there & it's popularity has already disrupted traffic in an already congested area.	1/14/2021 8:38 PM
48	Its getting to crowded and the roads are to narrow for the amount of people living in the area	1/14/2021 6:00 PM
49	Have to pay for private school, tree by truck loads are removed even before a property is developed and then the lots just sit there empty, traffic is awful. Too many apartments. Crime is going up.	1/14/2021 5:22 PM
50	Traffic drastically affects the quality of life in Pooler. Existing roadways leading in and out of the city need attention.	1/14/2021 4:55 PM
51	We need more schools for all of the building and development presently going on.	1/14/2021 4:09 PM
52	The public works department does an excellent job of keeping the streets clean and free of trash and providing safe streets to travel on. Their trash collection services is the best hands down.	1/14/2021 3:26 PM
53	No	1/14/2021 3:03 PM
54	Infrastructure is growing quickly and Pooler does not seem to be able to keep up with the changes. Traffic is usually an issue on Pooler Parkway. Because of this, I tend to go to Savannah. While the distance is slightly further, I can get from 16 and Pooler Parkway to Oglethorpe Mall just as quickly as I could get to Tanger outlet. This is only one example. Pooler does not offer anything exceptionally different than surrounding areas.	1/14/2021 2:47 PM
55	No	1/14/2021 2:36 PM

56	Widen Pooler Parkway and fill in developments before clearing new land for future developments.	1/14/2021 2:24 PM
57	It's very quaint, but not enough coffee shops and local restuarants that are comfy. Most are family chains, but nothing really for singles. Also, the planes are so loud sometimes it makes it difficult to hear people on the phone. And there's someone's dog that every so often gets out and then just barks forever! However, other than that I'm enjoying it. I like meeting people who have lived here a long time and hearing their stories. I love the history markers too.	1/11/2021 5:44 PM
58	The Pooler Library needs to be renovated. I believe it is one of the few libraries in Chatham County that has not been updated. The community is growing tremendously and the library should be expanded to accommodate that growth.	1/11/2021 2:32 PM
59	Yes to quit building in old pooler area,maintain our street benton dr. has not been touched in 30 + years traffic is a total disaster an adding more does not make it easier,it is a total screw up.	1/7/2021 7:56 PM
60	REALLY have to watch tree canopy preservation--more and larger trees must be preserved as development happens-All fines for not adhering to current requirements MUST be used to grow trees for replacement.	1/7/2021 11:38 AM
61	We need to do more to control the environmental odor along Interstate 16 and Parts of 95	1/5/2021 9:59 AM
62	I've lived off Jimmy Deloach for 6 years and the fire station that I've been promised still doesn't exist. Who's going to help me with my homeowners insurance for an ISO 10?	1/4/2021 10:37 PM
63	We currently have to drive to Richmond hill or downtown Savannah for a park to walk around in and for an off leash dog park. We were shocked after moving that there aren't any off leash dog parks in pooler.	1/4/2021 8:54 PM
64	Affordable housing for all citizens.	1/2/2021 8:05 PM
65	Pooler needs more affordable housing in the price range of $150-$175 thousand dollars.	1/2/2021 11:35 AM
66	Yes,we need a large park area with in Pooler with a walk trail and a pavilion for family can set out and listen to music or watch the fireworks with benches going around it	12/31/2020 12:30 PM
67	More independent restaurants are needed	12/30/2020 3:20 PM
68	I just think the recent growth of the area has changed the so called quality of life it once was	12/29/2020 12:18 PM
69	Leave the 80 side of pooler alone when it comes to big business and public housing.	12/29/2020 11:47 AM
70	Abysmally small library (right next to that palatial government building). No sidewalks on Quacco Road or Pooler Parkway. No attempt to plant trees; thoughtless strip-malling and land clearing for shopping areas that, due to online buying and COVID, will never fill. This is a bedroom community; one has to drive east on I16 (which is a horror) for non-chain restaurant/non fast food (Terra Mia and Naan Appetit restaurants on 80 bring the sole exceptions).	12/29/2020 10:46 AM
71	Traffic is a major issue on Pooler Parkway. Serious consideration needs to be given to infrastructure development. Future growth should be considered strongly as well.	12/29/2020 10:12 AM
72	there is no gathering place for the community like a Town Square. Senior activities are limited; no Little Theatre, etc.	12/29/2020 9:36 AM
73	Pooler parkway congestion needs to be address immediately to accommodate for growth, noise pollution, safety, and decreased auto insurance.	12/29/2020 7:33 AM
74	It smells bad on Pooler parkway/80. The flooding is constant year round.	12/29/2020 12:57 AM
75	The more growth it has, the less quality of life it has. You have failed to do it right, thereby failing the families of Pooler.	12/29/2020 12:14 AM
76	No.	12/28/2020 9:09 PM
77	Roads are way too packed and infrastructure doesnt support the growth we are experiencing!!	12/28/2020 7:47 PM
78	#1 Preserve green spaces!! Construction and destruction of trees is completely out of control. The more you develop, the less desirable Pooler becomes. #2 Public nature trails, including trails where dogs are allowed. Nice dog park.	12/28/2020 6:48 PM
79	Too much growth too fast! Save the trees!!!!!!!	12/28/2020 6:39 PM
80	Although my neighborhood is nice and quiet, the noise level coming from hwy 16 can be disturbing. It would be nice to have some kind of noise barrier for us.	12/28/2020 6:03 PM
81	City of Pooler needs to do a better job making sure our city is free of liter and debris. Also, bring new places to our city and take polls from the citizens of Pooler before we agree on restaurants and new recreational activities for the daily unit and young adults.	12/28/2020 5:47 PM
82	Please install noise abatement walls in neighborhoods bordering I-16 and also I-95. Noise and pollution are terrible! We're actually considering leaving Pooler for this reason.	12/28/2020 5:38 PM
83	I love that a part of Pooler is developing and another is still played back and less busy.	12/28/2020 5:30 PM
84	traffic	12/28/2020 5:13 PM
85	Roads need to adapt with growing population and infrastructure of the city.	12/28/2020 4:59 PM
86	Thank you	12/28/2020 4:48 PM
87	Roads on Pooler Pkwy down past Publix at Blue Moon crossing are too dark and narrow! Everything is at the opposite end of Pooler by Tanger	12/28/2020 4:44 PM
88	Highway 16 road noise is getting worst. Any consideration on sound barriers ?	12/28/2020 4:42 PM
89	Traffic is absolutely terrible! Zero planning was designed for roadway upgrades when numerous buildings and businesses were added in a 3 mile area. Tanger Outlet should have its own I-95 access. Jimmy Deloach needs to have a connection to pooler parkway between Benton and Hwy 80. Walmart, and The Home Depot parking lot needs a larger/longer access from I-95. We	12/26/2020 9:18 AM

have too many raised medians. They need to be turned into traffic lanes. We need to have our own park/playground around the pooler parkway area. Please get a Target, Trader Joe's, and a Costco in pooler! Please! Driving downtown for Target is ridiculous. We would have the only Trader Joe's in Savannah! We would have the only Costco in Savannah! That's great for Pooler, and great for consumers. If Pooler is going to be a consumer hub, we need businesses that you can't find anywhere else.

90	Excellent quality of life and my family loves living in Pooler. Traffic is a major concern and increased crime with the overwhelming growth	12/25/2020 8:04 AM
91	There is too much building. Traffic will shortly become a problem. Too many shopping plazas going up while existing ones are not full. Too many apartment complexes going up while existing ones are not full. Building and cutting of trees are turning Pooler into an urban-looking area. The small town atmosphere is what attracted us to Pooler and the loss of that will cause us to leave. More building is not always better.	12/23/2020 3:28 PM
92	Need another exit at Quacco Rd and I- 16 to relieve traffic at I-16 and Pooler parkway. Would be nice to have a division of cultural affairs for Pooler offering art related activities to all ages in our area.	12/23/2020 2:46 PM
93	Yes I do. The spill in sewage in the canal was not cleaned up right. The smell can be aweful at times now. Also the canal needs to be dug right by pros not the cities workers of Pooler. They have dug it deeper right here along Winskie RD. so that it does not run off good. Also through the years have messed up our ditches along our front yards, and now my mail box is in the ditch. They seem to not care about old Pooler.	12/23/2020 6:51 AM
94	NA	12/22/2020 6:30 PM
95	Planning to include green spaces for both human pleasure and wildlife movement will bear serve the future of this region. Attention to preservation of resources and storm preparedness should be top of mind, especially in this time of climate change in a coastal region.	12/22/2020 12:51 PM
96	Sound barriers are needed along interstate 16	12/22/2020 11:01 AM
97	N/A	12/19/2020 5:34 AM
98	The amount of trees and natural beauty has been greatly sacrificed for growth. Development should focus on preservation of trees versus just clearing land to make it easy.	12/18/2020 9:39 AM
99	I think that there should be more green spaces for children to play, for families to enjoy/picnic & less apartment/townhouse/home construction. The city is overlooking that w/more people comes the need for more schools, road congestion, more noise/garbage pollution, destruction of wildlife habitats, increase in crime. People move to Pooler to get away from overcrowding, traffic, noise & crime but our city politicians just see $$$$, they don't care how they're greed impacts it's citizens.	12/17/2020 10:08 AM
100	We need 5G towers! this is one of the most important things for life in the year 2020 and beyond, everyone is using mobile data all the time. Don't say that it is up to the cell phone providers, YOU make it happen, because guess what if I reach out to the cell phone providers and ask them to do it, they will say your city needs to reach out first! Be progressive!	12/16/2020 8:03 PM
101	None.	12/15/2020 3:46 PM
102	way too much traffic!	12/15/2020 11:02 AM
103	Would like to see more trees and bushes for new builds. Instead of warehouse looking strip malls....would like to see buildings that look more like townhomes for businesses.....like bluffton does....it gives a more home-ey vibe and better for alternate uses when strip malls are empty!!!!	12/15/2020 8:45 AM
104	Please stop cutting down all the trees in new neighborhoods. It decreases the beauty of the area.	12/12/2020 5:24 PM
105	Quality of life topics seem too limited. No questions about over development, traffic, trucks (and their related issues), but maybe this is later in the survey (?)	12/10/2020 4:59 PM
106	Pooler needs to worry less about developing new attractions, restaurants, and shopping. It needs to focus on controlling the flooding during storms (yes, not just hurricanes). Worry less about making money and start caring about the actual residents of Pooler and their homes which get flooding when we get any significant amount of rainfall.	12/10/2020 11:48 AM
107	I am worried about the increase of crime. The public is not informed adequately about crim in their area. The public needs to know to help work with the police. Thank you!	12/10/2020 8:53 AM
108	The increase in business in Pooler is overwhelming. Traffic is absurd. More lights are needed on residential streets now because you can sit at stop signs forever. Take Pine Barren for example-good luck getting out of your subdivision in the morning or evening. Reassess some of these high traffic areas. Make your residents a priority, not businesses. Leave some trees in Pooler for goodness sake!	12/10/2020 7:05 AM
109	Pooler is growing, but there seems to be little concern for greenspace. Public spaces are a must.	12/9/2020 1:29 PM
110	Regarding food options: there are an absurd amount of fast food places, chain restaurants, and trendy strip mall eateries that will probably go out of business in a year (ie the new crepe place, smoothie shops, chocolate bar, etc). I'd prefer more mom and pop or locally owned restaurants like Spanky's, Lovezolla's, etc. Regarding safety: I live on the very end of Pine Barren Rd on the Bloomingdale line and I see zero police presence here. I'd love to see increased routine patrolling at night on this dark isolated road. Regarding litter: there's a lot on this end of Pine Barren Regarding recreation: I am very active on social media and rarely see groups or events for adults. I was also a member of YMCA for a while and didn't hear of much. It would be nice if there was organized groups for runners/walkers at Tom Triplett, 5k charity races, intramural sports, YOGA STUDIO (currently there is no yoga except through YMCA - only barre, orange theory, 9 round, and boot camp)	12/8/2020 9:36 PM
111	I really wish there was a (good) dog park in Pooler as well as running trails. The park near	12/8/2020 6:07 PM

downtown and the park near the YMCA are both more than large enough to have a good size dog park. I drive to Savannah frequently or Richmond Hill occasionally for the dog park. If one is added, please make it worth while and large enough for dogs to run.

112	Recreational space is nonexistent. A place for community to gather is essential to enriching spirit of city I don't feel we have a communal space. Communal garden would be very beneficial, library upgrades, upgrades to opportunities for youth	12/8/2020 2:29 PM
113	we need a costco, a Trader Joes and many more parks with play yards	12/8/2020 12:30 PM
114	We need more quality restaurants for the groups over 65, fast food only are not good for us.	12/8/2020 10:12 AM
115	Yes,noise is very low Police present is good.neighhood placement is ok.	12/8/2020 2:30 AM
116	no	12/7/2020 10:05 PM
117	Pooler is growing rapidly, need round about traffic intersections instead of more traffic lights/stop signs. Keep traffic flowing!!!!!	12/7/2020 6:06 PM
118	The traffic is horrendous. I think extra lanes/widening of streets if and when possible is a definite must for the congestion and to lower the amount of daily car accidents.	12/7/2020 4:19 PM
119	Traffic and associated noise getting worse	12/7/2020 1:36 PM
120	More green space, walking trails, parks with dog parks	12/7/2020 1:26 PM
121	BUILD A NEW state of the art elementary, middle and HIGH-SCHOOL IN POOLER !	12/7/2020 11:20 AM
122	They are growing too big way too fast. All the new areas are pulling all police and fire resources leaving very little for "old Pooler". The traffic has gotten unbearable at almost all times of the day and they're putting in more high capacity apartment complexes drawing even more people. Too big	12/7/2020 6:56 AM
123	What history is there to preserve? Why is that such a prominent question with so many other things going on here?	12/6/2020 5:34 PM
124	Love living here! Public works needs to clear out the ditch behind my property. I have called them several times with no results.	12/6/2020 4:07 PM
125	Traffic is getting terrible on Pooler Parkway and I-16	12/6/2020 2:50 PM
126	Better and bigger library in Pooler would be great. Also desperately need a new Middle School. Godley Station K-8 is wonderfully run, but it's way too big. Need a 6-8 to alleviate the congestion of Godley Station elementary.	12/6/2020 11:39 AM
127	More development should occur in Pooler. such as target, whole foods. Not enough substitute options for health issues within grocery stores.	12/6/2020 11:18 AM
128	Development is too much: all of our trees are being cut down. Clearcutting of land is inexcusable. The noise and air pollution levels are unacceptable. Pooler is being developed solely for the benefit of the rich landholders (ESPECIALLY the mayor) with NO consideration for the residents. Traffic is horrible and little is being done to correct the issue.	12/6/2020 11:13 AM
129	looking forward to I-16 improvements and noise abatement	12/6/2020 9:15 AM
130	Traffic is an issue along Pooler Parkway that needs to be resolved by better planning.	12/5/2020 6:29 PM
131	Need to work on traffic issues. All the increasing traffic lights make me want to move. Police need to learn how to direct traffic when there is an accident. They sit or stand around while traffic backs up and is just ridiculous. What about parking at the park on Hwy 80? Did nobody think folks would want to park there or do you think crossing hwy 80 is safe. If you think I am crossing 80 even at the crosswalks you are crazy. It seems like a waste and could be really nice place for folks.	12/5/2020 4:31 PM
132	Stop letting builders build new houses so close to each other!!!	12/5/2020 4:03 PM
133	No	12/5/2020 12:44 PM
134	Pooler is a fast growing community, I love all it has to offer and look forward to future establishments. However, with growth comes more traffic flow, I'm concerned about what traffic will be like in a couple more years because it's already very congested certain times of the day and various days of the week. I work downtown, so my commute is roughly 20 minutes without traffic. Sometimes the traffic from my house to 95 alone can add an additional 10 minutes to my daily commute and I live on the "quieter" side of town. Hopefully this is something that will improve with time to make Pooler an even better community.	12/5/2020 12:04 PM
135	Their is a problem in older Pooler with drug sales need more Police protoling in neighborhoods. We need better quality middle and high schools so we do not have to commute all the way to Savannah. Traffic on Pooler Parkway should be addressed especially around mall and I95.	12/5/2020 11:54 AM
136	Would like more public parks and walkable areas within Pooler. Would like encouragement of more small business opportunities rather than large corporate businesses.	12/5/2020 11:25 AM
137	I would like to see more greenspace, a new library would be amazing, especially considering the size and magnitude of the city hall right beside it. Would love to see less chain restaurants and healthier options. I would also love to see the portion of "old Pooler" along 80 revived.	12/5/2020 10:30 AM
138	Plan on Quacco Rd from Pooler pkwy to SR-17 be 4 lanes... To much growth and accidents, if anything happens on I-16 or I-95 it's the only way to Pooler ie the crash that closed I-16 for 8hrs 4Dec 2020	12/5/2020 9:36 AM
139	Need a new library. Our current library is undersized for the size of our community.	12/5/2020 8:14 AM
140	I feel that there is more green space and woods that need to be preserved. Concerned that residential zones are often reasoned for commercial use which negatively impacts neighboring communities. Too much catering to businesses without considering residents opinions.	12/5/2020 7:11 AM
141	Infrastructure and traffic is ridiculous, people will be moving to get away from it.	12/5/2020 5:41 AM

142	Internet service providers are very limited. It should be resolved	12/5/2020 12:42 AM
143	I believe this town needs a new modern gym facility. For example , The Contagion Athletics, or Gold's gym or an L.A. Fitness. If cities no one has hear of in Texas can do it - why can't Pooler? The ymca has a old exterior and interior not to mention the out dated machines inside. The YMCA gets lots of money but doesn't bring "newness" to their building. Pooler should want to empower citizens to want to join an nice-new full of options type gym. Also, The city is high on price all over from getting food at Moe's to doing a quick vacuum at a car wash, it's money hungry - yet the service it provides is poor. Most small businesses are new here in Pooler (it's obvious) and owned by Patels - so they do not demonstrate that On Your Side customer service that Pooler Desperately needs if it wants to grow and stay strong. As a matter of fact many businesses have tried to (I call it) " tip themselves" by "accidentally" forgetting to give me change back or short change me. I'm passionate about this because this city has great potential but it's not going to make it if we are all trying to get over on each other.	12/5/2020 12:09 AM
144	I feel like too many homes are being constructed along roadways with only one way in and out - like Easthaven Blvd. Too many trees and habitats are being destroyed without thought to how that will impact water levels and run-off and a healthy balance of life. Traffic on south end of Pooler Parkway is not well managed. The lane shifts near the Publix are a problem and the intersection at Spanton Crescent/Easthaven and Pooler Pkwy needs a traffic light. Public basketball and tennis courts, an indoor swimming complex and bike trails would be helpful.	12/4/2020 10:49 PM
145	Only recommendation I have is to expand the roads. Pooler is growing faster than its infrastructure can handle.	12/4/2020 8:04 PM
146	Traffic planning needs attention. Al Pela	12/4/2020 7:10 PM
147	Traffic is a nightmare during peak times. The infrastructure surrounding all these business is not conducive for navigating even short distances.	12/4/2020 6:13 PM
148	We are very concerned about over development.	12/4/2020 5:53 PM
149	Dire need of more green spaces, and a comprehensive, uniform plan for the old Pooler/Taj Mahal (City Hall) district	12/4/2020 5:35 PM
150	Please consider a diverging diamond interchange at hwy 95 and Pooler Parkway, and if possible synchronize these lights with the Pooler Parkway and Mill Creek Circle traffic lights to substantially reduce congestion between the airport and Tanger Outlets.	12/4/2020 5:26 PM
151	Improve traffic	12/4/2020 4:35 PM
152	The following must be contained in plan: Pooler parkway and crossroad traffic needs to be addressed prior to further development along corridor. Implement noise reduction solutions along Hwy 16 adjacent to residential areas. Address / enforce dump methane emissions.	12/4/2020 4:14 PM
153	Stop over building areas it ruins the quality of life for existing residence. Enforcement of littering along Old Quacco Road going back towards the Prac Apartments is out of control. It's horrible to see this trash neighbors pickup the road and it trash the next day.	12/4/2020 4:14 PM
154	Traffic on Pooler Parkway is atrocious , too many strip malls no high end anything whoever conducted the traffic survey and related issues to current growth is in my opinion unqualified. We wait at times for 5-6 lights to get back and forth to the airport in either direction. The noise for 16 is crazy, all the construction is a bit much with very little ratables for the tax base. Why clear land for in some areas years before anything gets built? If this keeps going Pooler will be Godley Station 2 and I am sure you get a lot of complaints from them and rightly so.	12/4/2020 2:59 PM
155	I love to see how Pooler is expanding. It would be nice to see more places for outdoor activities, running, and walking trails. Maybe a big park similar to Forsyth. I would also love to see a target and barnes and noble added, it's inconvenient having to go into Savannah for two of my favorite stores. Also a Top Golf would be AWESOME.	12/4/2020 2:58 PM
156	STOP THE MADNESS! THE OVERGROWTH AND CLEAR CUTTING TO SATISFY THE GREED OF OFFICIALS AND DEVELOPERS HAS DESTROYED WHAT WAS ONCE A LOVELY PLACE TO RAISE YOUR FAMILY. WE COULD HAVE GRIWN GRACEFULLY like Hilton head but greedy money hungry people in power destroyed our town. STOP THE GROWTH	12/4/2020 2:55 PM
157	It would be really nice to have a bike/walking path infastructure along Pooler Parkway	12/4/2020 2:52 PM
158	n/a	12/4/2020 2:39 PM
159	Poor traffic planning creating a traffic mess in every part of town.	12/4/2020 2:29 PM
160	Adding side walks and making them handicap accessible would greatly improve my community satisfaction	12/4/2020 2:29 PM
161	I find that, for me, the item most missing from a quality life is cultural events- music, theatre, dance, art. Pooler lacks venues for these types of events. One must drive to Savannah to find the arts! This is the biggest thing causing a pause as we consider retirement here.	12/4/2020 2:22 PM
162	Concern that growth in Pooler is outpacing transportation improvment esp. in case of emergencies. We need escape routes to go along with growth.Traffic is becoming a challenge already.	12/4/2020 2:19 PM
163	Need to develop a Cricket ground and little more safe area for 1 to 10 year old kids (playing ground) Develop a farming land (need more resources to find out) Business license should be limited (either chain store or privet)	12/4/2020 2:07 PM
164	Better city planning needs to happen. The Godly station commerce area is a disaster. There was too much built in too small an area and there is not adequate parking or roadways to support the influx of people and cars. Very poor city planning driven by profit not commonsense.	12/4/2020 2:03 PM
165	Design of stores and traffic patterns around Pooler Parkway very unfriendly to drivers. Too many stores, eateries crammed into small area and drive pattern around them very difficult.	12/4/2020 1:59 PM
166	desperately need more sidewalks, bike paths, dog parks	12/4/2020 1:55 PM

167	Projected growth presents multiple challenges and opportunities. Planning within all venues is critical to productive lifestyles.	12/4/2020 1:53 PM
168	We are new to the area, but Development (with a capital D) seems to be moving at a rapid pace: how much thought and planning has gone into future traffic & congestion issues?!	12/4/2020 1:51 PM
169	Effort needs to be put into better planning of commerce areas as it relates to parking and traffic. Godly station is a disaster because so much was pressed into such a small area. There is neither adequate parking or roadways to support the newly developed commerce area. Extremely poor planning.	12/4/2020 1:50 PM
170	NO	12/4/2020 1:27 PM
171	No.	12/4/2020 1:26 PM
172	Traffic is awful, parking planners need to be fired, Needs a better parks and library in old pooler. We don't want to be here anymore, and I am born and raised here. To much focus on new business'(chains) not on existing(local). We hoped 20yrs ago I wouldn't leave the area, but we are.	12/4/2020 1:18 PM
173	We need more bars for adults. I think we need more of a night life. I also believe we need more activities to do in Pooler. Such as top golf/ Dave and busters/ and bars that mimic somewhat of what is in downtown Savannah	12/4/2020 1:06 PM
174	We need more schools for our children from elementary to the high school level. It's getting too crowded and the red lights are not reading the traffic. You can sit at a light waiting to get onto pooler pkwy for twice to three times as long as the flow on pooler pkwy	12/4/2020 1:03 PM
175	commercial and residential overdevelopment with no concern for aesthetics, noise pollution and destruction of all green spaces for the profit of builders and developers Pooler Parkway is just one big commercial eyesore and traffic congestion It will be trashed in a decade when people move out seeking for a better quality of life	12/4/2020 12:56 PM
176	I think Pooler needs more fun stuff like Top Golf, Main Event, and places like that instead of building similar things over and over again.	12/4/2020 12:38 PM
177	Flooding on Benton blvd needs attention. And flooding in front of Forest lakes subdivision	12/4/2020 12:37 PM
178	Quite building vacant buildings. Need to plan better for expansion. Quite looking at tax growth and look at traffic and other hazards that are being created because of bad placement of business.	12/4/2020 12:35 PM
179	City management needs to assess old Pooler for flooding and maintain ditches to assure positive water flow fairly and equally to all streets/road in all neighborhoods. Many parts of old Pooler are neglected where the city goes to the same spots to clean debris. This has been happening for years on the South end of Rogers and surrounding area. Example is MacDonald street continually floods causing property damage and the city of Pooler has not assessed or done anything to help. James Road consistently has standing water for days due to negative flow. The few time the city has sent workers to weed the ditches at the dead end of South Rogers they blow the debris back into the ditches and/or do not bother to move large branches causing negative water flow. City of Pooler attorney and council assured surrounding citizens that the birm located at S. Rogers and Newton (Tanger) would be maintained. It has remained unkept, with over growth and fence damage after storms. The city of Pooler needs to remind themselves where Pooler was started and that without the original citizens support there would not be the growth or success that Pooler has seen. Also the city needs to use the tree budget/plan and be more strict on removal of mature healthy trees. This also contributes to the flood/standing water issues as well as effects wild life.	12/4/2020 12:12 PM
180	No	12/4/2020 12:05 PM
181	Traffic is terrible. If we could get the lights timed better to allow for maximum flow of traffic that would be helpful!	12/4/2020 12:05 PM
182	Noise level on rt 16. Maybe install noise barriers…	12/4/2020 12:04 PM
183	Pooler is a great place to live	12/4/2020 12:02 PM
184	Canals are filthy and are used for illegal dumping. Trees are being completely removed with new developments which is not only taking away noise protection but leaves no room for clean parks/hiking. No convenient/clean dog parks.	12/4/2020 12:01 PM
185	I think there should be a place to go to find what new developments are coming to Pooler. I think also, there needs to be care when making decisions of the very diverse population that is now in Pooler.	12/4/2020 11:59 AM
186	1) WORST NOISE POLLUTION I've ever experienced anywhere in the world! The random military airplane noise and warning alarms shake the whole house. They were terrifying the 1st time we heard them! They fly SO LOW - faster than the speed of sound - so they're gone before the sound "hits," - it felt like an alien invasion! And is VERY disruptive to zoom meetings (because of COVID, everyone has SOME video conferencing in their lives now!). Ditto trying to SHOOT ANY film or television production. You just simply can't do it at all. You'll never attract that kind of high paying, low-environmental impacting business with such property-value plunging SOUND issues! Possible make-shift interim solution: if we AT LEAST had a schedule for them (i.e.: 1st Wednesday of the month at 9:30 - which is when I thought one of the alarms was set for - but inconsistent) - ditto trains - we could plan shoots (or even breaks) around them! I know it's supposed to be "The Sound of Freedom" and if there were a schedule it might ruin something but... they seem like practice runs or something - even if SOME were publicly available (or info for where to request were available), that would be helpful. 2) FOOD DESERT Diabesity is a HUGE problem. Look around and you can see a huge contributor: all we have are fast food, dollar and liquor stores - it's pathetic. Attract a Sprout's market! Closest one is 213 miles away. Or Trader Joe's or Whole Foods. Or what happened to the Farmer's Market nearby? Never open! We have to travel to Forsyth Park.There is the tiny overpriced one - but make whole food plant based foods AVAILABLE! Maybe a community garden? I'd help launch that initiative! To coincide with the Master Gardeners and the Live Oak Public Libraries' new seed initiative! Encourage home gardens!	12/4/2020 11:59 AM

Teach ALL AGE LEVELS of gardening, nutrition, cooking, canning, preserving - home economics as public education - stuff that was taken out of the school system so long ago - and we are all paying the price for it! 3) Arts possibilities. SCAD is in Savannah - but what about in Pooler? Watercolor group? Koi group? Any edifying artistic opportunities? 4) ADULT volleyball, basketball leagues? Give your adult neighbors ways to meet one another - and be healthy - outside. Get our community bonded in health!

187	No	12/4/2020 11:57 AM
188	The noise from air travel over residential areas is getting far worse	12/4/2020 11:43 AM
189	We need target and Costco!! :)	12/4/2020 11:38 AM
190	Grocery Shopping is very limited	12/4/2020 11:37 AM
191	It would be better with a Target	12/4/2020 11:34 AM
192	Is there anything that can be done about the display of the trash/recycling containers? In the "historic" pooler, these containers are treated as real estate. They are typically by the end of a driveway which makes them very unsightly. An mandatory ordinance that requires them to be out of sight of the public - with the exception of the day of services - will give the area a more pleasant look.	12/4/2020 11:31 AM
193	Too much growth too fast without taking in to consideration it would have on traffic	12/4/2020 11:27 AM
194	GET THE TRAFFIC UNDER CONTROL ON BENTON/POOLER PARKWAY.	12/4/2020 11:25 AM
195	Crime has increased	12/4/2020 11:25 AM
196	No more apartment complex	12/4/2020 11:22 AM
197	Traffic has become a major issue, and more businesses are being added without apparent thought into adjusting the roads and traffic patterns.	12/4/2020 11:20 AM
198	The planes are loud. Other than that I love Pooler. Perfect place to live.	12/4/2020 11:19 AM
199	We need to create an Emergency Room capability in the Pooler area. For the growth we have we don't have the proper ER care that will save lives. Look at Perdido Bay ER in Pensacola FL as a model, for a free standing ER. Not urgent care, but an ER level care center and build one for Pooler!!!	12/4/2020 11:16 AM
200	Eliminate left-hand turns for all intersections connected to Pooler pkwy. Every single intersection is a disaster. All you do is add more and more traffic signals with zero regard to the consequences.	12/4/2020 11:10 AM
201	I think the expansion of the Pooler area is awesome however, just like everyone else that expands; you never look at the traffic effects. Now after 30 years in the Marine Corps and tons of travel I can say that the traffic problem is not like California or other big cities but its bad for us.	12/3/2020 5:19 PM
202	The traffic is extremely out if control and based on what they are putting in right now it's going to get A LOT worse. We need to design separate access roads off of Pooler Pkwy to be able to turn into these new developments. As it is now traffic has to slow before they turn off of Pooler Pkwy and that will drastically slow traffic. We also need to make all the 18 wheelers to stay in the right hand lane until 150 ft before they need to turn. It happens all the time where these 18 wheelers are in both lanes backing traffic up for very very long distances.	12/3/2020 3:19 PM
203	Urban sprawl and lack of planned green spaces. Drainage. Don't want to become another Houston when hurricanes dump large quantities of water and there is no where for it to go because of so much development and concrete! Noise pollution is becoming a major problem particularly off of I16 and I95 corridors and Pooler Pkway.	12/3/2020 2:00 PM
204	You mentioned food. Would really like to see more upscale restaurants in POOLER! Not fast food joints	12/3/2020 9:01 AM
205	Pooler needs to improve the parks, they need a big facelift and more amenities to live the openspaces. Tennis courts, basketball courts, a community pool or/and watergames spaces for the long hot summers. a new library is very much needed and a theater for performing arts to be used by ballet companies and theater companies for adults and children. I would love to see money spent to improve this way the community welness and culture.	12/3/2020 7:45 AM
206	Need more trees left. Need selection of fine dining restaurants	12/3/2020 7:20 AM
207	It is time to improve parks. Both Tom tripplet and rogers street need a big facelift and more amenities for families young kids and teenagers. Tennis courts and pool or waterpads and games for the long summer. A new library is much needsd and a children theater would be great.	12/3/2020 7:15 AM
208	taking down too many trees. so many speeder (I know its in most places). Would like to see more outdoor activities. We are in a beautiful place!	12/3/2020 6:39 AM
209	Less unrestricted development. Vision is needed to prevent another "South side Savannah"	12/2/2020 8:57 PM
210	Having moved to Pooler during the pandemic, I am unaware of many of the options that are available for public amenities and services. We have, however, made liberal use of the library to our great satisfaction.	12/2/2020 8:45 PM
211	Traffic planning is beyond pathetic--look at the number of traffic signals on the south end of Pooler Parkway--ten in two miles. Zero thought went into routing. And trees--why in hell does Pooler government do zilch to protect our trees?	12/2/2020 7:44 PM
212	Pooler needs to suspend all building activity until it reviews and changes the PUD zones. The city is over built now with too many empty stores and no plans if the current sites cannot be supported. The planning has been poor at best.	12/2/2020 7:35 PM
213	It is getting crowded with much more traffic and traffic lights	12/2/2020 6:40 PM
214	Overbuilt. Over retailed. Poor commercial planning. Created too much traffic.	12/2/2020 6:18 PM

215	Need architecture review committee to assess buildings, landscaping and signage. New st Joe's medical building and bank on Pooler Pkwy are eyesores! I am tired of seeing new ugly buildings erected in Pooler — in 15 years it will be particularly nasty.	12/2/2020 12:01 PM
216	Pooler must establish an architectural review committee ASAP. Many recently built structures lack curb appeal and are "cheapening" Pooler charm. The new Savannah Tire, the structure with Green Fire Pizza, the car wash in front of Lowe's, the new bank on the corner of Pooler Parkway and Pine Barren. With this opportunity I expected that Hilton Head or Peachtree City type requirements would have been put in place, but it seems the standards are quite low and very unattractive.	12/2/2020 11:32 AM
217	Planning and implementation of infrastructures such as roadways and walkways to accommodate growth, walking and biking trails with preserved natural spaces, and zoned protected wetlands would help to maintain the quality of life of people and indigenous animals in the region as well as protect against erosion.	12/1/2020 9:43 PM
218	No	12/1/2020 2:15 PM
219	Infrastructure for the new development is horrible. Traffic is a mess	12/1/2020 2:05 PM
220	The overgrowth is crippling. Every inch of green space is being removed, further forcing wildlife to find refuge in commercial areas. Our infrastructure can't handle this. Our residents can't handle the new flooding where there's never been flooding before. Residential neighborhoods in the old part are being over-commercialized. Our quality of life in Pooler has decreased since 1999 so we have made the decision to sell our home and move in the next few months.	12/1/2020 9:45 AM
221	I think that crimes such as theft are on the rise and I have been impacted twice. Police need to be more involved and pro-active in theft crimes. They do not involved injuries but are financially devastating to have to replace stolen vehicles, etc. I think gangs are working in the Pooler area.	11/30/2020 3:04 PM
222	Parks and Trails are needed	11/30/2020 3:53 AM
223	I love the city of pooler. I am constantly impressed with the police department. They did a great job with traffic control at Tanger on Black Friday. I would like to see more control on apartment complexes; as in no more of them. Furthermore, I would like to see incentives for small businesses. I don't care about "historic preservation" in pooler. I do care about incentivizing small and locally owned business.	11/30/2020 12:00 AM
224	I support tree preservation. Concerned about over building of new businesses and traffic. Also it is evident that Mayor, council and city manager are divided, therefore aren't working for the good of the citizens.	11/29/2020 11:34 PM
225	No	11/29/2020 9:32 PM
226	The infrastructure for the traffic is extremely POOR. Benton road is a nightmare. ! Plenty of room to WIDEN the road .	11/29/2020 6:33 AM
227	Stop building apartments so close to each other. There is too much traffic on benton. How about more lanes on the road and just better city planning .	11/29/2020 2:27 AM
228	Would be great to see more outdoor amenities and less removal of trees. Require builders to keep some trees on a property instead of clearing all.	11/28/2020 1:50 PM
229	We have lived here for 6 years. Since moving to our home off 16, there has been a ton of construction that have removed trees and increased the noise level significantly. It went from being quiet to constant noise from the highway. Residents are told that there will be high end restaurants and buildings in the cleared areas, but the cost is too high and buildings are empty or bringing in the opposite (ie Hilton Head like buildings in presentations then a huge concrete building like Costco as the follow up). Residents feel like we are being lied to and that nothing is being done to bring in higher clientele. Plus, the only things being put in often are traffic lights without changes to infrastructure. We want Pooler to be a high end draw. We dont need more all-in-one-shop places or nail salons. We need sit down restaurants and places that emphasize the different cultures here. Additionally, the Tom Tripplet Park us really the only park to go to. It claims there is a dog park, which is a complete lie. Please stop telling the public one thing, but not following up on it. We love Pooler and the idea of what it can become, but the plans do not seem to be followed up on. Money is one thing, but you need to do something to draw that high end ideal. Right now, we are building vacant buildings and cutting down trees with no plans other than hope and increased noise pollution.	11/28/2020 12:45 PM
230	Pooler is still a great place to live right now. Concerns would be how the rapid growth negatively affects the flow of traffic, overcrowding of the town and schools, the crime rate/safety, and cleanliness around town. I've noticed with the increase of construction & at a rapid pace, certain areas are starting to look undesirable. (Ex. On Benton Blvd, I've noticed shopping carts and litter by the bus stops.) That's very sad to see & a huge difference from when I moved here just 5 years ago.	11/28/2020 12:19 PM
231	I fear it is developing too fast, without enough regard for enough parking or enough green space. Do we really need so many hotels, fast food places or liquor stores?	11/28/2020 12:11 PM
232	I am worried about public transportation coming to Pooler - this will minimize quality of life for homeowners. Also I feel like Pooler is an amazing place and I hate the fact that social media seems to paint Pooler and our city government in a negative, adversarial way that I hope is not accurate. The people made this city an amazing place so let's not be so critical of those that came before us.	11/28/2020 12:09 PM
233	No more strip malls. It's junk development, creates all kinds of traffic and storm water problems	11/28/2020 11:30 AM
234	Jimmy Deloach Pkwy must have sound barriers by residential areas. Hunt Club residents are suffering from the traffic noises.	11/28/2020 10:47 AM
235	Fix traffic problems on Benton Blvd & Pooler Parkway	11/28/2020 10:01 AM
236	Noise on Jimmy Deloach is excessive. Please consider building a sound wall.	11/28/2020 9:30 AM

237	A traffic light needs to be installed at both entrances of Tanger so we have easier access.	11/28/2020 8:25 AM
238	I wish roads projects were complete, before new apartment went up. And I dislike so many retail spaces are popping up in green spaces. Also a nice park area in Godley Station would be nice.	11/28/2020 8:03 AM
239	Traffic is becoming more and more of a safety issue and a time issue!!	11/28/2020 7:36 AM
240	Traffic is a HUGE issue. They keep building and don't improve the roads for the increased traffic. It's to the point that its a hassle to go anywhere. The trucks on Jimmy Delouch are a hazard. They blow through red lights ALL THE TIME. I don't even know how many times I've almost been hit.	11/28/2020 7:28 AM
241	Slow down the commercial development. Most people move here to get away from this in Savannah proper.	11/28/2020 6:25 AM
242	You need to put a sustainable plan together to prevent flooding in the city	11/28/2020 6:23 AM
243	Preserver natural resources and stop building on every available lot. Leave natural landscaping and woods for wildlife and exploring and trails. Quit over populating in housing and our school systems. Everything is NOT about money. Stop overdevelopment and traffic issues. Been here my whole life and this city is going down fast. Disgraceful.	11/28/2020 12:56 AM
244	The traffic is not well managed by the city.	11/27/2020 10:52 PM
245	Too many liquor stores, hotels. Not enough green space. Since the trees have been cut down we can hear traffic. Some restaurants are built on top of each other.	11/27/2020 10:33 PM
246	I wish the public schools were better and have had to pull my children out of the poor public schools in my area. Childcare options are limited and the services that are here are poor. Pooler recreation is great, but other options for children's sports are limited. There are no public pools and most sports programs aside from Pooler Rec do not accomodate working parent's schedules. We also need a dog park or a dog friendly section of a public park. Traffic also needs to be addressed as it is a huge inconvenience.	11/27/2020 9:57 PM
247	Pooler has very quickly become close to over developed with food chains, tire shops and nail salons. The city needs to take a page of Bluffton's playbook and start planning for better parks and open spaces that families/joggers/bikers can enjoy. It could do with a "promenade" type area with higher end bars and restaurants where you can park and walk around for the evening. Pooler will burn out quickly if it keeps allowing junk to go up and greenery to come down. It also has done little to plan for increased traffic and is taking the "reactive" instead of proactive approach.	11/27/2020 9:55 PM
248	The rate of growth has become overwhelming. How many banks, liquor stores and nail salons does a small town need? Please put in some public parks. Maybe some running or mountain bike trails. How bout a dog park? Maybe some place to go fishing. I am all for growth but I would like some balance	11/27/2020 9:48 PM
249	Put sidewalks on both sides of the street, instead of having them end abruptly. Pooler is NOT very pedestrian friendly. What's with all the new builds? Why tear down so many trees just for more stores, etc. TOO much.	11/27/2020 9:44 PM
250	Roads seem to not be thought of before excepting all the commercial and residential properties. I think it greed of a local government…	11/27/2020 9:20 PM
251	Preservation of the trees ! Stop taking cut clearing. The trees are needed to take up water, reduce noise, reduce pollution and so much more! We move to the Savannah Quarters end of Pooler Pkwy for the trees and beauty. Due to the clear cutting we now have noise from 95 and 16 at all times of the day. Due to the noise levels and sheer emptiness we will seek another area to live in the future. Please incorporate preservation of trees a priority.	11/27/2020 9:16 PM
252	Stop clear cutting all the trees and building out of the box businesses. Keep more trees and provide more park space. Pooler is currently an eyesore and over developed.	11/27/2020 9:08 PM
253	Improvements made to Pooler Parkway as there is gridlock several times a day and it becomes almost impossible to cross it or drive in either direction. The intersection with 95 is atrocious during most of the day!	11/27/2020 7:49 PM
254	Improvements made to Pooler Parkway as there is gridlock several times a day and it becomes almost impossible to cross it or drive in either direction. The intersection with 95 is atrocious during most of the day!	11/27/2020 7:36 PM
255	Pooler Parkway's rrafgic is ridiculous. They need to quit building as much.	11/27/2020 7:06 PM
256	They are building a bunch of redundant shops and not accounting for traffic throughout these areas. There are less and less trees. The area is becoming a new midtown Savannah but more cramped	11/27/2020 6:02 PM
257	Roads, lights and traffic must be addressed. Benton and Pooler parkway is impassable at times and needs to be a top priority	11/27/2020 4:57 PM
258	Pooler vocation training center to get people skills was in carpentry ,electronics, and community garden center and unblock the park entrance for families go sit in their cars and make a picnic in the field where they pay taxes for I need a diverse group of people from different ethnic groups to ensure the progress of Pooler the lack of diversity hurts Pooler and numerous ways we need access to the police department 24/7 365 the local office need to remain open phone calls should not be directed to the Savannah Chatham County call center it's not efficient . Plus we need a health department here in Pooler a new library a bus line to get around in the City of Pooler and commute to Savannah etc.	11/27/2020 4:55 PM
259	Resident since 2005, The Arbors. While I welcome the growth during this time, it has become too much too soon. The influx of corporate chain stores & dining is exhausting although the money & tax benefits I'm sure are more attractive than small independents. I don't want Pooler to become an endless sea of strip malls w/ nail salons, vape shops and liquor stores. Perhaps a cap on these permits w/ in a specific area. The removal of so many trees that once offered a sound barrier to 95 and haven for local wildlife is terrible.	11/27/2020 2:32 PM

260	Traffic quality is absolutely horrible just about anywhere in Pooler specially Pooler Parkway and Benton	11/27/2020 1:58 PM
261	Perhaps a more strict and enforced noise ordinance, flood mitigation for Old Pooler, and more enriching activities for children and families including a new library.	11/26/2020 11:31 PM
262	Water quality is not very good and needs improvement	11/26/2020 8:47 PM
263	Water quality is not very good and needs improvement	11/26/2020 8:31 PM
264	Had tap water tested and quality is not very good. I'm pro military but at times the fighter keys are deafening during fly overs	11/26/2020 8:15 PM
265	Traffic needs to be dealt with BEFORE any more growth!	11/26/2020 5:41 PM
266	Pooler needs more schools, a decent library, an entertainment area with live plays, music and dinner theaters. The City should purchase one of the closed movie theaters and convert to community center or live entertainment. Pooler needs to promote tourism from the massive traffic on 2 interstate highways and the airport and collect the hospitality taxes and promote local restaurants, hotels and retail. The old east end of railroad bed needs cleaning up as well as junkie run down buildings need to improve or be removed.	11/26/2020 2:45 PM
267	Way too crowded!!!!!!!!	11/26/2020 12:41 PM
268	Better traffic planning would benefit the increased population and shipping that has moved in this direction.	11/26/2020 11:02 AM
269	I think there is a trend of public input vs. official input happening. I'll be watching and commenting on this as it develops.	11/26/2020 10:54 AM
270	More public involvement in city government through government practices- active listening, town halls, community involvement, district council representatives rather that citywide	11/26/2020 8:51 AM
271	Traffic on Pooler Parkway is a big issue, especially at the I95 interchange to Godley station Blvd. Drainage is still a problem as a result of all the growth. Better planning could have avoided this	11/26/2020 8:43 AM
272	Traffic is horrible. Traffic lights change too fast. We need more parks for kids and adults to get exercise. Tripplet Park walking track is in poor shape. The playground is small.	11/26/2020 1:21 AM
273	Pooler feels like a generic city. I'd love to see a more diverse selection of locally owned businesses, restaurants, etc. We have so much here, but most are chains and nothing unique or interesting. It feels like Pooler has historically put the focus on adding things without pausing to ask if it's interesting, necessary, or valuable for the citizens living here. It's a great place to live. There is also much room for improvement.	11/25/2020 9:33 PM
274	We need more public spaces, including a dog park and running trails.	11/25/2020 9:21 PM
275	Traffic is bring down quality of life	11/25/2020 8:48 PM
276	There is still an opportunity to make parts of Pooler a naturally pretty place without having to remove all the trees to continuously build additional business spaces. If Pooler continues to build and populate nearly every available acre, beautify it or risk losing your communities in the future to other locations. Quality of life is a very important factor so prioritize it for the community's sake.	11/25/2020 5:15 PM
277	Road noise from Interstate 16 is horrible and low lying areas on BlueMoon X-ing see frequent flooding.	11/25/2020 3:48 PM
278	Too many dogs left outside and barking constantly!! Way too much traffic for a small town!! Too much growth...STOP IT!! Some growth is good, but this is ridiculous!	11/24/2020 5:15 PM
279	Stop all the dang dogs barking constantly!!!	11/24/2020 5:04 PM
280	I don't think this survey asks the right questions. Overall, I am satisfied with Pooler right now but we seem to be quickly heading in the direction of it not being such a great place to live. Maybe instead of asking people how they feel about it now, you should have asked what they would like to see happen in Pooler over the next five years. Also, you asked about the library and while I think our library could definitely use an update, I have heard that the plan is to spend $18 million for a new one. Pooler is not a major city. Why in the world would you spend such a ridiculous amount of the city's money on something that could be beautifully made for far less? These are the kinds of questions I would have liked to see on this survey.	11/24/2020 3:51 PM
281	Quality of life in Pooler is declining due to too much willy-nilly development due to previously not having a City Planner. Went through too many years of "anything goes anywhere" approved unplanned development before this current City Council.	11/23/2020 5:14 PM
282	I absolutely hate the clear cutting of trees.. the lack of preserving trees in any area. It increases noise,heat, pollution, and looks bad. Pooler should have more freeze between businesses and the road... around parking lot areas. There should be the ability to stroll on sidewalks lined with trees. Pooler seems more economic driven.. which is great.. but could be done while still preserving natural surroundings.	11/23/2020 4:58 PM
283	Since work has begun on widening Route 16 and Route 95 the level of traffic noise has at least tripled. There needs to be some sort of noise abatement walls that can be constructed on highways that come close to home developments. A lot of money has gone into these property's but nothing has been done by Pooler or the State Of Georgia to show that they even care about their residents. There are apartments within 150 feet of the new lanes that will be built on Route 16. Something needs to be done!!!	11/23/2020 1:27 PM
284	Pooler has a lot to offer, but: The traffic is unmanageable, the development is too much, the air smells, and the clear cutting of trees (and then burning some of the green boughs) is unconscionable. Having Hargray mandated by Savannah Quarters is horrible because their service is bad (and they have admitted it). No competition means that Hargray has no incentive to provide a good service. Pooler could be so much more than it is. The mayor and Savannah Quarters are milking the system for their own benefits. It is all about money and not	11/23/2020 12:58 PM

about residents' happiness. I have had to abandon my beloved cycling because the roads do not support cycling, and the drivers are crazy. Thank you.

285	Concerns about the water quality. Since we moved here, this has been a problem for my skin and health. I have had to buy water, and put in a filtration system. My faucet need to be cleaned regularly because of black stuff coming out. This is a less than 5 year old home.	11/20/2020 3:42 PM
286	Benton Blv/Pooler Parkway intersection is a mess. Benton Blvd also needs more lanes now that the extension to 30 has opened the flood gates. Poor planning and very short sighted. Do better or next election we will elect someone who listens and takes action.	11/19/2020 9:40 PM
287	We are on the verge of over developing Pooler. Less strip malls, perchance.	11/19/2020 9:05 PM
288	It's a great place to live. It's very convenient to I-95 and Savannah.	11/19/2020 9:43 AM
289	Traffic control is a HUGE issue and so far it seems.NOBODY is doing ANYTHING ABOUT IT??!! You continue growth with ZERO traffic control planning, making you look like IDIOTS from California!!	11/19/2020 7:37 AM
290	I love living in Pooler.	11/18/2020 7:55 PM
291	I think the quality of life In Pooler is better than most areas in Chatham county but the traffic is definitely an issue. Something needs to be done about the traffic on Pooler parkway and hwy 80 . There are too many semi trucks on these roads along with all of the other traffic.	11/18/2020 11:52 AM
292	Lack of planning has and continues to present unacceptable traffic issues!!! Developers have no respect for established neighborhoods. Nothing prevents developers controlling growth of Pooler - no establishment of a "master plan".	11/18/2020 9:24 AM
293	Increased recreation activities for adults would most improve quality of life in Pooler.	11/18/2020 8:11 AM
294	Stop building and preserve our residential neighborhoods. We have enough buildings on Highway 80 and the Pooler Parkway.	11/18/2020 6:11 AM
295	Traffic is a beast. it is poorly planned out and just too much traffic for the roads. Benton blvd needs to be widened all the way to Effingham county	11/17/2020 5:30 PM
296	It's cooler in Pooler. I'm really get glad for all the new additions to cooler new hotels restaurants shopping centers.That means more jobs and revenue for the city.	11/17/2020 4:39 PM
297	Traffic should be addressed before more development occurs	11/17/2020 4:23 PM
298	Encourage non-chain restaurants to be established here. A food truck location would be great. A central bus service up and down Pooler parkway would be great.	11/17/2020 4:18 PM
299	Bike lanes and better managing traffic	11/17/2020 4:15 PM
300	We need a new library and sidewalks.	11/17/2020 3:24 PM
301	Best place to live in Georgia and maybe U.S.	11/17/2020 1:18 PM
302	Old Pooler on Hwy 80 from I-95 to City of Bloomingdale Line needs to remain preserved and not be built up like Pooler Pkwy. Pooler Pkwy is sufficient for the amenities & services needed in this Area. There are too many Lifelong Residents and Families that live along that narrow Hwy 80 corridor. Further development along that corridor would not be in scale or relation to the existing Homes that still maintain values; further development could not be adequately served traffic-wise and the neighborhoods would become thorough-fares; further development could not protect adjacent properties against noise or other objectionable features; and could not provide for appropriate location, arrangement, size and design to give consideration to the adjacent properties that were built with the forethought they would always have that protection.	11/17/2020 12:31 PM
303	No	11/16/2020 8:55 PM
304	I am satisfied with the continual growth in Pooler. But I am truly disappointed in Pooler's policies concerning preservation of Trees.	11/16/2020 5:46 PM
305	Pooler approves too many plans for places that just aren't needed. For example, approving new gas stations and store fronts when there are unoccupied gas stations and store fronts sitting that are basically abandoned within walking distance of new plans. In addition, the amount of red lights that have been approved, and their proximity to the next ones are ridiculous. Before COVID, there were plans on putting a red light at Sangrena Woods and then another at Wild Cat Dam Rd. If the plans haven't been completely canceled means there will be 4 red lights from Pooler Post Office to Wild Cat Dam Rd. I cannot even wrap my mind around the backed up traffic in that area.	11/16/2020 4:58 PM
306	The growth in Pooler is unplanned and unchecked, and the city is becoming unlivable as a result. Traffic is terrible, and we're building one ugly strip mall after another. How many of these are going to be mostly vacant, and only an anchor for a liquor store? (There are liquor stores in almost every strip mall). A city planner for the City of Pooler is a must! Pooler cannot be governed and operated like it was 25 years ago. Residents' quality of life is being forfeited for business'. There needs to be a better balance. Also, Pooler needs to take a hard look at what has happened at the Gateway I-95/204 corridor and let that be a cautionary tale. That exit is a hotbed of criminal activity, and Pooler could wind up with the same problem if they allow an abundance of budget hotels to cluster in one place. Pooler had a ton of potential, and I'm afraid it's been sacrificed for the convenience of having multiple locations of the same chain store within the city. I mean, how many Dunkin' Donuts and Great Clips does Pooler need? Pooler needs someone with experience and vision to lead the growth efforts from now on. The city is in over its head.	11/16/2020 4:55 PM
307	There should be more police presence in the Godley Station area. The speed limit on Godley station blvd is 25, there are people constantly speeding. The should put either speed bumps or rumble strips down near the intersections. I feel it is going to take someone dying in a car accident for it to change and that is really sad. The should make the turn lanes only turn on green arrow, too.	11/16/2020 4:28 PM
308	Military aircraft noise is excessive.	11/15/2020 9:36 PM

309	Would like to see more parks with hiking trails that are dog friendly	11/14/2020 3:20 PM
310	The traffic infrastructure is horrendous	11/13/2020 1:50 PM
311	The preservation of open space and control of development.	11/12/2020 4:21 PM
312	I live in The Fairways at Savannah Quarters. The noise level from I-16 has risen exponentially with the cutting of the trees since I moved here in 2014. We can't even sit on our patio and have a conversation. The value of our home has dropped dramatically. We need sound barriers on I-16, the sooner the better.	11/12/2020 11:08 AM
313	Becoming much too busy especially along Pooler Parkway. Does the Planning /Zoning Board ever disapprove any building requests? So much land is being developed with restaurants (mainly fast food it seems), apartments, gas stations, retail, etc. How many more services does Pooler need at this time? Growth is important, but what about planning for traffic patterns BEFORE more building is approved? Quacco Rd needs widening as access to Pooler Pkwy. And soon Pooler Pkwy will be more and more impacted and traffic slowed due to volume and traffic lights. Where is the reason in more and more building every time you turn around?	11/11/2020 9:05 PM
314	The city of Pooler needs to stop overdevelopment of the area and work on providing sufficient roadways for the current development. Big is not always better!	11/11/2020 6:14 PM
315	Need more/to improve current parks. Lacking walking/running/bike trails	11/11/2020 10:06 AM
316	We need more green space. More parks and a dog park. Stop building and start preserving the environment. Allow people to enjoy outdoors. We need parks with trails that are also dog friendly.	11/10/2020 10:32 PM
317	I moved here in April 2019 from Syracuse. Pooler is being over-developed, and lots are clear cut. The lack of trees, heavy traffic, and high number of traffic accidents ruin everything. Healthy food choices are non-existent. There are no sources of organic foods except for few and infrequent items at Aldi. Grocery prices are unnecessarily high. I made a bad choice moving here.	11/10/2020 4:08 PM
318	Stop taking down the trees!!!!!!!!!! There are enough liquor stores and nail salons.	11/10/2020 12:13 PM
319	Lack of involved and concerned mayoral leadership	11/9/2020 11:36 PM
320	I-16 noise due to the proximity of homes. A noise reduction wall needs to be put in place.	11/9/2020 6:42 PM
321	-We need a hospital in Pooler!! -We should look at aircraft flight routes and consider more noise abatement areas as more subdivisions are stood up -More running / bike trails -We need a public pool with playground for kids so we don't rely on subdivision communities for them - Draw more corporate presence so we don't depend on Gulfstream for all our medium to high income jobs	11/7/2020 9:23 AM
322	No	11/5/2020 8:37 PM
323	I wish there were more bike lanes around the city. Especially around Pooler Parkway and the roads that connect to it. It's almost impossible to get any where safely while using a bike.	11/5/2020 6:45 PM
324	Neighborhood parks and playgrounds are not any near me. I also do not see police patrolling my neighborhood unless someone has called or something has happened.	11/5/2020 8:55 AM
325	It's way too noisy with highway 16 cutting down trees which previously formed somewhat of a buffer between highway and homes.	11/5/2020 7:33 AM
326	There are no neighborhood area parks or playgrounds in my area of Pooler. Nor are there any senior services in my area.	11/4/2020 4:11 PM
327	Too much development. Becoming worse.	11/4/2020 3:45 PM
328	Public parks and playgrounds are non-existent in my portion of Pooler - unincorporated Chatham County!!!	11/4/2020 3:33 PM
329	Please end neighborhood burning!!	10/31/2020 3:27 PM
330	I understand the GA DOT removed the many trees along I16 for safety reasons, but the noise from I16 is intense post tree removal. Pooler subdivisions near the Pooler Parkway/I16 area now have a very high noise level 24/7, including Savannah Quarters. In some areas of the golf course, you cannot hear yourself speak. I can no longer talk on my phone on my back porch. The noise from I16 is unbelievable & non-stop!	10/31/2020 12:30 PM
331	The noise from military jets from bases outside GA is horrible. Why do we allow them here when they are not allowed to create such noise pollution there.	10/31/2020 11:16 AM
332	no	10/30/2020 8:53 PM
333	Traffic is scary &very unsafe. Need too slow down on building because there will be too many empty stores in a few years.	10/30/2020 4:54 PM
334	The flooding of Benton south of the 7th Day Adventist Church and on N. Godley Station Blvd at Forest Lakes Drive needs to be fixed!!	10/30/2020 3:23 PM
335	Don't overdeveloped Pooler please preserve the unique quality of a quaint friendly city	10/30/2020 3:01 PM
336	There are too many commercial buildings with no tenants and the building continues. There are several intersections that are hazardous and not controlling the flow of traffic in a safe or practical manor. Pooler should have more control of some Savannah streets if the problems are directly affecting traffic in Pooler.	10/30/2020 10:18 AM
337	The unchecked development and density of housing going needs to be addressed or our quality of life will be reduced.	10/30/2020 9:48 AM
338	Would love to see a dog park and a remodeled recreational area overall. With younger families moving into pooler a revamped outdoor area with a dog park, splash pad, skateboard area, playground, trails, food truck area etc would be nice to have and promote a healthier community. The current park facilities seem out dated and forgotten. Also with the increase in population our school system should be much better ranked. Most residents choose private	10/30/2020 9:19 AM

schools over the districted public school since it has such a low rating. If the school was better ranked we'd see more people choosing Pooler over Richmond hill or effingham county.

339	Promote tourism to gain hotel taxes and support local hotels, restaurants and retail. Solicit needed retail like Cosco, Target, Kroger, improve traffic in old Pooler, don't allow Wells Fargo to have customer cars dangerously waiting in line on US 80 and require them to have proper parking,. Clean up and maintain old railroad US 80 median. Clean up old Pooler and require old business to improve appearance. Install sidewalks along US 80.	10/30/2020 7:22 AM
340	The traffic and congestion due to poor building planning is serious enough for me to sell my home and leave. All of the trees are being cut down and it's no longer pretty in many areas. There are too many building projects and multiple family dwelling developments that are reducing the ability to drive safely and without avoiding gridlock traffic.	10/29/2020 7:43 PM
341	Need a Whole Foods or Fresh Market	10/29/2020 3:15 PM
342	City council should consider affected residents opinions before making decisions. This is not something they ever do.	10/29/2020 2:05 PM
343	Stop neighborhood burning!	10/29/2020 1:45 PM
344	Development along pooler parkway is out of control and current projects in work will continue to impact the already terrible traffic conditions. Need to let the tax base and businesses stabilize, improve traffic, then assess if any new businesses are needed. We are already building so many new plazas when existing space is not filled.	10/29/2020 8:48 AM
345	quit tearing down all the trees were not replacing any to many vacant retail buildings. do not allow busses into city limits they just trash the drop off sights	10/29/2020 7:47 AM
346	While fire and police provide quality service, the medical care provided by Chatham EMS and no convenient hospital access in our community adversely impacts quality of life.	10/29/2020 7:27 AM
347	We are losing too many trees to buildings. Traffic and traffic lights make commute dreadful.	10/29/2020 2:54 AM
348	Expand options for children. Playgrounds/areas. Splash pad. We don't need anymore ball fields, we need areas for unorganized play for kids maybe a science center. Also, we need a dog park integrated in the park system.	10/28/2020 11:14 PM
349	The city has been very slow in building the infrastructure to accommodate the very fast population growth. No city planner for years and years, continual approval of large scale housing communities and terrible traffic now with hardly any good community facilities	10/28/2020 7:37 PM
350	Pooler is nothing but hotels, empty shopping centers, apartments, gas stations and liquor stores. It's constant growth with false claims about things coming while traffic is a constant issue with Hwy 80 and Pooler Parkway. Not to mention the library has yet to be built. Meanwhile the outlets traffic is an issue not to mention even more hotels being built. There is no longevity to Pooler. It's going to be empty businesses and lies in 10 years.	10/28/2020 7:20 PM
351	Na	10/28/2020 5:14 PM
352	The traffic is atrocious! Especially the 95/Pooler parkway intersections leading to Benton. This NEEDS to be addressed. I suggest a separate exit for Tanger outlets from 95 since most of the backup on the weekends is from traffic going there. Also timing the lights better to avoid bottlenecks	10/28/2020 4:51 PM
353	Traffic unmanageable. Access into and out of mall and other retail sites limited causing traffic backups. Poor selection of restaurants..fast food and national chain restaurants. Too many liquor stores and nail salons.	10/28/2020 4:45 PM
354	Everything is good in Pooler except for the increasing traffic flow. It's getting very bad because of poor planning	10/28/2020 2:39 PM
355	I wish the growth would slow down.	10/28/2020 2:37 PM
356	Pooler needs more places to take walks in nature. We need more parks like Tom Triplett or wooded nature trails to preserve the beautiful trees than have been torn down for apartment complexes and shopping centers. Additionally, Pooler needs more healthy food options. A natural food store like Brighter Day in Savannah or Whole Foods would be beneficial. Also more health food restaurants rather than more fast food chains	10/28/2020 1:58 PM
357	I love living in Pooler. However, I believe it would benefit from more healthy food options such as a natural food store and health concious restaurants rather than more fast food chains. Additionally, there needs to be more parks and areas to take walks. Tom Triplett park is wonderful, but there need to be more options especially with the population continuing to increase in Pooler. Please add another park with walking trail or develop some wooded nature trails for us to use.	10/28/2020 1:46 PM
358	Too many repeat businesses being approved, need more service oriented businesses like dry cleaners, cobblers, tailors, recreation for adults, parks, schools are overcrowded, need brand new high school in Pooler, police fire are great but need more for growing population, music store, office supply stores, better traffic mgmt and planning	10/28/2020 12:56 PM
359	New library and mark areas for no development or public parks immediately. Show true plan for public infrastructure as it relates to Pooler parkway	10/28/2020 12:51 PM
360	Pooler is built up enough on Pooler Parkway. Please don't turn the city into a congested mess with mediocre stores and shops. That's what Savannah is for!	10/28/2020 12:11 PM
361	The city has a lot of presence in smoke, vape, cbd, gambling, alcohol etc. This does not promote healthy living and so much presence, normalizes these habits to children. It would be nice to have less of these premises and certainly keep their signage small. The Godley Station shopping area is growing rapidly, but the streets are low speed limit and one lane each way. As more stores open, planning should take into account that those "small back road" are becoming busy thoroughfares.	10/28/2020 11:30 AM

Q14 Which category describes you? (Select all that apply.)

Answered: 701   Skipped: 213
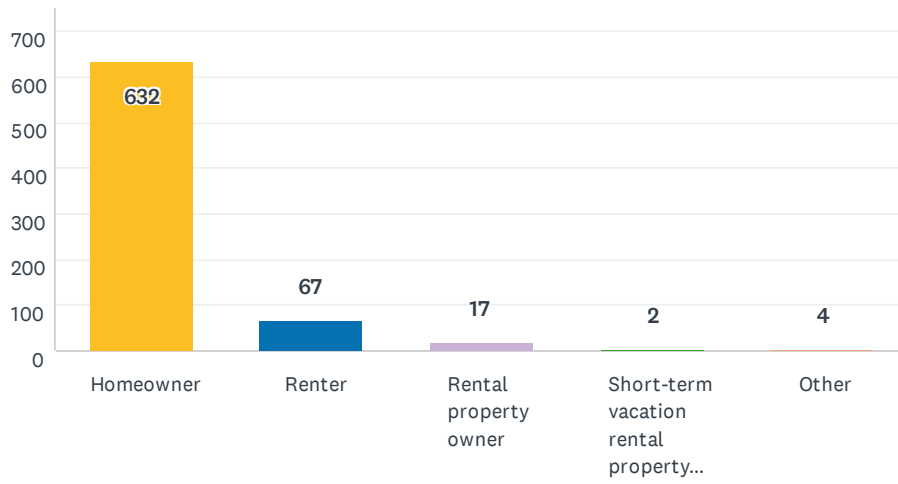
ANSWER CHOICES	RESPONSES	
Homeowner	90.16%	632
Renter	9.56%	67
Rental property owner	2.43%	17
Short-term vacation rental property owner	0.29%	2
Other	0.57%	4
Total Respondents: 701		

#	OTHER (PLEASE SPECIFY)	DATE
1	care taker for parent	2/4/2021 4:59 PM
2	Looking to buy once I figure out where	1/11/2021 5:47 PM
3	Former resident who would love to move back	10/29/2020 7:31 AM
4	Own a townhome in Pooler. We use it about once a month. Don't rent it out	10/28/2020 5:50 PM

Q15 How strongly would you agree with the following statements about housing in {{ Q1 }}?

Answered: 700   Skipped: 214
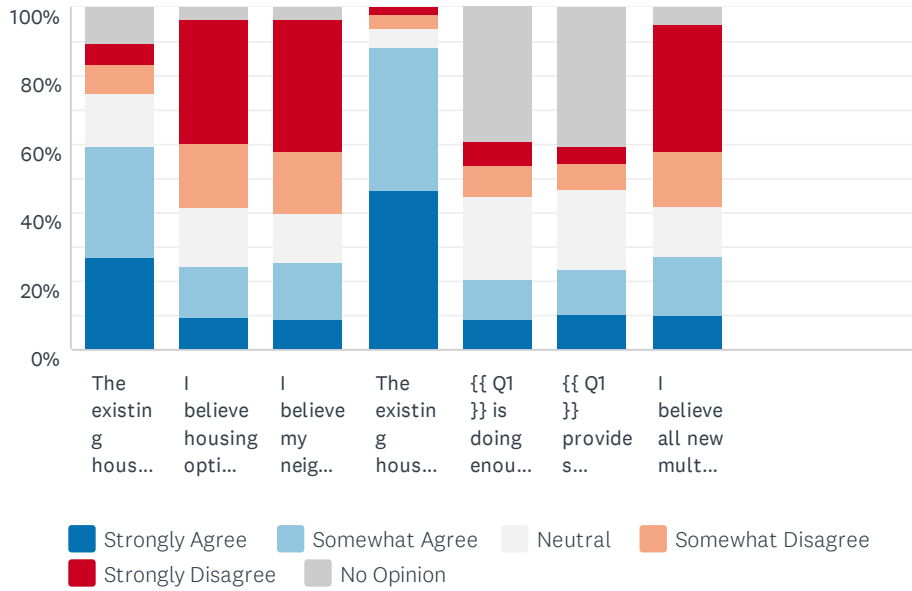
	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	NO OPINION	TOTAL	WEIGHTED AVERAGE
The existing housing options in {{ Q1 }} meet the community's needs	26.95% 187	32.56% 226	15.42% 107	8.65% 60	6.05% 42	10.37% 72	694	2.27
I believe housing options in my neighborhood should be available to people of all income levels	9.67% 67	14.86% 103	16.74% 116	19.34% 134	35.93% 249	3.46% 24	693	3.59
I believe my neighborhood should have a mix of housing types	8.84% 61	16.52% 114	14.78% 102	17.83% 123	38.41% 265	3.62% 25	690	3.63
The existing housing in my neighborhood is well maintained and of good quality	46.70% 325	41.67% 290	5.75% 40	3.88% 27	1.87% 13	0.14% 1	696	1.72
{{ Q1 }} is doing enough to alleviate homelessness	8.82% 61	11.85% 82	24.28% 168	8.82% 61	7.37% 51	38.87% 269	692	2.90
{{ Q1 }} provides sufficient supportive/transitional housing options	10.71% 74	13.02% 90	23.30% 161	7.38% 51	4.92% 34	40.67% 281	691	2.71
I believe all new multi-unit private residential developments should be required to set aside a certain percentage of units for lower income residents	10.19% 71	17.50% 122	14.06% 98	16.50% 115	36.59% 255	5.16% 36	697	3.55
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00

Q16 Please rank the following housing options in order of how they should be prioritized in {{ Q1 }} in the next 5 years, with 1 being the highest priority and 5 being the lowest.

Answered: 676   Skipped: 238
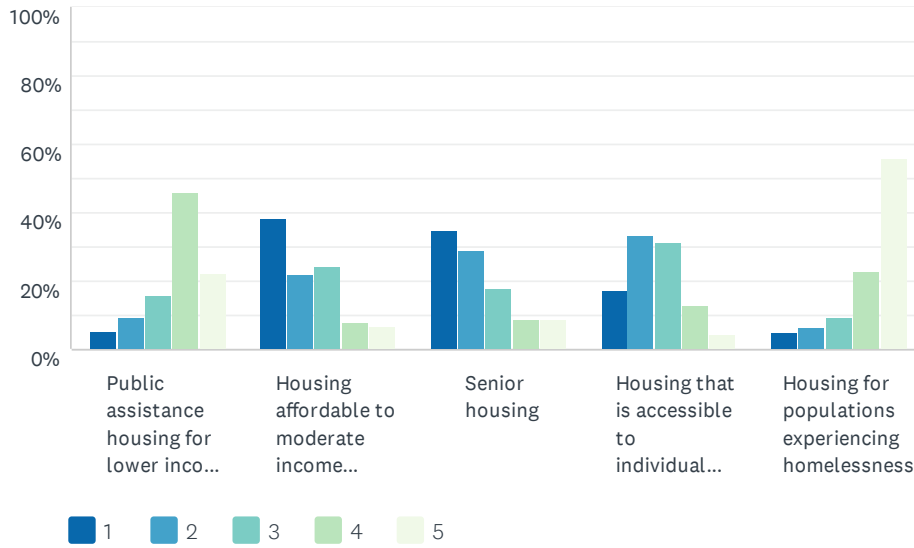
	1	2	3	4	5	TOTAL	SCORE
Public assistance housing for lower income residents	5.75% 37	9.63% 62	16.15% 104	45.81% 295	22.67% 146	644	2.30
Housing affordable to moderate income residents	38.53% 252	22.02% 144	24.31% 159	8.10% 53	7.03% 46	654	3.77
Senior housing	34.82% 226	29.12% 189	18.18% 118	8.94% 58	8.94% 58	649	3.72
Housing that is accessible to individuals with disabilities	17.25% 113	33.74% 221	31.45% 206	13.13% 86	4.43% 29	655	3.46
Housing for populations experiencing homelessness	5.01% 33	6.37% 42	9.71% 64	22.76% 150	56.15% 370	659	1.81

Q17 In your opinion, does {{ Q1 }} need more, less, or about the same of the following housing types?

Answered: 696   Skipped: 218
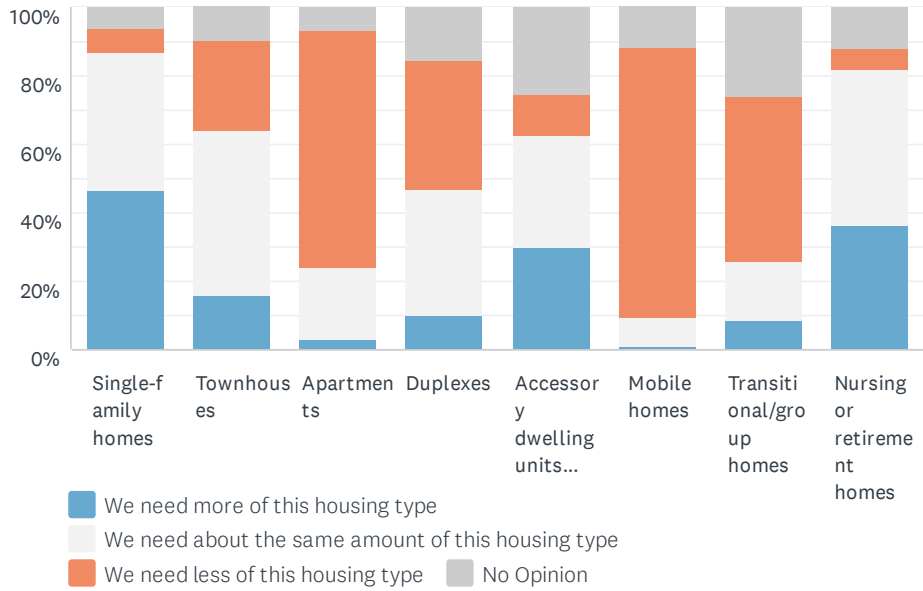
- ■ We need more of this housing type
- □ We need about the same amount of this housing type
- ■ We need less of this housing type
- ■ No Opinion

	WE NEED MORE OF THIS HOUSING TYPE	WE NEED ABOUT THE SAME AMOUNT OF THIS HOUSING TYPE	WE NEED LESS OF THIS HOUSING TYPE	NO OPINION	TOTAL	WEIGHTED AVERAGE
Single-family homes	46.64% 319	40.20% 275	7.02% 48	6.14% 42	684	1.58
Townhouses	16.23% 111	47.95% 328	26.46% 181	9.36% 64	684	2.11
Apartments	2.91% 20	21.11% 145	69.72% 479	6.26% 43	687	2.71
Duplexes	9.99% 68	37.00% 252	37.59% 256	15.42% 105	681	2.33
Accessory dwelling units (e.g., mother-in-law suites, carriage houses)	29.99% 206	32.31% 222	12.23% 84	25.47% 175	687	1.76
Mobile homes	1.01% 7	8.26% 57	79.28% 547	11.45% 79	690	2.88
Transitional/group homes	8.72% 60	17.30% 119	47.82% 329	26.16% 180	688	2.53
Nursing or retirement homes	36.30% 249	45.77% 314	5.98% 41	11.95% 82	686	1.66

Q18 Do you have any additional comments about housing in {{ Q1 }}?

Answered: 176   Skipped: 738

#	RESPONSES	DATE
1	Stop building in Pooler!! The schools and streets cannot handle more people!	2/6/2021 8:28 PM
2	There should be 2 entrances and exits mandated for all new constructions of housing developments. One way in and one way out only adds to the congestion Building here	2/5/2021 12:13 PM
3	Need to develop neighborhoods and communities which doesn't mean just houses. Means parks, amenities, bike paths,	2/5/2021 11:35 AM
4	No more apartments and hotels.	2/5/2021 10:35 AM
5	Don't turn pooler into the fucking ghetto like parts of Savannah. No section 8. Pooler is the suburbs and should stay as such	2/5/2021 6:38 AM
6	Why so many Apartments, I think the water flooding problem is a problem.	2/5/2021 12:58 AM
7	I think Pooler is over developing in housing and it needs to stop. I'd like to see Pooler as a above middle working class communit. I don't want to see homeless or government program housing in Pooler.	1/31/2021 7:59 AM
8	Housing should be developed by private entities. Forcing specific development types doesn't seem to be a good idea.	1/17/2021 12:36 PM
9	Need developers to pay school taxes before given building permits	1/15/2021 4:25 PM
10	There needs to be a moratorium on apartment building. The infrastructure and schools can't support it.	1/15/2021 1:06 PM
11	Investigate slumlords. Housing costs in "old" Pooler shouldn't be the same as newer developments. Their are toi many homes for lease & rents do not warrant the lack of newness, amenities or neighborhood demographics.	1/15/2021 10:53 AM
12	Keep the low income housing to a bare minimum or not at all!	1/15/2021 10:45 AM
13	Overbuilt for apartment/townhome complexes	1/15/2021 10:44 AM
14	Insure neighborhoods are cared for. Some newly built areas look horrible and already look run down.	1/15/2021 10:00 AM
15	No more apartments or town houses please! It will lower the property value!	1/15/2021 5:30 AM
16	Make sure where residential is planned you don't plan on changing zoning around it like the farms or hunt club as those neighborhoods truly got screwed when they bought.	1/15/2021 5:26 AM
17	Build elegant homes and you will upgrade the community. There are too many apartments/moderate/lower income options. Guest house/carriage houses above garages of single family homes would be nice option.	1/15/2021 12:07 AM
18	Better access to road and less traffic signals. Make another access road from Pooler pwy. to hwy.80.	1/14/2021 10:12 PM
19	It's not just about the housing type but cost. I have been told rent is high, but I am a homeowner so I don't have direct experience.	1/14/2021 10:03 PM
20	Investigate Slumlords, rents in old Pooler should not be the same as the newer developments as the neighborhoods & amenities are not apples to apples	1/14/2021 8:42 PM
21	Stop building so many apartments	1/14/2021 5:24 PM
22	Apartment complexes are over abundant.	1/14/2021 4:56 PM
23	No	1/14/2021 3:05 PM
24	Apartments lead to additional traffic. Apartments in the area are already overpriced for income. I understand Pooler wants to continue to grow, but the current infrastructure is unable to maintain that growth as it is.	1/14/2021 2:51 PM
25	No	1/14/2021 2:38 PM
26	I find the luxury apartment options rather limited and rather isolated from the rest of the area. I also don't see a lot of rentals in general, but what I see is nice. Wish there more laundromats though.:)	1/11/2021 5:47 PM
27	In my opinion, Pooler already has a variety of homes in the Pooler/Bloomingdale area. The only need I see is another transitional/group home. I know that there is one off of Little Neck Road. However, I think a remote location with access to areas to work would be beneficial to people trying to get a fresh start. Which would make the Pooler area an ideal location.	1/11/2021 2:40 PM
28	Not many options under $1000/ month which is 62% of a $10/hr 4 hour week, 42% of the same at $15/hr	1/7/2021 11:43 AM
29	I've lived off Jimmy Deloach for 6 years and the fire station that I've been promised still doesn't exist. Who's going to help me with my homeowners insurance for an ISO 10?	1/4/2021 10:37 PM
30	Pooler has a lot of "cookie cutter" neighborhoods and not enough neighborhoods like Autumn Lake in the Berwick area.	1/4/2021 9:00 PM
31	We need more affordable houses for the working class. Houses in the price range of $150-175 thousand dollars.	1/2/2021 8:17 PM

32	Affordable housing.	1/2/2021 8:15 PM
33	Perhaps less housing now. A lot of beautiful trees and land are being taken away.	12/30/2020 4:06 PM
34	Seems like we have more than enough apartments already between Pooler and surrounding areas	12/29/2020 12:34 PM
35	Cookie cutter mini mansions and poorly constructed apartments, townhouses and condos - all of which suffer from virtually complete tree clearance.	12/29/2020 10:47 AM
36	We do not need anymore housing,except for seniors, of any kind built in Pooler.	12/29/2020 12:21 AM
37	More gated communities needed	12/28/2020 7:49 PM
38	The working middle class should have more property options both for purchasing and renting. We are the workers at the big manufacturers in this community.	12/28/2020 6:55 PM
39	Too many apartments!	12/28/2020 6:42 PM
40	Housing for lower income should not be planned in a subdivision	12/28/2020 5:51 PM
41	Upgrade the roads to accommodate more traffic.	12/26/2020 9:24 AM
42	Housing has boomed in Pooler so I'm not familiar with all the available housing options for incomes of all levels. Apartment complexes seem to significantly outweigh the growth of single family homes - seems out of proportion	12/25/2020 8:08 AM
43	N	12/22/2020 6:32 PM
44	The population is growing and the senior population will show the largest growth between now and 2050. We need to plan for it so we can be ready to accommodate the needs of the shifting population needs.	12/22/2020 12:59 PM
45	No	12/19/2020 5:39 AM
46	None.	12/15/2020 3:51 PM
47	stop building apartments!!!	12/15/2020 11:33 AM
48	stop building apartments!!! build more single family homes.	12/15/2020 11:08 AM
49	Please stop removing all the trees for new neighborhoods. It lessens the beauty of the area.	12/12/2020 5:27 PM
50	Neighborhoods are turning into more businesses that own and rent out. It is very hard to keep a neighborhood looking nice when renters don't care one way or the other. Being a home owner makes you have pride in where you live and it's upsetting that neighborhoods are changing towards renters.	12/10/2020 7:11 AM
51	Stop building apartments, please. I prefer housing with more acreage and no HOA. More modest, traditional homes like in "Old Pooler" will attract desirable residents.	12/8/2020 9:44 PM
52	Only that builders are placing houses WAY to close to each other in new build subdivisions, but i assume that is a builder issue?	12/8/2020 6:12 PM
53	Affordable for retirees	12/8/2020 2:36 AM
54	No	12/7/2020 6:12 PM
55	Stop building apartment complexes at least	12/7/2020 6:59 AM
56	No	12/6/2020 5:37 PM
57	Stop building more Apartments! It's causing the increased overcrowding in Godley Station Elementary. Or build another elementary and 6-8 Middle School for the town.	12/6/2020 11:42 AM
58	Too much development. too many multi-family units, e.g., apartments, increasing population density and exacerbating the horrible traffic issues and daily accidents.	12/6/2020 11:17 AM
59	We need more brick home housing that is more spaced for better homeowners privacy.	12/6/2020 10:09 AM
60	Apartments and houses seem to be developed based on supply, demand, and free enterprise without much overall planning.	12/6/2020 9:20 AM
61	Pooler needs to divorce itself from the rest of Chatham County and operate as a complete self governing city. The last thing Pooler needs is low income housing, or housing for the drug addicted homeless population.	12/6/2020 7:21 AM
62	No more apartment complexes more single family homes with larger lots of land.	12/5/2020 4:35 PM
63	No	12/5/2020 12:54 PM
64	I feel Pooler is a very safe community with an outstanding and growing real estate market. I really don't want that to change due to section 8 or any other public assistance living options.	12/5/2020 12:09 PM
65	We have too many multi unit homes and not enough resources such as schools libraries, roads to support the people moving into Pooler.	12/5/2020 12:02 PM
66	I am against all of these apartments that are being developed in Pooler. We have enough complexes that are not even close to capacity. Why is the city continuing to allow this to happen? If these new complexes are to be used to bring in people who require public assistance - I will definitely sell my home in Pooler. I've lived here for two and and am perplexed with the strategy of the city planner.	12/5/2020 7:58 AM
67	If Pooler will be willing to offer low income housing- it can be strict. The landlord will need to make sure all members living in home are allowed to live there. It will take strict consistent work but low income doesn't always mean it's a bad community. There just needs to be rules everyone must follow in order to live there.	12/5/2020 12:19 AM
68	The housing already seems diverse and fairly affordable. Low income housing options should be small parts of many community areas rather than all in one particular location or school boundary.	12/4/2020 10:55 PM

69	Most of the Pooler population I interact with are moderate income residents and seniors. If the plan is to bring in low income / public assistance residents to Pooler, I will definitely be moving to a different area.	12/4/2020 8:09 PM
70	Stop allowing more apt complexes until additional schools are built.	12/4/2020 5:44 PM
71	Improve traffic	12/4/2020 4:39 PM
72	Area is already over built.	12/4/2020 4:26 PM
73	Far too many multi family units are being developed	12/4/2020 4:21 PM
74	Stop the new developments you are destroying our community	12/4/2020 2:58 PM
75	There are plenty of nice neighborhoods but there are several areas that look very trashy. It would be nice if there was more theme continuity	12/4/2020 2:39 PM
76	We need solidly built single family homes. So much of the new construction that has gone on in Pooler is of shoddy workmanship. Easter egg housing developments with not a single tree and rows upon rows of cheap plastic homes. They homes may look nice new, but five, ten, twenty years down the road those neighborhoods will be a crumbing ghetto because those homes will not hold their value. The interiors aren't finished with tile and proper bathroom and kitchen fixtures. Cheap formica and cabinetry, plastic shower installs, cheap carpet, etc. The path to good, lasting, and solidly resalable homes to all in the construction.	12/4/2020 2:13 PM
77	At current, lack degree of knowledge in this area	12/4/2020 2:00 PM
78	We need solidly built and lasting single family homes built. So much of the new construction is thrown up quickly, covered in plastic siding, and finished with cheap interiors. Might look decent new, 5 years and they look like garbage. Moreover, when they put in these easter egg housing developments they strip every single tree from the land. You end up with a bunch of shoddy built plastic homes lined up in a barren wasteland. 20 years and it will be nothing but a crumbling ghetto.	12/4/2020 1:58 PM
79	We moved to Pooler on September 15, 2020 and haven't lived here long enough to know about these issues.	12/4/2020 1:54 PM
80	NO	12/4/2020 1:29 PM
81	No	12/4/2020 1:29 PM
82	NO MORE APARTMENTS/TOWNHOMES. Better neighborhoods like on HWY80	12/4/2020 1:22 PM
83	To many apartments	12/4/2020 1:14 PM
84	we need more schools	12/4/2020 1:13 PM
85	No more apartments	12/4/2020 12:51 PM
86	Diversify selection of home builders. Explore inviting environmentally friendly modern home builders to the community (container homes, pre-fab, tiny homes, etc.)	12/4/2020 12:38 PM
87	Change ordinances to protect more trees. If places don't replace, they pay annual fee... Not one time.	12/4/2020 12:31 PM
88	Way too many apartment complexes	12/4/2020 12:26 PM
89	No	12/4/2020 12:16 PM
90	Slow down on apartments. More affordable housing needed.	12/4/2020 12:08 PM
91	Be mindful of why people choose to live in Pooler. if it starts to look like another place, then it defeats the purpose of being in Pooler.	12/4/2020 12:06 PM
92	There are too many apartments and multi family places going up. The roads infrastructure can't handle it if it continues. Pooler is a bedroom community	12/4/2020 12:05 PM
93	VERY mixed neighborhoods.	12/4/2020 12:03 PM
94	No	12/4/2020 11:59 AM
95	There is a sharp reality between the "new" Pooler and "historic" Pooler. New Pooler has better lighting, cement drainage (not dirt ditches), less mosquitos, no standing water, no flooding, no rodent problems. All these things is just an example of issues affecting housing in Pooler.	12/4/2020 11:43 AM
96	KEEP MORE TREES	12/4/2020 11:28 AM
97	No more apartment complex	12/4/2020 11:27 AM
98	Just need more planned green spaces!!!	12/3/2020 2:07 PM
99	Pooler has allowed too many apartments to be built. This has taxed the infrastructure and contributed to way too much traffic.	12/3/2020 1:10 PM
100	Less apartments! More single family. More like Bluffton	12/3/2020 6:42 AM
101	Pooler has too many density apartments. These tax the infrastructure and have lead to increased traffic, pollution, street waste among others..	12/2/2020 7:50 PM
102	We seem saturated with apartments	12/2/2020 7:46 PM
103	Too many apartments. Construction codes not stringent enough	12/2/2020 6:22 PM
104	Current housing on the lower end attracts many temporary families, who later rent their homes. Those neighborhoods with high numbers of rental properties become less well-cared-for than the homes in the next price point up, which tend to be owner occupied. Also, as the northern migration has increased in 2020, fewer homes in the upper price points are available on the market. More people are willing to pay more for homes here. But, we will need all income levels of housing nearby to house workers needed at all establishments of services in the area. It's a balance. Don't get too greedy.	12/1/2020 10:04 PM

105	No	12/1/2020 2:21 PM
106	Do we not have enough apartments already?	12/1/2020 9:56 AM
107	Taxes appear to be excessive in my area (near Savannah Quarters) but I am not in a gated community.	11/30/2020 3:07 PM
108	There are too many new apartments which are going to be trashy in 10 years	11/30/2020 3:56 AM
109	We have too many apartments. They add a lot of people per square mile without gaining tax dollars from them. I feel we have enough apartments to support the businesses such as restaurants, gas stations, etc.	11/29/2020 9:12 PM
110	More Single dwelling homes	11/29/2020 6:39 AM
111	We should take care of our residents through every phase of life, but we should not attract outside residents who do not contribute to the economy.	11/28/2020 12:24 PM
112	Per capita restrictions by housing type would be nice	11/28/2020 12:15 PM
113	Stop building apartments and duplexes. The schools are already over capacity, the roads hard to navigate due to increased traffic.	11/28/2020 7:32 AM
114	Stop building Apartment buildings	11/28/2020 6:25 AM
115	To many homes, townhomes, and housing are overpopulating our schools and roads. Brings a wide variety of crimes and turnover in our area. We are losing the small town of Pooler. I'm ready to pack up snd leave!	11/28/2020 1:01 AM
116	Too many apartments	11/27/2020 10:00 PM
117	For the love of god, stop putting up apartment buildings and such cheap housing. They do not age well over time. We're looking for longevity.	11/27/2020 10:00 PM
118	There is more than enogh housing in Pooler	11/27/2020 9:52 PM
119	We don't need low housing projects around our neighborhood. It would bring down what we work so hard to have. We all know low housing projects will bring down the value of your residence if they'll close. I came from a low housing project as a kid. I know how important they are. But I think they should be built in appropriate places like they were years ago. And I hope poor will understand people's hard work they put into their investments.	11/27/2020 9:25 PM
120	Pooler could definitely use more suburb style mobile home rental communities. Perhaps even a few with lot rental only but with an HOA so mandatory upkeep and esthetic standards are met in a way that does not reduce value of the surrounding single family home communities	11/27/2020 6:08 PM
121	I think the city of Pooler can learn for Savannah tiny house community is it community of transition for veterans or homeless and also for low-income single people or homeless people get them opportunity to gain a place to stay unfortunately in the near future just be a common problem and work across the country Corona epidemic many people lose their homes it'll be a lot of homeless people and it's foreseeable future so let's get ahead of the storm we're just vote on a platform two years ago but nobody wanted to hear it no vision y'all will perish ❤ and this come from a lack of diversity on the city council and the planning commission you need some African Americans , Asians, Latinos more people with different backgrounds of lifestyle to help with the planning of this community.	11/27/2020 5:10 PM
122	No section 8	11/27/2020 4:54 PM
123	Stop building apartment complexes unless you're going to start building more and better public schools.	11/27/2020 2:02 PM
124	Need more affordable apartments	11/26/2020 8:35 PM
125	Need more affordable apartments in the area	11/26/2020 8:22 PM
126	Stop or slow down high density housing like apartments unless you require the developer to finance schools, parks and recreation for growing families	11/26/2020 2:54 PM
127	Way too crowded!!!!!!!	11/26/2020 12:50 PM
128	Way too many apartments, townhomes!!!!!!!!	11/26/2020 12:46 PM
129	Already very densely populated so transitional and low income housing would need to be located in another sector away from the high volume of homes already in the Pooler Parkway area. To squeeze them in would possibly devalue and change the lifestyle that is currently available.	11/26/2020 11:07 AM
130	Look at crime statistics and types of housing- the planning and zoning and the city council is inviting crime to Pooler while the police is doing traffic monitoring	11/26/2020 8:55 AM
131	Pooler needs to build apartments over the strip malls throughout the city.	11/25/2020 9:23 PM
132	In force tree ordinances on new subdivisions. no more clear cut developments.	11/25/2020 8:51 PM
133	Too much growth and the roads can't handle it!!	11/24/2020 5:17 PM
134	Pooler is building too many housing units, especially multi-family such as condos and apartments. The resulting population density exacerbates traffic (and accidents), air pollution, and noise pollution. It breaks my heart that lots are clear cut of trees. We need many more acres of parks, hiking, etc. We need to leave parcels of trees as they are. We NEED trees. There should be more competition for internet and cable TV providers, especially in Savannah Quarters.	11/23/2020 12:58 PM
135	Control the number of apartments. There are too many complexes in the Savannah Quarters area.	11/20/2020 3:45 PM
136	No	11/19/2020 9:45 AM
137	We need traffic improvements to match all the growth in housing!!! City planners look like fools	11/19/2020 7:44 AM

so far in this area - just look at the traffic backups, what a mess!!!

138	Enough with the apartments	11/18/2020 8:16 PM
139	We will be moving to a smaller home within Savannah Quarters which will be maintence free because we are aging & need to be able to feel safe, yet still have availablity of a pool.	11/18/2020 8:00 PM
140	We do not need low income housing in Pooler . That will just bring more crime to the aread..	11/18/2020 11:58 AM
141	More upscale homes.	11/17/2020 3:28 PM
142	The Schools are full, as it is. More Apartments are not needed in Pooler until we have more Schools to support the Children.	11/17/2020 12:35 PM
143	No	11/16/2020 8:59 PM
144	We already have too many apartment complexes	11/16/2020 5:50 PM
145	Before Pooler continues unchecked housing growth, they need to work with the school district to make sure they can accommodate the steep increase in the number of children attending the schools. My children don't attend school in Pooler, so it makes no difference to me personally. But, it seems like something the city would be wise to consider. And before huge apartment complexes or subdivisions are built, Pooler needs to consider and plan for the additional strain on infrastructure, police, fire, emergency services, etc.	11/16/2020 5:02 PM
146	Apartment inventory is extremely high and the saturation level is near. It is stressing the schools, above/below infrastructure, public service and crime	11/13/2020 1:53 PM
147	It needs to be controlled in terms of population density	11/12/2020 4:25 PM
148	Not familiar enough with this topic.	11/11/2020 9:09 PM
149	Not every space of land needs to be developed. Start focusing on providing current pooler residents with outdoor activities.	11/10/2020 10:35 PM
150	In Savannah Quarters, the homes are overpriced and the build quality is marginal. Everything is about money vice quality or homeowner enjoyment/quality of life.	11/10/2020 4:14 PM
151	No	11/5/2020 8:45 PM
152	Single-family designated neighborhoods are needed for low income working people.	11/5/2020 9:02 AM
153	Doesn't seem to be any code enforcement in my neighborhood. There's a home that burned over 2 yes ago and has not been torn down or renovated since. Many rental property tenants do not keep up the property which results in decreased property values and neighborhood deteriation.	11/4/2020 3:49 PM
154	Leave the trees alone!	11/4/2020 3:48 PM
155	Pooler is going to need to do something about the noise level from I16 in order to fill the many apartments already built. Now that the trees have been removed on the highway, too many apartments & homes are right on the highway. Who wants to live like that???	10/31/2020 12:35 PM
156	no	10/30/2020 8:58 PM
157	It's not about what types of housing, it's about the affordability. Moderate income families, that are keeping the economy going, need affordable housing too. Also, it's about the quality of the housing options. All types are needed, but they need to be maintained to hold their value and to keep the residents wanting to live in Pooler.	10/30/2020 10:29 AM
158	Building to many commercial buildings in the neighborhoods! Most buildings are either empty or closed. Traffic has become overwhelming. Poor planning.....	10/30/2020 10:28 AM
159	Traffic studies should be done before housing, especially the multifamily units. Roads can only handle so much traffic. I don't consider this progress.	10/30/2020 9:55 AM
160	Require developers to include adequate off street parking, wide streets to accommodate fire and rescue, ask police to help enforce no street parking in a PUD development with narrow streets like in the Villages.	10/30/2020 7:39 AM
161	Pooler taxes are relative to the fact that we don't offer much low income or subsidized housing or services.	10/29/2020 7:47 PM
162	Apartment developments should be located further away from homeowner developments to ensure the value of homes is protected	10/29/2020 3:22 PM
163	We have enough apartments and homes. Sell those first before building more	10/29/2020 9:59 AM
164	no section 8 housing	10/29/2020 7:49 AM
165	N/A	10/29/2020 7:31 AM
166	No more apartments but single family home type neighborhoods with decent size yards!	10/29/2020 6:46 AM
167	Housing costs are too high. I can't even afford to live in my own home when the average pay is $10 per hour. There's no affordable housing left in Pooler for lower income residents.	10/29/2020 3:01 AM
168	POOLER needs a new style neighborhood. Smaller homes, 2 bed around 900-1000 square feet on small 5000-6000 lots set close to the road and a garage in an access lane. The increased density would be offset with a greater common green space square/circle or park area.	10/28/2020 11:20 PM
169	Way to many apartments	10/28/2020 7:22 PM
170	I am not there enough to have an opinion on the housing needs	10/28/2020 5:50 PM
171	Housing needs to slow down. There are too many houses being built without being filled	10/28/2020 4:53 PM
172	Too many multi family units.	10/28/2020 4:50 PM
173	Too many apartment complexes. There are plenty with empty units so it is unnecessary to build more and continue deforestation in Pooler.it just adds to more traffic problems and takes	10/28/2020 2:01 PM

	away from the quality of life in Pooler	
174	I believe Pooler is starting to have too many apartment complexes. Many of these apartment complexes still have empty units so I think that causing all of this deforestation is unnecessary.	10/28/2020 1:50 PM
175	Slow to build will be a better plan as we are already at nav capacity	10/28/2020 1:16 PM
176	No more apartments or section 8 needed or wanted, slightly more retirement community upscale needed	10/28/2020 1:00 PM

Q19 Compared to recent trends, do you think {{ Q1 }} should encourage the following types of development more, less, or about the same over the next 10 years?

Answered: 568   Skipped: 346
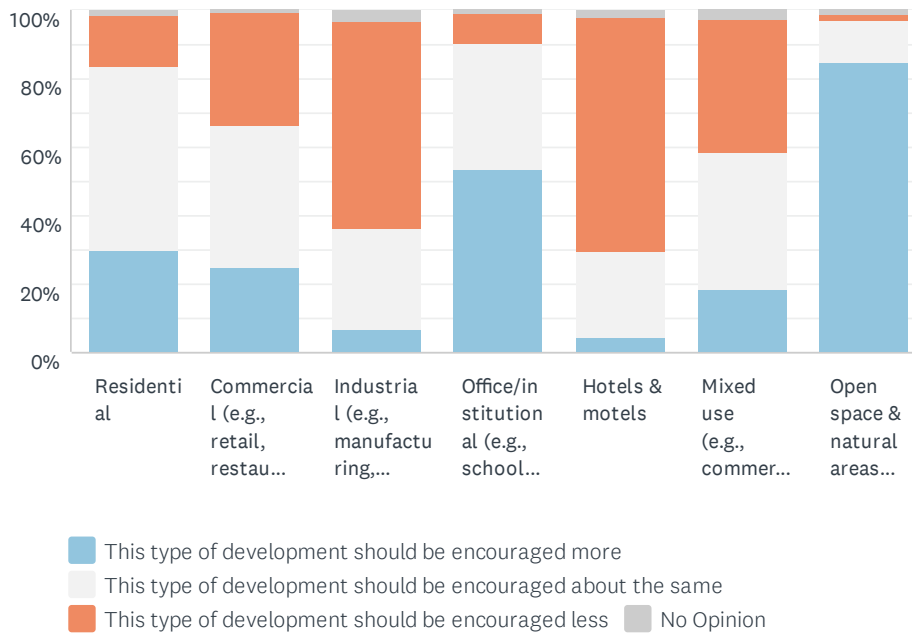
- ■ This type of development should be encouraged more
- ■ This type of development should be encouraged about the same
- ■ This type of development should be encouraged less   ■ No Opinion

	THIS TYPE OF DEVELOPMENT SHOULD BE ENCOURAGED MORE	THIS TYPE OF DEVELOPMENT SHOULD BE ENCOURAGED ABOUT THE SAME	THIS TYPE OF DEVELOPMENT SHOULD BE ENCOURAGED LESS	NO OPINION	TOTAL	WEIGHTED AVERAGE
Residential	30.0% 167	53.7% 299	14.9% 83	1.4% 8	557	1.85
Commercial (e.g., retail, restaurants, entertainment)	25.2% 143	41.4% 235	32.8% 186	0.5% 3	567	2.08
Industrial (e.g., manufacturing, warehousing, trucking)	7.1% 40	29.5% 167	60.4% 342	3.0% 17	566	2.55
Office/institutional (e.g., schools, medical, museums)	53.7% 303	36.7% 207	8.3% 47	1.2% 7	564	1.54
Hotels & motels	4.6% 26	24.8% 140	68.8% 388	1.8% 10	564	2.65
Mixed use (e.g., commercial and office space mixed with residential)	18.4% 104	39.9% 225	39.0% 220	2.7% 15	564	2.21
Open space & natural areas (e.g., parks, recreation, ball fields)	84.8% 480	12.4% 70	1.8% 10	1.1% 6	566	1.16

Q20 Please rank the following future growth scenarios in terms of your preference for {{ Q1 }}, with 1 being most preferred and 3 being least preferred. On each map below, Chatham County's existing populated areas are shown in orange and possible areas of new growth under that scenario are shown in yellow.

Answered: 572   Skipped: 342

	1	2	3	TOTAL	SCORE
Scenario 1: Development continues in a "business as usual" way- Typical development and growth are outward towards the County borders- Continued expansion of City and County roadway infrastructure- Traditional suburban development of single-family residential homes on larger lots- Continued expansion of industrial, warehouse, and commercial development- Most parcels have only one use- Preservation of rural lands and wetlands is less prevalent	41.26% 236	26.57% 152	32.17% 184	572	2.09
Scenario 2: Development is focused around transportation corridors- Strategic infill and redevelopment along existing infrastructure corridors and focus areas- No major expansion of roadway infrastructure- There are more areas to use alternative modes of transportation such as bicycling or taking public transit- Mixed-use (commercial space on the bottom floor with residential housing above) development along existing corridors- Strategic preservation of rural lands and wetlands	41.43% 237	42.31% 242	16.26% 93	572	2.25
Scenario 3: Compact development is focused in infill areas- No major expansion of roadway infrastructure- More construction and redevelopment throughout community- Transit-oriented development (TOD) that would include a mix of commercial, residential, office, and entertainment centered around or located near public transit hubs- More density of people and/or more mixed use (commercial space on the bottom floor with residential housing above) development along existing corridors and existing busy areas- There are more areas to use alternative modes of transportation such as bicycling or taking public transit- Increased preservation of rural lands and wetlands- Increased infill and compact development in existing city/town centers	17.31% 99	31.12% 178	51.57% 295	572	1.66

Q21 Do you have any additional comments about land use in {{ Q1 }}?

Answered: 174   Skipped: 740

#	RESPONSES	DATE
1	Yes. Stop building things in Pooler. We need to preserve our wetlands and green space	2/6/2021 8:33 PM
2	Pooler has no vision; it's set by developers. It's basically southside Savannah with some industrial uses in inappropriate locations. The pattern seems set for most of the town; it's only the area of Old Pooler where there seems to be potential for redevelopment. Savannah's choices also affect Pooler tremendously. There must be more collaboration and notice regarding adjacent development.	2/6/2021 7:41 PM
3	To much building without a thought of traffic!	2/5/2021 11:29 PM
4	We need more roads	2/5/2021 10:30 PM
5	More trails or bike paths would be great. It is dangerous around to much of town.	2/5/2021 12:04 PM
6	Just need to alleviate traffic headaches	2/5/2021 11:41 AM
7	It doesn't all need to be developed. At some point the economy won't be able to support the growth and then we will have empty apartment building and empty store fronts. The entire city has been poorly planned and now is the time to turn that around.	2/5/2021 10:47 AM
8	We need to think about infrastructure with all of the commercial development. Way too much traffic on Pooler Pkwy and 80.	2/5/2021 10:42 AM
9	Overbuilding in some areas without the traffic considerations	2/4/2021 10:32 PM
10	To many hotels.	2/4/2021 7:22 PM
11	Traffic needs to be addressed!	2/4/2021 6:22 PM
12	Build in South Pooler	2/4/2021 5:34 PM
13	I am completely lost on this section of the survey. I lack knowledge on this area, but I did my best.	1/31/2021 8:14 AM
14	Would love to see a few running trails for public use. Also big traffic problem on Benton. Not sure if lights need to be synced or more lanes	1/17/2021 1:49 PM
15	Focus on increasing the value proposition of moving to Pooler. Roadways need to be expanded, and there needs to be appealing outdoor spaces / unique appeal to the area.	1/17/2021 12:40 PM
16	None at this time	1/15/2021 4:31 PM
17	Infrastructure and roadways needs to keep up with population and retail growth	1/15/2021 1:10 PM
18	Stop allowing strip malls. The current and new ones are empty!	1/15/2021 11:26 AM
19	Do not destroy existing, long-standing, well-established neighborhoods	1/15/2021 10:48 AM
20	I would prefer that they stop the industrial at this time. Take a break. Revisit in a few years. I hate the idea of commercial on bottom and residential on top. So truly, if I could pick a projected growth above, I'd click none!	1/15/2021 8:33 AM
21	Traffic is increasing daily. We need solid solutions	1/15/2021 8:31 AM
22	We need to fix the traffic issues congestion must be fixed. We NEED MORE SCHOOLS. WE NEED A HIGH SCHOOL. We keep building houses and town homes but have no school to send the kids that will live in said homes.	1/15/2021 5:36 AM
23	Stop parceling it off and getting the most bang for your buck. There is no parking and the traffic overflow is stupid ridiculous. Allow for actual use of facilities through proper parcel management. Think long term not kickbacks.	1/15/2021 5:30 AM
24	Enough with the apartments, narrow roadways, hotels...it's too densely populated	1/15/2021 12:10 AM
25	Pooler is congested and the roads needs to be expanded	1/14/2021 6:09 PM
26	Create more green space and parks	1/14/2021 5:26 PM
27	Improve the existing use of land prior to expansion. Roadways, particularly the Savannah side of Benton Blvd and Jimmy Deloach need major attention and expansion. The entrances to the Tanger Outlets need traffic assessments and improvements. Has there been consideration into a criss cross traffic pattern at Pooler Parkway and I-95? Traffic is a big quality of life issue in and around this city and is vital to keeping the residents here from relocating elsewhere.	1/14/2021 4:59 PM
28	Preservation of land should be of utmost importance. There are already too many housing developments in Pooler. By continuing to clear land and remove indigenous organisms, there will be more effect from natural disasters. Drainage issues, traffic, and influx of industry will be the downfall of Pooler.	1/14/2021 2:54 PM
29	Trust me, you want to preserve your natural lands and wetlands. I drive around and see trees cut down leaving the area naked which is ugly. It will take years to replenish the natural beauty and is part of the reason people move here. If we want a big industrial city, we would move to Atlanta! Please keep the natural beauty and preserve the trees and open spaces. Parks would be wonderful to have more of that aren't surrounded by highways like the one as you enter off 95 down 80. Who wants to sit in a park with their child with busy cars flying by? Preserve the nature and tranquility because once it's gone, it's really hard to bring back.	1/11/2021 5:52 PM
30	Insuring green space, requiring permeable pavement parking lots with more trees in the parking lots. This will decrease the runoff, and minimize episodic flooding, as well as keeping things	1/7/2021 11:47 AM

"Cooler in Pooler".

31	No	1/5/2021 10:13 AM
32	I've lived off Jimmy Deloach for 6 years and the fire station that I've been promised still doesn't exist. Who's going to help me with my homeowners insurance for an ISO 10?	1/4/2021 10:39 PM
33	DOG PARKS PLEASE! And Top Golf would be a great addition to pooler.	1/4/2021 9:08 PM
34	Need a city highway loop like 295 or 285 in Jacksonville and atlanta.	1/2/2021 8:25 PM
35	No planning, only input listened to is that of the strip mall and major shopping site developer Clifton. But then, what do expect from a mayor who is a real estate agent, and her predecessor, who only wanted Pooler to grow and increase his fiefdom (witness that ridiculous government palace, while the minuscule, poorly stocked library is a pathetic joke).	12/29/2020 10:52 AM
36	EXPAND ROADWAYS	12/28/2020 7:53 PM
37	Flooding: address the drainage, canals. Filling in marshes to build on them is a huge issue contributing to flooding the established neighborhoods.	12/28/2020 7:01 PM
38	Choices were not good for the strategic use of development. Roads need to grow now to fit the increase in population. Pooler parkway and 95 is terrible. More land preservation is needed! What do you let developers take out all the trees???????	12/28/2020 6:56 PM
39	We need major construction overhaul on roadways with the expansion we currently have.	12/26/2020 9:29 AM
40	Need more recreational / public park spaces. Rails to trails concept.	12/25/2020 8:12 AM
41	Stop clearing out all the trees !	12/23/2020 7:05 AM
42	It's time to stop and think strategically. Plan before acting any further. What do we want to be when we grow up. Right now, we look a little disheveled.	12/22/2020 1:04 PM
43	Our green spaces should not be cleared without regard for ensuring areas that will remain green keep the beautiful, established trees. You can clearly see areas dying due to poor drainage and loss of trees to stabilize rainfall. Wildlife is losing their habitats and you are seeing more roadkill.	12/18/2020 9:49 AM
44	None.	12/15/2020 4:04 PM
45	Stop building apartments and build more recreational facilities.	12/15/2020 11:36 AM
46	In my opinion that Pooler is already maxed out with residential, commercial and restaurants.	12/10/2020 7:30 PM
47	The scenarios that are show are for the entire county. Can only Pooler be shown? Also, wetlands and HAAF are not shown. These maps don't seem useful.	12/10/2020 5:03 PM
48	As I said, a solution must be found to fix flooding in residential areas before the city worries about expanding.	12/10/2020 11:53 AM
49	It is very sad to see the open areas being consistently torn down for new businesses that we already have here. How many gas stations do we need? How many restaurants do we need? Why would you double things like Publix rather than bring something else in like a Kroger? It makes no sense, it seems like you are just saying YES YES YES to anyone that wants to build here. Where does it end? I don't want to live in Savannah or I would. You are taking the home town feel away and it's basically another Savannah now. If we could move, we would. It's shameful.	12/10/2020 7:20 AM
50	None of these options are going to happen exactly. We need roadway infrastructure and parks. So, a mix of 1 and 2. 3 is socialism. Never going to happen. We lived in Portland, Oregon for 10 years where lot sizes are limited to 8,500 square feet, and there is a line outside of which you can't build. Absurd.	12/9/2020 1:35 PM
51	Pooler needs more green areas, i.e. parks with walking and bike trails. There's plenty of land around here for it but I feel like the city council feels that every inch needs to be filled with some kind of building. We need more parks, ponds and trails.	12/8/2020 8:41 PM
52	I wish there were not so many Vape shops opening everywhere and wish there was more local eateries instead of chain stores. Also, the road infrastructure at pooler parkway and 95 needs increased, and i suspect traffic will soon be bad near 16 with all the growth happening at that end as well as near the bridge going over Hwy 80. Pooler traffic will be terrible soon I suspect.	12/8/2020 6:17 PM
53	Please stop the suburban shopping center sprawl! What we have is nice, but continued growth in this area will create a community without a soul. We need accessible greenspace and nice public parks. Think Forsyth or Daffin Park.	12/8/2020 10:57 AM
54	No	12/7/2020 6:15 PM
55	I think it is important to consider the impact expansion is having on the environment. I hate to see lots of trees being cut down to accommodate growth just for growth's sake. I am not against growth if it is good and needed businesses but we don't need more dollar generals, nail salons, or just general space-occupyers (if you will). I don't like growth that is going to mean re-zoning of protected wetlands either. I experienced this first hand at my previous address. Protected wetlands were re-zoned and my backyard view was significantly changed. That was annoying as this was one of the main attractive features of the home. But it was also disturbing to see wildlife being pushed from their environment onto roads/highways. I would like to see thoughtful, responsible growth in pooler.	12/7/2020 5:17 PM
56	No Comment	12/7/2020 3:59 PM
57	This is a hard question to answer because of the clearing of land that continues with no respect for the water run off that has to be routed to just 2 main canals. Pipemakers and Hardin which were built in the 40's and have not been upgraded to handle the water that runs in them now. Flooding will come!	12/7/2020 2:05 PM
58	Too much recent commercial development creating traffic issues without repairing existing 10+ year communities	12/7/2020 1:48 PM

59	Try a roads-first approach for awhile, so we get infrastructure that can handle congestion before congestion hits. Pooler should be ashamed of how it has developed the land without the transportation capacity. There is zero excuse for this town to be this oppressive for traffic.	12/6/2020 5:48 PM
60	Timed lights down pooler parkway so drivers going 50 (where that's the speed limit) hit the lights will help with quality of life. Side walks near neighborhoods, especially where schools apartments and shopping are all closely intertwined will keep kids from having to walk in the muddy ditches beside the road or unsafely along the whole line.	12/6/2020 2:05 PM
61	It's getting over developed with too much commercial and hotels	12/6/2020 1:23 PM
62	Increase focus on transportation needs is critical! No biking availability in town with these crowed roads and need more emphasis on public transport so it is a more reasonable consideration for people.	12/6/2020 11:45 AM
63	There is nowhere to cycle in Pooler. No shoulders on the roads; drivers are discourteous and aggressive. Not many parks or rec areas to just hang out or walk. Development is at the expense of amenities.	12/6/2020 11:20 AM
64	Develop existing sites where trees have already been cleared before clearing new areas that lay fallow for years (e.g., Mosaic across from Savannah Quarters). Will Cosco come some day?	12/6/2020 9:26 AM
65	No	12/5/2020 12:57 PM
66	We need to preserve some land for trees and animals are we developing every inch of natural habitat.	12/5/2020 12:05 PM
67	Pooler needs to get its act together and decide which direction it wants this city to go. The city planner and the Mayor should be replaced. I am extremely dissatisfied with our current mayor. I lived in San Antonio, TX for over 10 years before relocating to here. Amazing place to live - you have to know what you want the future of your city to look like and realize what steps you're willing to take to get it there. We DO NOT have the right businesses here in Pooler. We have too much of nothing here. We need better restaurant and shopping choices - less of this fast food unhealthy mindset that caters to the younger population.	12/5/2020 8:09 AM
68	Add more street lights, this city is pretty dark. Sometimes I can't see the roads at night. Also, when making parking lots around buildings of all kinds, make them wide enough for all traffic to flow through in a safe manner.	12/5/2020 12:25 AM
69	Some roadway infrastructure is going to be necessary if building continues. Public transit options need to be explored thoroughly.	12/4/2020 11:01 PM
70	Expand the road infrastructure. If Pooler wants to continue its growth, it needs to provide the infrastructure to accommodate it.	12/4/2020 8:14 PM
71	Current roadway infrastructure feels insufficient to support the kind of growth the city has experienced	12/4/2020 6:48 PM
72	The land is being overrun with apartment complexes and hotels. I would prefer to see single family homes used in these spaces instead.	12/4/2020 6:19 PM
73	Improve traffic in Pooler, you've already allowed too much development and not improved the roads!	12/4/2020 4:43 PM
74	scenerio 1with more parks and recreation	12/4/2020 3:34 PM
75	Stop developing	12/4/2020 3:04 PM
76	Stop building	12/4/2020 3:04 PM
77	College campus More housing for single family low income affordable Warehouse jobs	12/4/2020 2:23 PM
78	Use the space. Georgia has a lot of space. Cramming everyone together like rats in a nest just creates chaos. And that's not why people live in Pooler.	12/4/2020 2:16 PM
79	no matter what the roadways must continue to be revised based on traffic patterns and geological requirements. roads that flood, roads that back up during rush hour, short turn signals that cause roads to back up	12/4/2020 2:09 PM
80	It's very difficult to understand these maps without a color key to know what Orange and Yellow mean. I cannot determine which plans are the best ones for PEOPLE.	12/4/2020 1:57 PM
81	More biking, golf cart, and public transit would be great.	12/4/2020 1:31 PM
82	I work in Bryan County, and I believe that Chatham County's growth is going to be vital in the growth of Bryan County. Chatham should work more with the surrounding counties to focus on growth that would assist with their growth, and make Southeast Georgia an economic powerhouse.	12/4/2020 1:25 PM
83	We need more entertainment like 4D Movie theaters, Top Golf, Main Event, etc.	12/4/2020 1:18 PM
84	The infrastructure is a joke. It's only a matter of time before a horrific accident happens at 95/Pooler pkwy. Lesson was taught at port wentworth exit.	12/4/2020 12:36 PM
85	No	12/4/2020 12:21 PM
86	Not enough land with hiking paths, trees, clean ponds and clean canals.	12/4/2020 12:15 PM
87	I like number 1 but adding more entertainment development.	12/4/2020 12:11 PM
88	roadways and infrastruture have to grow to encompass the growth of the city. Pooler is too spread out for bikes as transportation.	12/4/2020 12:09 PM
89	We all need to be part of the solution: more open space for the health of residents and visitors but also mixed use to make the most use of the footprint - commercial below/safe, affordable living above - with easy pedestrian and bicycling access to all. Community gardens, hiking / relaxing / picnicking open areas. Create a sense of community - safe and healthy. Maybe areas for public screenings - outdoor movies, stage / room for community events.	12/4/2020 12:08 PM

90	No	12/4/2020 12:02 PM
91	We need more main roads. Pooler Pkwy traffic is getting worse by the day	12/4/2020 11:41 AM
92	Less warehouses	12/4/2020 11:39 AM
93	PLAN!! There seems to be no plan. Businesses are just being thrown up any and everywhere.	12/4/2020 11:38 AM
94	No more apartment complex	12/4/2020 11:30 AM
95	I believe more recreational areas and parks will help bring a stronger community and lower crime rates. The addition of local disc golf courses seem to be a very fast growing sport and is now bringing together hundreds of locals to participate in these community building exercises.	12/4/2020 11:26 AM
96	Environmental preservation is at the top of my list above everything else.	12/3/2020 2:16 PM
97	There is no option for no additional building. Maintain what is there now including projects underway but freeze all new building.	12/3/2020 1:13 PM
98	no landfills, less hotels and apartments. I think we have enough.	12/3/2020 6:45 AM
99	Quit building strip centers	12/2/2020 8:39 PM
100	Removal of trees is a disgrace and has ruined the quality of life in pooler	12/2/2020 6:25 PM
101	Given the proximity of Pooler to two major interstate highways, mild winter weather, abundance of hotels, outlet mall shopping, and plentiful dining options, a sports complex that would attract lacrosse, soccer, and other large tournaments would be a good use of green space. Would also love to see a public park that didn't feel unsafe - like Tom Triplet. Someplace to bike safely with or without children.	12/2/2020 11:42 AM
102	Please let's not just allow development to happen without planning, usability checks and preservation. Thank you.	12/1/2020 10:15 PM
103	We have way too many restaurants & hotels	12/1/2020 7:10 PM
104	No	12/1/2020 2:24 PM
105	Can we stop building on wetlands and stop destroying our forests?	12/1/2020 9:59 AM
106	I am concerned about loss of all the trees and of installation of multiple surveillance cameras on light poles and traffic lights. Would like to know who is funding all those surveillance cameras to be used against us taxpaying citizens.	11/30/2020 3:10 PM
107	Please stop cutting all the trees down. Please slow down with development. Please make parks better for kids. Please update parks and make them safe for kids.	11/30/2020 9:09 AM
108	I'm concerned about green space	11/29/2020 11:42 PM
109	No more container ship storage yards or large warehouses off of Pooler Parkway exit.	11/29/2020 9:13 PM
110	Pooler is quickly running out of land . Not enough road widening to handle traffic population and TRAFFIC Is what's going to kill the growth of population in Pooler	11/29/2020 6:47 AM
111	Please maintain an adequate separation of residential & commercial areas to maintain the level of safety and peace, & quiet (Don't cut down all of our trees!). There should be a transition between commercial and residential areas, unless it is a commercial building with housing on the top level. Also, if building more businesses, more entertainment is needed in the area.	11/28/2020 12:50 PM
112	Try and minimize truck traffic, direct it off non-highway roadways. Carefully plan and locate retail developments.	11/28/2020 11:36 AM
113	NO MORE APARTMENTS! NO MORE HOTELS!	11/28/2020 10:11 AM
114	If the city is going to continue to expand build the roadways first. The traffic back up on Benton should have been avoided with proper infrastructure.	11/28/2020 9:34 AM
115	Stop building. Fix roads and traffic issues. Add more outdoor recreational areas, make it safer for bikes	11/28/2020 7:36 AM
116	NO MORE GROWTH. ENOUGH IS ENOUGH WITH COMMERCIAL AND REAIDENTIAL. STOP NOW!	11/28/2020 1:03 AM
117	Add parks! There's hardly anything green left in Pooler and the current rec areas are nothing less than a joke. We need spaces to turn to when everything shuts down and 2020 made it very apparent that we don't have that.	11/27/2020 10:05 PM
118	We need more parks and recreation facilities a tiny house community a new library and hospital a community learning center trade school	11/27/2020 7:38 PM
119	Traffic needs to be fixed near Tanger-impassable at times	11/27/2020 5:02 PM
120	Confusing	11/27/2020 4:56 PM
121	Pooler had a great opportunity in Godley Station years ago to create a really nice, "faux, walkable downtown area." Instead, the city allowed strip mall after strip mall after strip mall to go up. You could have had a nice, walkable community with storefronts, mixed use venues, unique architecture, an outdoor market, etc. Instead, Godley Station is now home to every chain restaurant and chain store in existence. It has no personality, does not foster a sense of community, does not encourage walking or biking and is ugly to look at (unless you like neon).	11/27/2020 2:06 PM
122	Expansion must have public transportation available for the entire county especially including the greater Savannah area.	11/26/2020 3:12 PM
123	No	11/26/2020 1:19 PM
124	What I want to see and what will be are different because the population will grow no matter what. This in itself will dictate what will be determined to be needed.	11/26/2020 11:10 AM

125	Stop cutting down trees, stop building cheap retail strip malls that are mostly empty and put up noise barriers for residential homes that back up to Pooler Pkwy and ramps as well as I 16.	11/26/2020 9:00 AM
126	Save the trees stop the strip mall in tin shack mentality -	11/26/2020 8:58 AM
127	I'm concerned about the lack of schools.	11/25/2020 9:58 PM
128	Please preserve trees and wooded areas as much as possible.	11/25/2020 9:38 PM
129	I think there is a balance to be found between all three. Critical infrastructure issues need to be addressed, but to meet current capacity needs. Building beyond those needs does not address the root of the problem.	11/25/2020 9:26 PM
130	Don't over populate Pooler with empty building spaces. Bring more upscale retail and restaurants. No more nail salons, barber shops, gas stations, apartment complexes, hotels, and stop doubling up the same business on each end of Pooler Pkwy. Pooler may be the fastest growing community, but long term, if not planned appropriately, Pooler will just be another overcrowded eye sore.	11/25/2020 5:27 PM
131	Slow the growth!! We need roads that can handle it!! We don't need any more gas stations or hotels!! We need more road lighting and less pot holes!	11/24/2020 5:34 PM
132	None of those scenarios sound ideal. I would have liked to see a scenario that included a plan to bring in businesses that require skilled workers instead of a bunch of low paying retail jobs. Also, green space should be a priority for all of them. Also, bicycle and walking trails would be great but public transportation especially when connected to crime-ridden cities will definitely bring more crime to our area. That is not to say we should not have more public transportation. I just wish the positives and negatives of actions taken by the city would be considered more than they usually are. For instance, common sense should have told the city officials that the roads in Pooler were not going to be adequate to handle the level of development here. And yet, developments like Tanger were still allowed to come in without the addition of another exit off of I-95 and the result is a mess. Anyone (except the city, apparently) could have predicted that.	11/24/2020 4:25 PM
133	Pooler is growing too much and too fast. Land is clear cut, lessening pleasure, and increasing air and noise pollution, and increasing traffic and therefore accidents. The development is at the pleasure of the mayor and residents are not considered. There are virtually no green spaces, parks, hiking trails, etc.; i.e., places to get away from people and enjoy nature and quietness. Thank you.	11/23/2020 1:02 PM
134	Roadway infrastructure needs to be number 1 priority. If you grow pooler too fast w/o needed roadways, you'll have alot of upset residents including myself.	11/19/2020 9:52 PM
135	We need to improve the roadways & give more green areas.	11/19/2020 11:47 AM
136	More open space for parks and take advantage of the natural lakes.	11/19/2020 9:49 AM
137	Fix the traffic mess you've already created with too much development and too LITTLE FOCUS on traffic planning!!!	11/19/2020 7:48 AM
138	There shouldnt be anymore commercial , residential expanison on Pooler parkway near the outlets until there are more outlet roads created.	11/18/2020 12:16 PM
139	Definitely not in favor of more logistics facilities which are already surrounding Pooler. Pooler will be the next "Port Wentworth" in a few years. Definitely opposed to mix of commercial on first floor and residential on above floors. Where is a plan of development for Pooler? Perhaps Pooler has been an island in Chatham County and reactive when being proactive is best for the citizens.	11/18/2020 9:40 AM
140	Save our trees	11/18/2020 6:18 AM
141	Slow growth and preserve trees. Too much open cutting. More planning that includes parks and bike/walking trails.	11/17/2020 4:35 PM
142	No public transit!	11/17/2020 1:28 PM
143	The Hwy 80 corridor in Old Pooler needs to be preserved. There are too many Lifelong Residents and Families that enjoy the Old Pooler and their values are constantly rising. Further Development on that corridor could destroy the values of the original and Historic Neighborhoods of Pooler.	11/17/2020 12:42 PM
144	None of these scenarios sound very good, and there's no reason not to take the best of each scenario. And, from the names you've given each of these scenarios, it sounds like you want people to pick option 2. Why can't you work to preserve rural lands and wetlands in option 1? Why do scenarios 2 and 3 mean more people...and more congestion...in the developed areas? There's got to be a better way than what you have proposed in the above three scenarios.	11/16/2020 5:10 PM
145	I'm not 100 percent that the drainage issues have been taken care of to support the building that is happening in Pooler.	11/16/2020 5:10 PM
146	Managing industrial growth with residential growth is critical	11/13/2020 1:54 PM
147	More green space through out the area.	11/13/2020 5:53 AM
148	More Scenarios should be available which address limited growth. None of the 3 Scenarios are liked and only ranked so the survey can continue.	11/12/2020 4:32 PM
149	Slow down expansion until roadways and access can be appropriately developed to meet growing needs.	11/11/2020 9:13 PM
150	Outdoor recreation, parks, and a dog park are needed. Please fix traffic	11/10/2020 10:38 PM
151	Land is being overdeveloped and clear cut, courtesy of the mayor. I no longer enjoy Pooler due to the density and absence of trees.	11/10/2020 4:18 PM
152	Leave the trees!!	11/10/2020 12:21 PM
153	Building infrastructure for active transportation such as biking should be a top priority.	11/5/2020 6:52 PM

154	Although I selected option#2 as my 1st preference, I would like to see continued expansion of city and county roadways.	11/5/2020 9:43 AM
155	Stop cutting down all of the trees! We need trees for drainage and shade and green spaces!	10/31/2020 4:27 PM
156	Need more green space	10/31/2020 3:33 PM
157	Pooler needs some public transportation. Period. Pooler would also benefit from many more sidewalks.	10/31/2020 12:39 PM
158	Plant trees and better use of current roadways.	10/31/2020 11:12 AM
159	Stop cutting down trees and stop developing what's left of our green spaces in the areas around Pooler Parkway.	10/31/2020 3:24 AM
160	Slow down. Getting like New Orleans & will not be able to get out if hurricane hits.	10/30/2020 4:59 PM
161	Too many new, empty commercial buildings and too many apartments!	10/30/2020 3:29 PM
162	No matter which plan, the infrastructure of the roads MUST be addressed. The so called public transportation in Pooler is basically, non existent. Something as simple as a few Park n Ride parking lots with bus service to downtown Savannah. Increased bus routes and practical route times. If you don't own a vehicle in Pooler, you can't get around.	10/30/2020 10:43 AM
163	Traffic control, sidewalks and bike trails must be top priority of future development. Future development can be great but citizens hate sitting in dangerous traffic.	10/30/2020 7:55 AM
164	Restrictions on rental and short term leasing would be nice. Stop allowing industrial buildings without providing proper traffic rerouting so that the one side of the city is all semis.	10/29/2020 7:51 PM
165	Commercial developments, including retail, should be isolated from residential developments. Commercial developments should require a visual consistency, similar to Hilton Head for a consistent appeal and less variety.	10/29/2020 3:26 PM
166	2	10/29/2020 7:53 AM
167	I'm content with current growth, however, Pooler needs to better develop the "frontage road" concept that will reduce stoplights and alleviate start/stop traffic conditions as much as possible	10/29/2020 7:35 AM
168	We do not need more hotels we need another high school for Godley Station	10/29/2020 6:47 AM
169	Redevelopment, more density mixed use is great. I will never support Public transit as it is. It should be self sufficient and not tax everyone and only provide service to a few. The city should change the redevelopment of the historic downtown into mixed use 2-4 story some row homes, single family on narrow lots and such along the whole corridor.	10/28/2020 11:26 PM
170	More green spaces. Less empty commercial buildings.	10/28/2020 7:24 PM
171	Infrastructure needs to be addressed! The traffic flow, or lack there of, is ridiculous!	10/28/2020 4:57 PM
172	There needs to be more focus on preserving the natural landscape. There need to be more parks and recreational areas. One walking trail at Tom Triplett is not enough especially for the growing population	10/28/2020 2:04 PM
173	Slow your roll. Let other communities build around us based on the current growth and look at the current sustainability plan as not sufficient.	10/28/2020 1:19 PM
174	Need better road infrastructure, build out, less warehouse, more parks, open spaces	10/28/2020 1:04 PM

Q22 How strongly would you agree with the following statements about natural resources in {{ Q1 }}?

Answered: 555   Skipped: 359
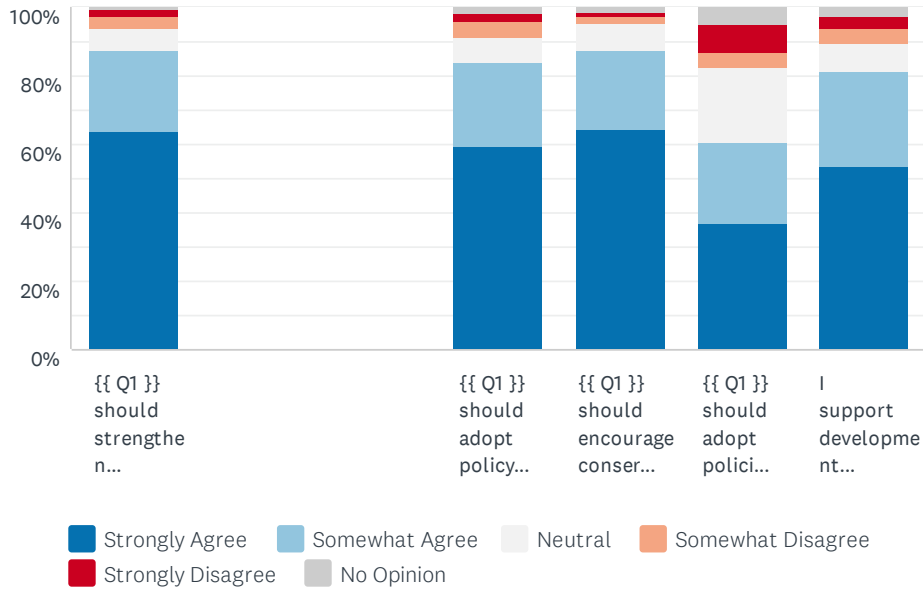
	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	NO OPINION	TOTAL	WEIGHTED AVERAGE
{{ Q1 }} should strengthen policies requiring new development to protect environmentally sensitive areas	63.96% 355	23.42% 130	6.49% 36	3.42% 19	1.98% 11	0.72% 4	555	1.55
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
{{ Q1 }} should adopt policy to discourage future development and redevelopment of areas vulnerable to flooding and other coastal hazards	59.28% 329	24.86% 138	7.21% 40	4.68% 26	2.70% 15	1.26% 7	555	1.65
{{ Q1 }} should encourage conservation of land vulnerable to flooding and other coastal hazards	64.26% 356	23.29% 129	8.12% 45	1.99% 11	1.08% 6	1.26% 7	554	1.50
{{ Q1 }} should adopt policies promoting green roofs, white roofs, and other strategies to cool the local environment	36.76% 204	23.78% 132	21.80% 121	4.50% 25	8.29% 46	4.86% 27	555	2.20
I support development regulations on public infrastructure in areas susceptible to flooding and sea level rise	53.33% 296	27.93% 155	8.47% 47	4.32% 24	3.60% 20	2.34% 13	555	1.74

Q23 How important are the following natural resource objectives to you?

Answered: 555   Skipped: 359
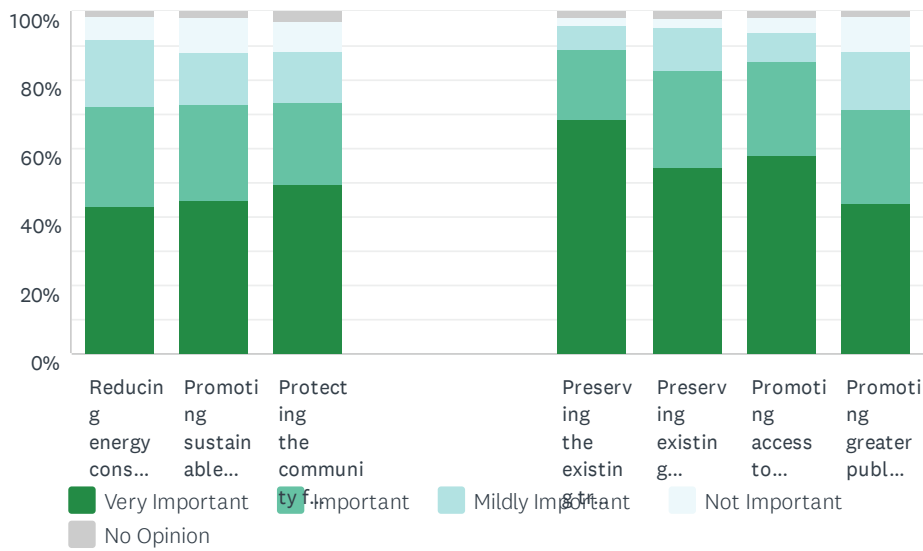
	VERY IMPORTANT	IMPORTANT	MILDLY IMPORTANT	NOT IMPORTANT	NO OPINION	TOTAL	WEIGHTED AVERAGE
Reducing energy consumption	42.86% 237	29.48% 163	19.71% 109	6.33% 35	1.63% 9	553	1.89
Promoting sustainable energy sources, including solar and other sources of clean and renewable energy	44.86% 249	28.11% 156	14.95% 83	10.45% 58	1.62% 9	555	1.91
Protecting the community from environmental hazards and climate change	49.46% 274	24.19% 134	14.62% 81	8.84% 49	2.89% 16	554	1.82
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Preserving the existing tree canopy	68.59% 380	20.22% 112	7.40% 41	2.35% 13	1.44% 8	554	1.43
Preserving existing wetlands	54.51% 302	28.34% 157	12.82% 71	2.53% 14	1.81% 10	554	1.63
Promoting access to natural environments in all neighborhoods	58.15% 321	27.36% 151	8.51% 47	4.35% 24	1.63% 9	552	1.58
Promoting greater public awareness of and education on environmental issues	43.96% 244	27.57% 153	16.94% 94	10.27% 57	1.26% 7	555	1.93

Q24 Which of the following strategies would you support to protect resources in {{ Q1 }} from hazards related to climate change? (Select all that apply.)

Answered: 555   Skipped: 359
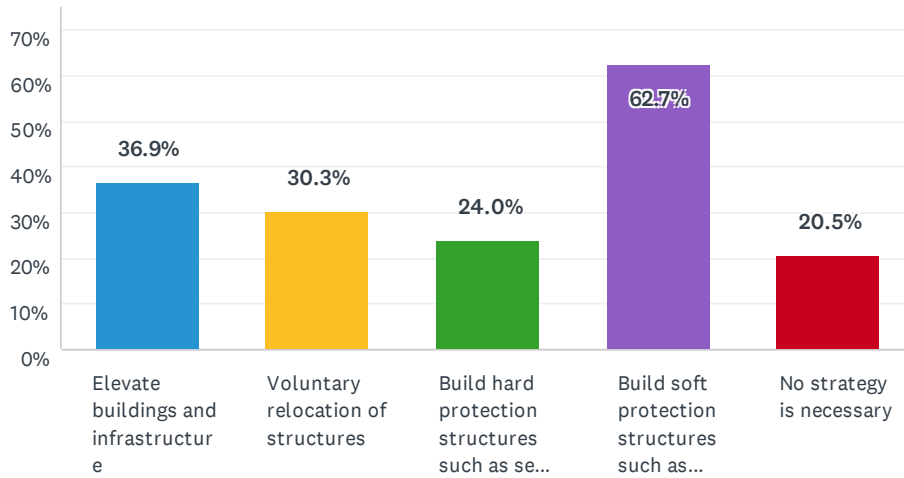
ANSWER CHOICES	RESPONSES	
Elevate buildings and infrastructure	36.9%	205
Voluntary relocation of structures	30.3%	168
Build hard protection structures such as sea walls	24.0%	133
Build soft protection structures such as living shorelines	62.7%	348
No strategy is necessary	20.5%	114
Total Respondents: 555		

Q25 Do you have any additional comments about natural resources in {{ Q1 }}?

Answered: 72   Skipped: 842

#	RESPONSES	DATE
1	Most of the scenarios have no relationship to Pooler. Also, the tree canopy is mostly replanted pines in the Godley Station area--there really isn't a "canopy." Would love to see improved requirements for trees and landscaping for new developments, include preservation of natural buffers.	2/6/2021 7:44 PM
2	We need to be recycling more materials.	2/5/2021 10:33 PM
3	Better recycling program, at least one that includes glass and all types of plastic (not what we currently have)	2/5/2021 1:30 PM
4	The environment is important but I'm leery of excessive regulations that don't make economic sense. At the same time my impression of Pooler is of a huge concrete parking lot for corporate businesses. This needs to change	2/5/2021 11:47 AM
5	Don't overbuild until the canal system is greatly improved!	2/4/2021 10:38 PM
6	This is a direction we as a country need to be pushing toward.	2/3/2021 12:14 PM
7	This section is somewhat completed decision. Not quite sure what to do. You decide.	1/31/2021 8:23 AM
8	We saw that development had a compounding impact on flood plains when hurricane Harvey hit Houston. You need to reevaluate the flood impacts of development, and absolutely agree to invest to protect people / infrastructure from flooding.	1/17/2021 12:43 PM
9	Not at this time	1/15/2021 4:36 PM
10	We have already seen the destruction of so many natural resources in Pooler -- we need an aggressive policy/plan to stop the destruction of what the citizens love about Pooler	1/15/2021 10:51 AM
11	Stop building for a little while.	1/15/2021 8:35 AM
12	How about stop trying to manipulate them? Have y'all never seen Jurassic Park? Nature finds a way.	1/15/2021 5:32 AM
13	For every tree that's cut replace it with a new tree somewhere else in the city(May help with wetlands).	1/14/2021 10:28 PM
14	Without preservation of natural resources, Pooler can expect expensive repairs to roadways, buildings, and drainage. Tree roots take up water, which helps with drainage. By removing trees from roadway ramps, we're already seeing standing water. This will continue as more trees are cut down. Areas where houses are being built are not preserving trees, which leads to more noise from busy roadways, making some areas of Pooler less desirable to live. Nice houses aren't nice along an interstate. Considering the location of Pooler to two major interstates, the housing market could see a decline when the economy recovers because of noise and drainage issues.	1/14/2021 3:00 PM
15	Please save what you have. It's so beautiful here and you're going to lose that nature if you allow developers to come in and wipe it out. I love the large lots and all the trees. I would hate to think you cut them all down. I'm not sure we really need much of the sea wall action because everyone I speak to says we're protected.	1/11/2021 5:56 PM
16	again- with the huge acreage of parking lots, permeable pavement and more trees in all new parking, and if redeveloping an area, retrofit those parking areas	1/7/2021 11:50 AM
17	No	1/5/2021 10:16 AM
18	I've lived off Jimmy Deloach for 6 years and the fire station that I've been promised still doesn't exist. Who's going to help me with my homeowners insurance for an ISO 10?	1/4/2021 10:41 PM
19	Developers should be required to replace trees torn down with trees of equal or better quality.	12/29/2020 10:55 AM
20	Preserving natural resources is the #1 most important action that could be taken in Pooler.	12/28/2020 7:05 PM
21	We live on the coast in marsh type environment what do you think is going to happen when it rains or storms? I cannot believe this is actually a government survey. Actually, I take it back I so can believe the government put this out.	12/23/2020 2:54 PM
22	The public needs to be made aware of the consequences of no action and the opportunities of action.	12/22/2020 1:08 PM
23	None.	12/15/2020 4:08 PM
24	Please stop removing all the trees and open land in Pooler. It's very said to see all the log trucks driving around here now.	12/10/2020 7:23 AM
25	I don't see how sea walls or building elevation would protect natural resources in Pooler. This would affect Tybee Island, Whitemarsh/Wilmington Island, and Thunderbolt much more.	12/8/2020 9:53 PM
26	I think we need to seriously consider allowing people to build in these areas, where possible.	12/8/2020 11:03 AM
27	Private property is the owner's responsibility not local government	12/7/2020 6:19 PM
28	I gave comments about this on the previous page. I am very much in favor of preserving natural resources and finding energy efficient ways to pursue growth.	12/7/2020 5:21 PM
29	A place like Pooler would be ideal for an extensive linear park that enabled people to get around on foot or by bike, etc.	12/6/2020 5:53 PM

30	Natural resources have been destroyed in favor of unbridled development to benefit the few. Destruction of trees increases air and sound pollution and increase heat. The area used to be beautiful. Now it is becoming devoid of trees. How sad!	12/6/2020 11:23 AM
31	Where we live in Fairways of Savannah Quarters we are not very vulnerable to flooding, but over the whole of Pooler that is not true. I support doing whatever is needed to protect the natural resources, wetlands, and avoid flooding.	12/6/2020 9:29 AM
32	Pooler does not even come close to the ocean, why would we need any of this? This seems like another grab for money	12/6/2020 7:24 AM
33	Green spaces needed.	12/5/2020 7:34 AM
34	Climate change is not as big of a threat as Biden and the Democrats make it out to be. If we're going to see stricter policies due to his administration, I will be moving.	12/4/2020 8:20 PM
35	Environmental change is a big concern for our family. We should do everything we can to be forward looking in our policies and base them on facts not feelings.	12/4/2020 6:52 PM
36	My concern is in what is left behind when it's time to replace anything built in sensitive areas. For example when a structure is built it is typically easier/cheaper to build fresh and abandon the old structure of foundation. Anything constructed that will affect protected areas should be constructed in a way that the impacted area can be cost effectively reused or restored.	12/4/2020 6:09 PM
37	I think if areas are flooding due to tides and rivers they should be abandoned after 1-2 rebuilds	12/4/2020 3:06 PM
38	The mayor owns too much current property. Conflict of interest but she will push to sell sell sell and trees will go go go. She took away the tree committee and the current tree fund is part of the general fund.	12/4/2020 1:02 PM
39	No	12/4/2020 12:27 PM
40	Restrict building too close to flood areas.	12/4/2020 12:18 PM
41	we are pretty far inland for these measures to make much of an impact	12/4/2020 12:13 PM
42	Elevating buildings is a very expensive proposition for the majority of homeowners living in historic Pooler. To add to the problem, these are the homes/buildings more affected because when they were built, the building requirements did not take into effect climate change. In addition further housing/commercial development has meant more concrete, more roads which has led to more flooding because the water which was absorb by land now runs off from concrete and roads. Government or non-profit bodies need to provide financial assistance in order to address this problem.	12/4/2020 11:57 AM
43	Don't know that Pooler has any issue with flooding from natural resources like lakes, ponds, beaches. Building in a flood zone, though, doesn't make sense. Neighborhoods where the streets flood and the residents can't get out isn't logical.	12/4/2020 11:42 AM
44	whatever it takes to be very proactive about projected ramifications of climate change effects in our area.	12/3/2020 2:20 PM
45	Less government. Let the residents decide.	12/3/2020 6:47 AM
46	No	12/1/2020 2:27 PM
47	We do not need Agenda 2030 Sustainability restrictions to come into play (or now 2040 model) in Pooler, GA. Globalist propaganda policies which will require us to pay for our own demise have no place in Chatham County, Georgia.	11/30/2020 3:13 PM
48	On the last question, I'm not sure what the pros and cons would be for each strategy, so it is hard to give an answer to that question.	11/28/2020 3:41 PM
49	Protect Pooler snd stop it's overgrowth. Enough is enough. Sickening the rate we're going.	11/28/2020 1:06 AM
50	I would love to see more incentives for solar energy.	11/27/2020 10:05 PM
51	Do not issue building permits in a flood zone. Protecting wetlands are a hazard of breading disease carrying mosquitos . some wetlands are swamps and should be drained unless it is a flowing system that decreases flooding.	11/26/2020 3:21 PM
52	I have come to believe that the time for government solutions alone is behind us. If individuals don't take responsibility (and especially seniors) it will be much much harder for succeeding generations. Personally, I am planning to install a partial integrated solar roof and batteries, despite the costs. I also own a partial electric car and can drive in Pooler with all electric.	11/26/2020 11:20 AM
53	Stop building multi unit properties and retail strip malls. They are crowding single family homes and causing water back up that is not supported by Pooler planning and causing properties to flood that have not previously had problems.	11/26/2020 9:05 AM
54	Quit clear cutting trees, quit allowing builders to build next to ponds,	11/26/2020 9:02 AM
55	Please stop destroying the trees within the Pooler city limits! Figure out how to design around the natural resources.	11/25/2020 5:30 PM
56	Pooler is five decades behind similar size communities regarding storm drainage and roadway construction techniques. And yes ,I am an expert.	11/25/2020 3:55 PM
57	The natural resources are being depleted at an alarming rate. This is very disheartening. Thank you.	11/23/2020 1:05 PM
58	Protect trees and do not build in wetlands - neither of which is a policy of Pooler. Route logistic vehicles around Pooler - not through Hwy 80 and Pooler Parkway and Benton Blve.	11/18/2020 9:44 AM
59	Use common sense!	11/17/2020 1:31 PM
60	I think it's ridiculous to have waited this long to ask this question.	11/16/2020 5:45 PM
61	I don't know enough about the above to comment.	11/16/2020 5:12 PM

62	Who will bear the cost of each strategy? It seems the costs would vary considerably.	11/12/2020 4:35 PM
63	Pooler is being raped of trees and clean air, and the noise pollution continues to grow. It is horrible.	11/10/2020 4:20 PM
64	Climate change is not something humans can affect, let alone the Pooler community. Let's focus our efforts on things we CAN affect such as preservation of our forests and wetlands. A better network of two-lane, rural roads will help spread out communities to allow for these areas to be preserved. Let's keep our water and air clean!	11/7/2020 9:35 AM
65	There seems to be a lot of homes being built close to swampy areas. I'm worried what will happen to these homes in a few years or after a 100 year rain (like we had in 1999).	10/31/2020 12:42 PM
66	Fix the roads that currently flood and have been flooding for YEARS! Again, Savannah has too much control over certain roads that affect Pooler; Benton Blvd.	10/30/2020 10:49 AM
67	I believe studies would be able to verify the best routes to protect from encroaching water	10/30/2020 10:08 AM
68	Wetlands have a purpose, but also breed mosquitoes, therefore, sometimes they need to be drained. Trees are needed but are dangerous when they fall on a house in a storm, all should be considered. pine trees are a renewable resource and should be removed when necessary and replaced by a stronger landscape.	10/30/2020 8:05 AM
69	Do multiple, spaced-out environmental impact studies before voting to allow builders to develop land.	10/29/2020 7:53 PM
70	Fix the drains or add more to stop flooding	10/29/2020 6:50 AM
71	The biggest change I would make is require larger trees be replaced. Trees have to be taken down for development. We don't need 20 new little trees when we could have 6 large (12"+ diameter) on the site.	10/28/2020 11:29 PM
72	Pooler has been destroying the natural resources through deforestation to create more apartment complexes and half empty shopping centers. The natural resources need to be preserved for better quality of life for residents. Trees are associated with better air quality. Access to nature such as wooded trails, have been associated with decreased stress levels and increased mental health.	10/28/2020 2:07 PM

Q26 What is your primary mode of travel?

Answered: 551   Skipped: 363
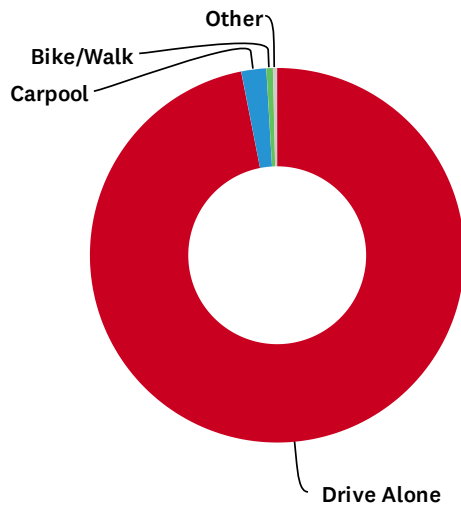
ANSWER CHOICES	RESPONSES	
Drive Alone	96.91%	534
Carpool	2.18%	12
Bus	0.00%	0
Bike/Walk	0.54%	3
Rideshare (e.g., Lyft, Uber)	0.00%	0
Other	0.36%	2
TOTAL		551

Q27 How strongly do you agree with the following statements about transportation in {{ Q1 }}?

Answered: 552   Skipped: 362

Legend: Strongly Agree, Somewhat Agree, Neutral, Somewhat Disagree, Strongly Disagree, No Opinion
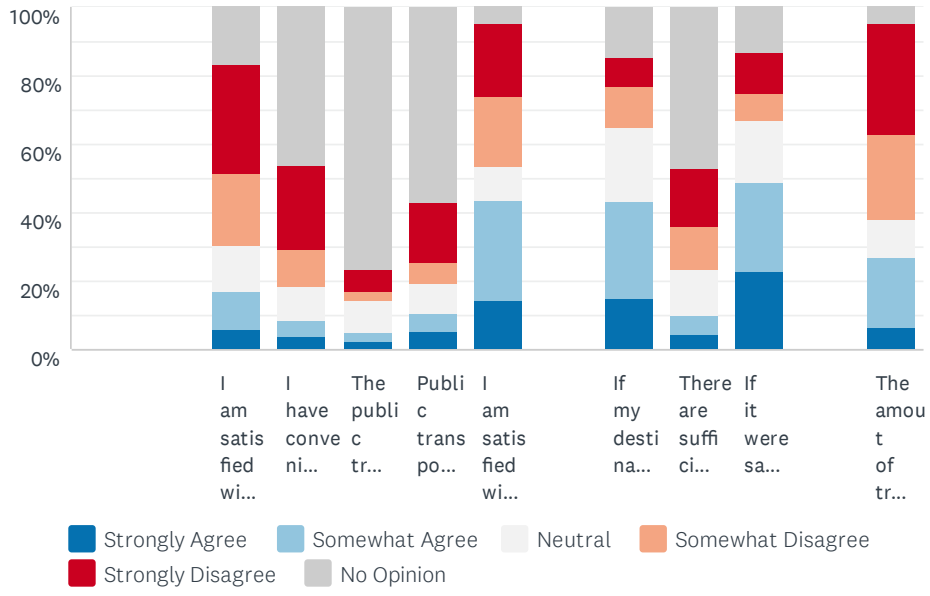
Plan 2040 Survey

	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	NO OPINION	TOTAL	WEIGHTED AVERAGE
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
I am satisfied with the bicycling infrastructure such as bike lanes, sharrows, and bike racks in my community	6.17% 34	11.07% 61	13.43% 74	20.87% 115	32.12% 177	16.33% 90	551	3.74
I have convenient access to public transportation	4.00% 22	4.55% 25	9.82% 54	10.91% 60	24.91% 137	45.82% 252	550	3.89
The public transportation I use runs reliably and frequently	2.73% 15	2.37% 13	9.47% 52	2.55% 14	6.38% 35	76.50% 420	549	3.32
Public transportation routes match my desired/needed destinations	5.45% 30	5.27% 29	8.91% 49	5.82% 32	17.64% 97	56.91% 313	550	3.58
I am satisfied with the pedestrian infrastructure such as sidewalks, crosswalks, and signals in my community	14.34% 79	29.04% 160	10.34% 57	20.51% 113	21.23% 117	4.54% 25	551	3.06
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
If my destinations were more clustered together, I would make fewer trips	15.25% 84	28.13% 155	21.60% 119	11.98% 66	8.53% 47	14.52% 80	551	2.65
There are sufficient transportation options for people with disabilities in {{ Q1 }}	4.72% 26	5.26% 29	13.61% 75	12.52% 69	17.06% 94	46.82% 258	551	3.60
If it were safer, I would bike and/or walk to my frequent destinations more often	22.87% 126	25.95% 143	17.97% 99	8.17% 45	12.16% 67	12.89% 71	551	2.55
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
The amount of traffic in my daily commute is acceptable	6.39% 35	20.62% 113	11.13% 61	25.00% 137	32.30% 177	4.56% 25	548	3.59

Q28 Do you have any additional comments about transportation in {{ Q1 }}?

Answered: 122   Skipped: 792

#	RESPONSES	DATE
1	Would help to understand how many residents leave Pooler for work. Some of these questions were not applicable to me.	2/6/2021 7:46 PM
2	To much traffic already	2/5/2021 11:31 PM
3	More sidewalks would be nice	2/5/2021 10:35 PM
4	Pooler is not designed for walkers and bikers.	2/5/2021 3:49 PM
5	Need more sidewalks and pedestrian areas	2/5/2021 12:56 PM
6	Cross walk areas should have flashing signs when a pedestrian is crossing. More cars speed by pedestrians waiting to cross than actually stop and let them cross	2/5/2021 12:21 PM
7	Pooler parkway ,pine Barron and quacco rd are horrible with traffic	2/4/2021 8:06 PM
8	More pedestrian awareness!!	2/4/2021 5:57 PM
9	Someone has to do something about the traffic!!	2/4/2021 3:34 PM
10	The buses CAT nee to be more accessible to all the surrounding County. It's a big service in the downtown area with the parking being a shortage.	2/3/2021 12:17 PM
11	I'd like to see bike lane that connects from Pooler to Savannah. Somewhat like in LA, CA or Quebec, CAN. The bikelanes are used for running and walking, but designated lanes.	1/31/2021 8:31 AM
12	Bike lanes are great when there is a dense population. Probably makes more sense to provide nice paths for scenic biking versus as a replacement to other transportation.	1/17/2021 12:44 PM
13	Roads need to be widened to provide forless restrictive flow of traffic	1/15/2021 4:39 PM
14	Needs more walking and running trails ..and sidewalks	1/15/2021 1:16 PM
15	More focus needs to be dedicated to the infrastructure and the influx of traffic as more people are being drawn to Pooler. There are accidents almost always at the intersection of Hwy 80 @ Pine Barren Rd. As well as Hwy 80 @ the NB on ramp to Pooler Parkway The addition & popularity of the Popeye's has already disturbed traffic patterns. It's completely congested in Pooler overall.	1/15/2021 11:05 AM
16	i am retired and far from public transportation options.	1/15/2021 10:29 AM
17	There is no reliable public transportation that's why all the businesses struggle to find employees, also bc well Pooler survives on hospitality industry which doesn't pay well but our cost of living here is higher so everyone must drive or bus in and the options for public transport are slim. Want to help Pooler's economy thrive? Get CAT to set up more reliable routes that serve POOLER first or apply for a grant and get Pooler its own sub set of public transport.	1/15/2021 5:35 AM
18	Need divert truck traffic around on new route keeping them off 16 on east side of Pooler	1/15/2021 4:54 AM
19	Pooler is extremely unsafe for walkers and bikers. There are no bike lanes and drivers are very aggressive toward those using the roads to bike. There needs to be more done before the pedestrian fatalities begin to rise. Pooler has so many places to shop and eat and it's a shame that biking and walking isn't encouraged for these destinations.	1/14/2021 11:43 PM
20	Terrible traffic and no light timing on Pooler parkway.	1/14/2021 6:45 PM
21	Need more bike lanes. Make all of pooler parkway safer	1/14/2021 5:29 PM
22	Reiterating statements made prior. Traffic flow needs improvement.	1/14/2021 5:03 PM
23	There are too many people and too many cars. There is little public transportation available.	1/14/2021 3:01 PM
24	I find the speed limits changing whenever you get on a new expressway rather confusing. At one point you're driving along at 70mph, then it drops to 55 and when you get on another one it's 45! I think there needs to be more signage so you're aware of the speed limits.	1/11/2021 5:59 PM
25	No	1/5/2021 10:18 AM
26	I've lived off Jimmy Deloach for 6 years and the fire station that I've been promised still doesn't exist. Who's going to help me with my homeowners insurance for an ISO 10?	1/4/2021 10:42 PM
27	CAT needs to be more available throughout entire chatham county.	1/2/2021 8:29 PM
28	Lack of sidewalks and development that lacks plans for trees but focuses only on throwing up tacky, trashy strip malls makes Pooler the complete opposite of Bluffton SC, where intelligent planning is evident.	12/29/2020 10:58 AM
29	Expand the roadways!!	12/28/2020 7:57 PM
30	The transportation big 18 wheeler traffic is completely too much for the existing roadways, with MORE transportation facilities under construction all around the area. Terrible! Very bad: Highway 80 and Dean Forest Road. We need immediate relief.	12/28/2020 7:08 PM
31	Keep the public transportation the same	12/28/2020 6:00 PM
32	The intersection of Pooler Parkway and I-95 is a hot mess. Much redesign, redirecting of traffic in this area is needed.	12/28/2020 5:17 PM

33	Pooler parkway and the streets that connect to it, need expansion upgrades in the Tanger Outlet area.	12/26/2020 9:36 AM
34	Traffic in Pooler is becoming increasingly worse. A good example is the I-95 / Pooler Parkway exit with Tanger Outlets, Wal-mart, Sam's etc - this area has become so congested and most times of day are just standstill traffic. Since growth is still booming along Pooler Pkwy, need to continuously assess traffic patterns and make improvements as needed	12/25/2020 8:20 AM
35	Off road Bike routes to shopping would be welcomed.	12/22/2020 1:10 PM
36	We need more Electric vehicle charging stations (tesla superchargers etc) this would encourage the transition to sustainable energy and promote purchase of EVs.	12/16/2020 8:09 PM
37	None.	12/15/2020 4:10 PM
38	too many traffic lights, cause huge traffic jams.	12/15/2020 11:43 AM
39	Bike lanes on Pine Barren Rd would keep bikers much more safe! I do not bike but many many cyclists frequent my area and it is difficult to drive safely around them.	12/8/2020 9:57 PM
40	Pine Barren on either side of Pooler parkway needs to be widened. The traffic at that intersection and the lanes being backed up with school drop offs during the school year is terrible!	12/8/2020 8:48 PM
41	Build the needed road infrastructure as quickly as possible, you don't need a survey to see the massive traffic issues around pooler parkway, outlets, benton, and deloach	12/8/2020 8:36 PM
42	The traffic is awful in Pooler. Benton Blvd and Pooler PKWY are too congested. Much help is needed with traffic in those areas.	12/7/2020 7:47 PM
43	Everyone is responsible for own methods to get around, not local gov	12/7/2020 6:22 PM
44	Unable to walk across Pooler Parkway, inadequate lighting in communities,	12/7/2020 1:52 PM
45	See previous comment suggesting an extensive linear park	12/6/2020 5:54 PM
46	Need sidewalks and bike lanes with lighting through out pooler. Even near city hall not all crosswalks are handicapped accessible.	12/6/2020 2:08 PM
47	Need more safe bike lanes to commercial spaces!!!	12/6/2020 11:47 AM
48	I never see any buses, so how can I comment on public transportation? Sidewalks and safe walking on many roads are nonexistent. Cars rule. :-(	12/6/2020 11:25 AM
49	My wife and I are retired, so even before Covid, we have no daily commute. Since March we only drive to the nearby grocery store or micro hospital (the Campus) and about once a month into Godley Station for other needs.	12/6/2020 9:34 AM
50	Pooler does not need any more public transportation	12/6/2020 7:25 AM
51	Need to coordinate traffic lights better. Too many lights need alternative routes not just 3 major roadways.	12/5/2020 4:42 PM
52	Off Pine Barren Rd many people walk that street to go to stores and it seems unsafe due to lack of sidewalk. They have to walk on grass and street.	12/5/2020 12:34 AM
53	I drive my own car. Traffic is ok, but it's at the highest limit for the community. Expand roadways to accommodate the coming growth.	12/4/2020 8:22 PM
54	Traffic congestion is becoming a serious problem. Al Pela	12/4/2020 7:25 PM
55	Change traffic pattern at hwy 95 and Pooler Parkway to a diverging diamond interchange, and sync with the Mill Creek Circle traffic light.	12/4/2020 6:18 PM
56	Traffic in Pooler is awful, you have not planned well AT ALL!	12/4/2020 4:47 PM
57	There needs to be added public transportation availabile for people's jobs.	12/4/2020 4:45 PM
58	We have public transportation? Seems to me if you want to ride a bike in Pooler you have at least a 75% chance of getting run over by a semi truck hauling pine trees.	12/4/2020 2:22 PM
59	we desperately need more sidewalks, bike paths for adults and children to enjoy outdoor spaces safely.	12/4/2020 2:15 PM
60	Again, we are too new to the area to understand public transportation. But my perception is that it's limited.	12/4/2020 2:00 PM
61	Ranger needs their own exit from 95	12/4/2020 1:13 PM
62	Street lights that don't work over crosswalks. Any person with disability would have problems crossing over 95. Especially with all the people that run lights. Not enough time to walk across at most crosswalks going Pooler pkwy. It is truly not safe	12/4/2020 1:10 PM
63	No	12/4/2020 12:29 PM
64	Sidewalks/biking paths needed on both sides of Pooler parkway, and an overpass for bikes. Crossing parkway is dangerous.	12/4/2020 12:22 PM
65	We need more lanes on the busier roads.	12/4/2020 12:16 PM
66	I don't think we need public transportation in Pooler	12/4/2020 12:14 PM
67	Again, no PLAN. Traffic on Highway 80 in the afternoons is horrible. There are stop lights after stop lights. Traffic from trucks (which is anyone's fault) slows everyone down when there are two trucks in each of the two lanes. Lanes of traffic don't make sense...the "frequent" passage of most motorists as a short lane while the "road less traveled" has a long lane. Light times are extremely long. I sat at Highway 80 and I-95 this morning for almost 5 minutes to get onto I-95.	12/4/2020 12:00 PM
68	Sidewalks are uneven and cracked	12/4/2020 11:44 AM

69	Need to expand the roads to add more lanes as traffic is getting out of hand	12/4/2020 11:43 AM
70	Have not lived here long enough yet to accurately assess.	12/3/2020 2:22 PM
71	encouraging more outdoor activities. If people are fit they will have more energy and this will reduce crime and poverty.	12/3/2020 6:49 AM
72	Pandemic has caused me to work from home. As such, transportation is less of an issue than it has been in the past.	12/2/2020 8:57 PM
73	We need public transportation like a duck needs a bicycle. We've been down this road and Pooler residents truly rose up in arms, as did the Mayor and council. Don't waste our time and energy on this subject again, please	12/2/2020 7:54 PM
74	Safe walking/biking paths are non-existent in Pooler. Again, Hilton Head and Peachtree City are excellent models of what to implement in Pooler. I'd love to see this in my beloved Pooler.	12/2/2020 11:48 AM
75	Too much traffic	12/1/2020 7:12 PM
76	No	12/1/2020 2:29 PM
77	We do not need public transportation in our area. City buses bring more trash and causes shopping carts to be left around the bus stops.	11/29/2020 9:13 PM
78	WIDEN Benton road and Jimmy DeLoach	11/29/2020 6:53 AM
79	I would like to see curbs, sewers and sidewalks required in all neighborhoods.	11/28/2020 12:29 PM
80	Please no CAT buses in Pooler!!!	11/28/2020 12:21 PM
81	Basically, Pooler has NO public trabsportation	11/28/2020 11:41 AM
82	Public transportation is almost non existent. It's not safe to bike. No safe walking on Jimmy Delouch. Traffic congestion is an issue	11/28/2020 7:40 AM
83	Roads are overcrowded and not designed properly for traffic. More accidents and less safety fir Pooler	11/28/2020 1:08 AM
84	School zone speeds should be clearly marked with times and flashing lights should be turned off when school is not in session.	11/27/2020 10:08 PM
85	The city of Poole does not have adequate sidewalks in communities for disabled personless myself there is no sidewalks on highway 80 for safe travel for pedestrians and this is unacceptable this disheartening for disabled citizens of Pooler and Chatham county the lack of disconcerning against citizen with disability until one of those filed a class that's in lawsuit like me ☺❤ for discrimination 🙅‍♀️	11/27/2020 8:00 PM
86	Need walking and biking	11/27/2020 4:59 PM
87	Pooler has no public transportation. Pooler needs better access transportation to downtown Savannah	11/26/2020 3:25 PM
88	I drive in Pooler on electric. I would like more plug-in options.	11/26/2020 11:23 AM
89	Pooler parkway is a mess and overly congested with the increased auto and truck traffic. The noise and traffic pollution is unbearable. build a noise barrier	11/26/2020 9:06 AM
90	All alternative methods of transit need to be seriously considered. Partnerships with private organizations to fund projects should also be on the table. This should not be just a tax-payer subsidized affair.	11/25/2020 9:29 PM
91	Absolutely too much traffic now. Develop bike friendly side walks and trails as well as wide sidewalks connecting communities throughout.	11/25/2020 5:32 PM
92	Lane flow rate is not controlled by the amount of lights and flow timing, but in discovering the high and low traffic levels and designing during peak times of travel.	11/25/2020 4:01 PM
93	Reduce traffic on Pine Barren Road!!!	11/24/2020 5:38 PM
94	Pooler and the surrounding areas are the most bicycle-unfriendly areas that I have ever seen in any state. I cycled 50 miles per day before moving here. I have had to give up cycling because of the horrible roads, lack of shoulders, and aggressive drivers. I am sorry that I moved to Pooler. Thank you.	11/23/2020 1:07 PM
95	We don't have public transportation, but it works for our household.	11/19/2020 11:53 AM
96	The city needs more sidewalks especially along Pooler Parkway, and Route 80 from Pooler Parkway to I-95.	11/19/2020 9:53 AM
97	Traffic is HORRIBLE in Pooler due to lack of planning! FIX IT NOW!! City planners look like fools! Traffic in Pooler is worse than downtown, and that SUCKS! I didn't buy a house out here to be stuck in traffic HELL!	11/19/2020 7:55 AM
98	The traffic on pooler parkway and hwy 80 is definitely a major issue in Pooler .	11/18/2020 12:21 PM
99	I do not and have no reason to use public transportation - and I pray that continues. I am sure those who need such transportation do not have access to public transportation. Having good neighbors is a blessing for some Pooler residents.	11/18/2020 9:48 AM
100	No public transportation!	11/17/2020 1:33 PM
101	No buses!!!!!!!!!!	11/16/2020 9:17 PM
102	Unchecked growth means traffic is getting out of control. Also, traffic control is not existent. Traffic signals are ridiculous. At some of the busiest intersections, you have only a few seconds of a green light to make a left or right turn. As a result, people run the lights and it is very dangerous. This is not a secret, and I'm sure the traffic accident reports would confirm this.	11/16/2020 5:14 PM
103	More options and areas for biking, walking and golf carts	11/13/2020 1:56 PM

104	Ride share options needed.	11/13/2020 6:02 AM
105	We are retired so many of the statements do not apply. We also live in a gated community.	11/12/2020 4:37 PM
106	I am an avid cyclist, cycling 50 miles per day prior to moving here. I gave up cycling here because of the total absence of road shoulders and aggressive drivers, even those using golf carts. Hardly anyone uses turn signals when they drive. Drivers here are the worst that I have seen anywhere in the country.	11/10/2020 4:23 PM
107	Need more sidewalks, bike trails and crosswalks.	11/10/2020 12:25 PM
108	Pooler Parkway is extremely dangerous to cross on foot or bike. Bike lanes or trails going to and from the Tanger Outlet would be phenomenal. Right now I do not feel safe using my bike.	11/5/2020 6:57 PM
109	Although I pay public transit taxes, public transportation does not exist anywhere in Pooler!	11/5/2020 9:56 AM
110	Public transportation is needed throughout Pooler. The lack of sidewalks on Pooler Parkway is concerning. Too many people are trying to walk along Pooler Parkway.	10/31/2020 12:44 PM
111	Additional public transportation will only make traffic heavier	10/30/2020 3:37 PM
112	The southbound lanes of Benton approaching Pooler Parkway needs to have the concrete island removed to allow the currently right turn only lane opened for both straight through and right turn to alleviate the major backups with people using both left hand lanes for tuning left. The flooding issues on Benton and N Godley Station Blvd. need to be fixed!	10/30/2020 3:35 PM
113	See previously stated opinions.	10/30/2020 10:51 AM
114	There is not public transportation in Pooler. The route only goes through Savannah. I once tried to send a homeless woman to my hairdresser but found there was no transportation for her. Pooler has always been against low income housing and therefore does not want public transportation. I disagree. We should be able to house low to medium income people and allow them transportation routes to get to and from work.	10/30/2020 10:16 AM
115	No public transportation, no live/work housing, heavy traffic on Pooler Parkway, not enough sidewalks	10/30/2020 8:09 AM
116	I do not support additional public transportation in Pooler.	10/30/2020 3:40 AM
117	Do not allow the cat bus or any bus in Pooler.	10/29/2020 7:55 PM
118	The existing traffic is a result of accepting/approving too much development without utilizing fees (or assessing new fees) to account for the traffic growth as a result of the approved development.	10/29/2020 3:29 PM
119	Should allow golf carts on side roads.	10/29/2020 2:12 PM
120	Pooler parkway and Gulf Stream road need adjusting for support of the amount of traffic	10/29/2020 6:52 AM
121	We have NO public transportation.	10/29/2020 3:15 AM
122	Triffid isn't bad here compared to other areas. There needs to be a few intersections improved and there needs to be connections from Tanger area through "old" POOLER to highway 80.	10/28/2020 11:32 PM

Q29 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 {{ Q1 }} in the past 5 years?

Answered: 499   Skipped: 415

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	1,578	499
Total Respondents: 499			

BASIC STATISTICS

MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
1.00	5.00	3.00	3.16	1.22

#		DATE
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3	3	2/6/2021 12:56 AM
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415	4	11/16/2020 6:01 PM
416	2	11/16/2020 5:18 PM
417	1	11/16/2020 4:35 PM
418	3	11/16/2020 3:51 PM
419	3	11/16/2020 3:49 PM
420	2	11/16/2020 2:51 PM
421	3	11/15/2020 2:58 PM
422	4	11/14/2020 8:35 PM
423	5	11/14/2020 3:29 PM
424	3	11/14/2020 11:51 AM
425	4	11/13/2020 4:44 PM
426	5	11/13/2020 4:12 PM
427	4	11/13/2020 3:12 PM
428	1	11/13/2020 1:58 PM
429	3	11/13/2020 6:06 AM
430	1	11/12/2020 11:20 AM
431	1	11/12/2020 8:42 AM
432	1	11/11/2020 9:19 PM
433	2	11/11/2020 6:23 PM
434	3	11/11/2020 5:53 PM
435	4	11/11/2020 10:18 AM
436	1	11/10/2020 10:45 PM
437	1	11/10/2020 4:24 PM
438	3	11/10/2020 12:26 PM
439	3	11/9/2020 8:56 PM
440	5	11/9/2020 7:39 PM
441	3	11/9/2020 7:30 PM
442	4	11/9/2020 7:01 PM
443	5	11/7/2020 2:55 PM
444	5	11/7/2020 9:38 AM
445	2	11/6/2020 11:37 AM
446	3	11/5/2020 8:54 PM
447	4	11/5/2020 6:58 PM
448	1	11/4/2020 3:54 PM
449	3	11/4/2020 9:09 AM
450	3	11/3/2020 9:14 AM
451	5	11/2/2020 9:41 PM
452	2	10/31/2020 4:39 PM
453	3	10/31/2020 3:38 PM
454	4	10/31/2020 12:45 PM
455	4	10/31/2020 11:35 AM
456	2	10/31/2020 3:29 AM
457	3	10/30/2020 3:55 PM
458	5	10/30/2020 3:38 PM
459	4	10/30/2020 3:37 PM
460	2	10/30/2020 11:06 AM
461	5	10/30/2020 10:38 AM
462	3	10/30/2020 10:18 AM
463	4	10/30/2020 10:07 AM

464	5	10/30/2020 9:35 AM
465	5	10/30/2020 8:15 AM
466	3	10/30/2020 3:42 AM
467	3	10/29/2020 9:30 PM
468	4	10/29/2020 9:28 PM
469	4	10/29/2020 7:58 PM
470	2	10/29/2020 7:46 PM
471	2	10/29/2020 3:30 PM
472	3	10/29/2020 3:11 PM
473	4	10/29/2020 2:13 PM
474	3	10/29/2020 11:48 AM
475	3	10/29/2020 10:09 AM
476	1	10/29/2020 8:54 AM
477	4	10/29/2020 7:57 AM
478	4	10/29/2020 7:39 AM
479	5	10/29/2020 6:53 AM
480	4	10/29/2020 6:52 AM
481	3	10/29/2020 3:17 AM
482	4	10/28/2020 11:34 PM
483	5	10/28/2020 11:04 PM
484	1	10/28/2020 7:28 PM
485	5	10/28/2020 5:59 PM
486	5	10/28/2020 5:37 PM
487	4	10/28/2020 5:22 PM
488	3	10/28/2020 5:05 PM
489	3	10/28/2020 5:01 PM
490	3	10/28/2020 3:13 PM
491	2	10/28/2020 3:02 PM
492	1	10/28/2020 2:51 PM
493	3	10/28/2020 2:10 PM
494	3	10/28/2020 1:23 PM
495	3	10/28/2020 1:08 PM
496	3	10/28/2020 12:30 PM
497	4	10/27/2020 10:01 PM
498	5	10/27/2020 8:59 PM
499	5	10/19/2020 3:39 PM

Q30 How strongly would you agree with the following statements about economic development in {{ Q1 }}?

Answered: 535   Skipped: 379
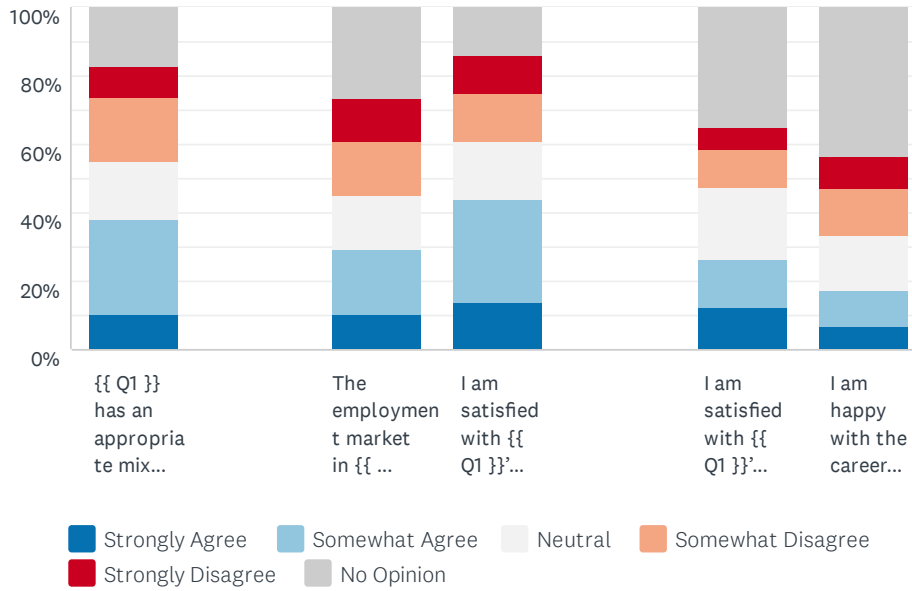
	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	NO OPINION	TOTAL	WEIGHTED AVERAGE
{{ Q1 }} has an appropriate mix and quality of jobs	10.36% 55	27.50% 146	17.33% 92	19.02% 101	8.66% 46	17.14% 91	531	2.86
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
The employment market in {{ Q1 }} is well-suited to my skills and abilities	10.67% 57	18.73% 100	15.54% 83	16.29% 87	12.17% 65	26.59% 142	534	3.01
I am satisfied with {{ Q1 }}'s efforts to recruit new businesses and retain existing businesses	14.04% 75	29.78% 159	17.23% 92	14.04% 75	10.67% 57	14.23% 76	534	2.74
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
I am satisfied with {{ Q1 }}'s efforts to encourage business opportunities for members of minority groups	12.52% 67	14.21% 76	20.75% 111	10.84% 58	6.54% 35	35.14% 188	535	2.76
I am happy with the career and job training services available in {{ Q1 }}	7.10% 38	10.28% 55	16.26% 87	13.46% 72	9.53% 51	43.36% 232	535	3.14

Q31 How important are the following economic development objectives to you?

Answered: 537   Skipped: 377
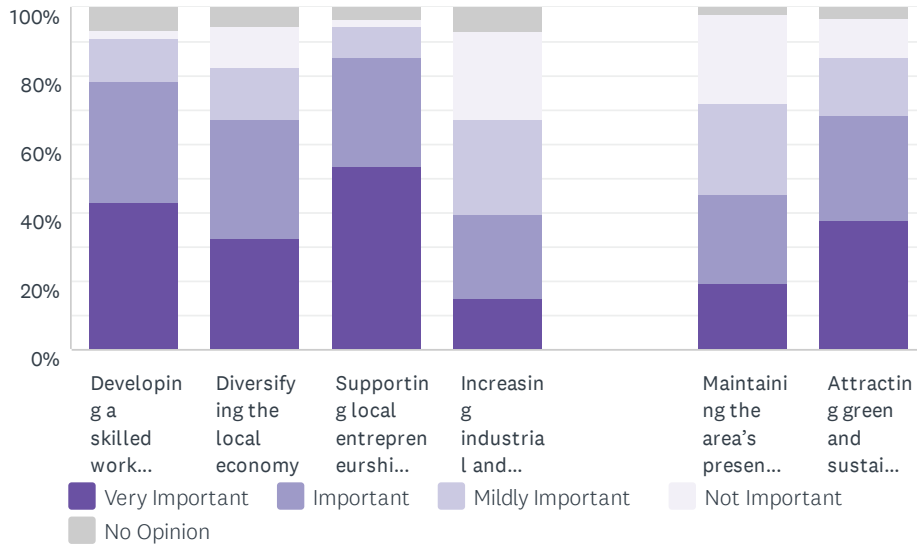
	VERY IMPORTANT	**IMPORTANT**	**MILDLY IMPORTANT**	**NOT IMPORTANT**	**NO OPINION**	**TOTAL**	**WEIGHTED AVERAGE**
Developing a skilled work force through training programs, recruitment, and continuing education	42.80% 229	35.89% 192	12.52% 67	2.24% 12	6.54% 35	535	1.72
Diversifying the local economy	32.59% 175	35.01% 188	14.90% 80	11.92% 64	5.59% 30	537	2.07
Supporting local entrepreneurship, especially small businesses and home businesses	53.45% 287	32.03% 172	8.94% 48	2.23% 12	3.35% 18	537	1.59
Increasing industrial and manufacturing jobs	15.08% 81	24.58% 132	27.75% 149	25.51% 137	7.08% 38	537	2.69
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Maintaining the area's presence as a tourist destination	19.63% 105	25.79% 138	26.73% 143	25.61% 137	2.24% 12	535	2.60
Attracting green and sustainable industries	38.18% 205	30.54% 164	16.57% 89	11.73% 63	2.98% 16	537	2.02

Q32 Do you have any additional comments about economic development in {{ Q1 }}?

Answered: 72   Skipped: 842

#	RESPONSES	DATE
1	Warehousing is undesirable--few jobs and lots of truck traffic in residential and retail areas.	2/6/2021 7:48 PM
2	It seems way too corporate. Pooler is just a bunch of name brand restaurants, retail stores, and salons	2/5/2021 11:50 AM
3	Give the local students that graduate from our local colleges here in Savannah an opportunity to work here instead of having to leave our city for employment.	2/3/2021 12:19 PM
4	Mentioned it earlier, but there should be a priority to increase the unique restaurants compared to the national chains.	1/17/2021 12:46 PM
5	There isn't any as the diversity of jobs brought in are either hospitality, retail, or warehouse based. There are very few professional or other type jobs in Pooler. Most every professional I know, including myself, work our of Savannah. Do better Pooler.	1/15/2021 5:38 AM
6	Too much building and builders are not leaving enough green space. Not enough roads to keep up with building which causes traffic congestion.	1/15/2021 3:01 AM
7	Pooler's job opps are pretty entry level and not very entreprenuerial. I would encourage you to consider promoting more of those options because people want to leave big cities to work remotely, but if the infrastructure isn't there, they will look elsewhere.	1/11/2021 6:01 PM
8	The Pooler Chamber of Commerce should do more to support our local high school. There could be a stronger presence there. Mayber offering to educate students on Business and Money. Form some type of partnership to help to increase the quality of individual that would be one day joining the job market or owning a business in Pooler.	1/11/2021 2:56 PM
9	No	1/5/2021 10:20 AM
10	I've lived off Jimmy Deloach for 6 years and the fire station that I've been promised still doesn't exist. Who's going to help me with my homeowners insurance for an ISO 10?	1/4/2021 10:44 PM
11	Increase higher paying jobs and different entertainment opposition and tourism choices for visitors.	1/2/2021 8:31 PM
12	Pooler need attracts more business other than a nail shop, fast food restaurant, more family restaurants other than steakhouse, pizza places and the other food places that is in every strip mall	12/31/2020 12:55 PM
13	Industrial and manufacturing jobs are more needed in this area. It's usually a skilled career with good pay and benefits that would stimulate the economy. It's already plenty of retail, restaurant, and hostess jobs here with more being built	12/29/2020 1:14 PM
14	Pooler only focuses on big box stores and chain fast food restaurants. As a result, it is a featureless place that is only good for commuting from.	12/29/2020 11:01 AM
15	We need to charge impact fees on new businesses and lower taxes for the existing homeowners. Should have been done long ago. Administration are idiots.	12/29/2020 7:04 AM
16	Slow the construction!!	12/28/2020 7:12 PM
17	Encouraging small and local businesses should be a high target. Pooler has every big box store, chain store and chain restaurant available - need to continue supporting growth of small and local businesses.	12/25/2020 8:23 AM
18	Stop clearing out all the trees !	12/23/2020 7:28 AM
19	There is only one large company here—Gulfstream. Every other company is really community support or small business. It would be great to attract another large business or two to the area.	12/22/2020 1:18 PM
20	Pooler is transforming from a residential community to an industrialized area. Emphasis seems to be on bigger is better rather than families and lifestyle. People are being pushed out of Savannah by commercial growth. By extending that growth to Pooler people will be pushed farther and farther from the city. Small business is critical to keep Pooler growing while remaining family friendly.	12/21/2020 5:17 PM
21	Keep pushing the sustainable and renewable energy initiatives! this is very important for us as a city and as a species!	12/16/2020 8:11 PM
22	None.	12/15/2020 4:13 PM
23	stop building hotels, nail salons, massage parlors and tchotchke stores. Fire the city manager he is incompetent. start being more concerned about taking care of residents and considerable less about tourists. inother words, residents first, tourists last.	12/15/2020 11:50 AM
24	It seems to me most of the businesses don't require much education to work in. Gas stations, restaurants, retail. How is that a mix of employment?	12/10/2020 7:26 AM
25	I work in healthcare and the job market is saturated everywhere for my particular degree, not just in Pooler but the entire Savannah area. I like the new SJC hospital project and I think more private offices will open satellite locations in Pooler, which is nice. It seems most jobs in Pooler are retail or restaurant.	12/8/2020 10:03 PM
26	I would like to see Pooler host some growing technology companies. The proximity to Savannah is a plus. But Pooler offers housing and convenience that surpass Savannah.	12/8/2020 11:08 AM

27	Local gov should not force diversity onto residents it will come on its own	12/7/2020 6:24 PM
28	Further economic development should be tempered with first building up a suitable infrastructure for it. Then, when you do try to attract new business, how about focusing on the "new" part? Two Publix, two Dunkin's, two AT&T, etc., a mile apart, is stupid. Try and attract bigger things: Trader Joe's, Kroger, Target, PG Chang's, On the Border, Cheesecake Factory. Try different things... how about a Mongolian BBQ, a Brazilian Churrascaria... enough with the damn nail salons and freakin' hotels.	12/6/2020 6:01 PM
29	Stop building commercial spaces. We have enough. We don't need any more nail salons.	12/6/2020 11:48 AM
30	again, as retired people, none of these objectives affect us directly, but all are good for Pooler.	12/6/2020 9:36 AM
31	I do not want Pooler to be a tourist destination!	12/5/2020 8:12 AM
32	From my personal experience the job agency in Pooler are not that good, they are ran wrong. People are sent to jobs not based off their experience but rather: if the Recrtuier at the agency took a liking to you or not.	12/5/2020 12:40 AM
33	Continue to support Gulfstream employees, their families, and small business owners. We're going to need it over the next 4 years due to the incompetence of Biden's election.	12/4/2020 8:24 PM
34	Your development consists of retail and food services	12/4/2020 3:09 PM
35	Pharmaceutical company Collage campus Warehouse & company Apartment	12/4/2020 2:59 PM
36	There are very few destination stores such as Apple or high end eating facilities. Long term planning should consider an indoor high end mall.	12/4/2020 2:44 PM
37	should have more festivals, events to support small business, entrepreneurs and raise awareness of women owned and minority owned business, need to attract wider variety of (non-franchise) restaurants	12/4/2020 2:18 PM
38	What efforts have been made for tourism? We have not seen anything but Tanger Outlets Mall.	12/4/2020 2:01 PM
39	Outside of Indian owned businesses, what minority is Pooler truly helping?	12/4/2020 1:13 PM
40	Attract high-caliber brands like Apple, Macy's, etc.	12/4/2020 12:49 PM
41	No	12/4/2020 12:31 PM
42	PLAN...there are 3 En-Markets in a range of about 3 miles. Is that really needed? I know they can buy the property they want, but it's just really overkill. There are nail shops after nail shops after nail shops.	12/4/2020 12:05 PM
43	Pooler is not a tourist community and should not delude themselves into thinking that way. Maintain the community and stop the incessant growth.	12/3/2020 1:21 PM
44	Pooler should be focusing on attracting high end restaurants and merchants like Trader Joes and Costco. No one, except the developers, are doing squat. Instead we get nail salons, insurance agents, barber shops, liquor stores, dry cleaners etc	12/2/2020 7:58 PM
45	Let huge warehouses build elsewhere. Minimize truck traffic.	11/28/2020 11:44 AM
46	Stop overdevelopment. Secure more land for schools and wildlife. Stop Benton from approving so much development. Save Pooler before it's to late☹	11/28/2020 1:11 AM
47	It's a city of who invest in the community with the community center training center it will be more attractive to corporations and ascentative to bring their plants to the area with more skilled workers the workforce is going to be critical in the next 10 years and only the community invest in their citizen will survive and thrive on like the other ones who choose to not to invest in their communities training and learning centers.	11/27/2020 8:26 PM
48	STOP building small business storefronts in small strip malls as there are too many vacancies. . Pooler should build sizable shopping centers that has a big variety of retail and services to give a one stop shopping experience and reduces traffic and trips.	11/26/2020 3:35 PM
49	Control where business is allowed to build and open. Pooler has created a cluster on the parkway by not doing this. I hate going on the parkway because of this.	11/26/2020 11:32 AM
50	Strip malls is not sustainable economic growth, look at historical patterns of other suburban cities, Pooler needs to accept they are a bedroom community and when they do, if in time, could be a high end community. If not, we will be another Garden City.	11/26/2020 9:11 AM
51	Pooler's over-focus on consumer industry (retail & food) has shown a great weakness with its long-term strategy.	11/25/2020 9:31 PM
52	Smart growth, not overgrowth like you've done!	11/24/2020 5:41 PM
53	We have enough liquor stores and nail salons. We need to encourage businesses which require skilled workers.	11/24/2020 4:33 PM
54	Too much economic development in Pooler	11/23/2020 5:29 PM
55	How are we residents supposed to find out about economic development in Pooler?	11/23/2020 1:09 PM
56	Training & encouraging green industries is important.	11/19/2020 11:55 AM
57	Pooler needs more high paying technical and engineering jobs.	11/19/2020 9:56 AM
58	Fix the traffic mess you've already created in Pooler! You can't keep building and expect Pooler Parkway and Benton Blvd to handle all the growth, that is just idiocy on steroids! Wake up now and FIX THIS PROBLEM!!!	11/19/2020 7:59 AM
59	Development is good as long as residential areas are protected from being overrun by commercial development.	11/18/2020 9:52 AM
60	Limit industrial and eighteen wheelers!	11/17/2020 1:35 PM
61	Pooler needs more Schools and Educational Systems. You cannot go one mile without	11/17/2020 12:50 PM

passing 10 or 15 establishments that sell Alcohol. It is almost impossible to place an Educational Establishment next to a proprietor that sells Alcohol, one way or another.

62	Mainly a place for service industry workers, and a few medical personnel for job opportunities. We are nothing more than home to a bunch of chain businesses that will think nothing of closing their doors and leaving us as a city of vacant store fronts. Its uninspiring and depressing for those of us who would like something more than dinner at the Olive Garden or clothes from an outlet mall. If you like cheap, generic, low-quality goods, services, and food then Pooler is a great place for you.	11/16/2020 5:18 PM
63	Again we are retired so many of statements can not be evaluated.	11/12/2020 4:39 PM
64	Small businesses seem to be few and far between. Savannab coffee roasters tried to move out here, but backed out due to permitting issues so I'm told. We could also use a target, costco, and grocery store (kroger/fresh market). I also believe we need more adult recreational locations you can park and walk around with 20+ businesses that include restaurants, shopping, bars, etc. The small cluster locations with 5 or so businesses that you have to drive and park, then get back in and drive to another small cluster of 5 businesses is the worst thing. Create larger mass developments similar to how the outlet mall functions is a much more enjoyable experience.	11/9/2020 7:01 PM
65	Bring in more high paying corporate jobs. I have an MBA and can't use it hear except for Gulfstream	11/7/2020 9:38 AM
66	Let's support and beef up what we have before developing more of the same. There is a disconnect with "downtown" Pooler and the retail mecca(The Outlets area) Redevelop downtown Pooler to be more inviting, walkable, and maintained. There isn't even a proper place to park at the Pooler Park(Where the caboose and fountain are.) and it's currently dangerous to go there.	10/30/2020 11:06 AM
67	Pooler needs a Convention Hall to support hotels and a Community Center for local events, like "voting". Consider purchasing one of the movie theaters that are going out of business and convert it into a community center. The Mighty Eighth can't support all events.	10/30/2020 8:15 AM
68	Restrict mixed use of homes or be more restrictive with permits so that trucking companies aren't running out of the middle of the neighborhood. Stop providing such excessive tax breaks to bring mega companies here instead leverage so they give something back to the community	10/29/2020 7:58 PM
69	Freeze construction of new businesses to stabilize the community, fix traffic issues, then assess if any née types of businesses are needed	10/29/2020 8:54 AM
70	More diversity and options	10/29/2020 6:53 AM
71	The city doesn't seem to recruit businesses. They need a more active role in pursuing businesses.	10/28/2020 11:34 PM
72	Pooler has become filled with chain stores and chain restaurants. I would enjoy seeing more smaller, unique businesses in town and a wider variety of businesses.	10/28/2020 2:10 PM

Q33 Are there other priorities or issues not covered in this survey that you think are important for {{ Q1 }} to consider as part of the Comprehensive Plan?

Answered: 193   Skipped: 721

#	RESPONSES	DATE
1	I would have like to have seen more opinion questions. Governance is the most important issue. This community has no vision or identity. The opportunity for managed, quality growth has been missed. Lacking or poor regulations, and the lack of being pro-active and transparent has been discouraging.	2/6/2021 7:54 PM
2	We need some type of 24 hour emergency facilities, this is not right for the size we have grown	2/5/2021 11:35 PM
3	Too many semi trucks on pooler parkway. Do not allow more warehouses. Also, traffic lights need help. Lights keep getting added and just keep jamming up traffic further. Stop adding lights.	2/5/2021 10:41 PM
4	Can you do anything to improve the schools or is that beyond the control of Pooler?	2/5/2021 3:52 PM
5	No low income apartments or any of that bullshit. Keep that crap downtown and let pooler continue to be a safe, thriving suburb with many options for dining and entertainment.	2/5/2021 6:44 AM
6	Traffic flow and infrastructure needs to be addressed!	2/4/2021 10:43 PM
7	We need no more liquor stores or nail salons. We need a variety of clothing stores and other stores and restaurants towards 16. Not fast food.	2/4/2021 8:10 PM
8	Traffic management in Pooler is poor. Red lights are either to long or to short. The Pooler Parkway and Benton Blvd interchange is a disaster.	2/4/2021 7:27 PM
9	The public schools in the Pooler area are extremely subpar. Many families move out of Chatham County to Effingham or Bryan County for better public school options. Building a new apartment complex every other month has catastrophic affects on the local public school systems. The local schools are overrun and crowded. This is evident in how the local schools rank in comparison to surrounding counties. Therefore, if you have children and you care about their education, private schools are the only option.	2/4/2021 6:21 PM
10	Please include people from diverse community who can bring value to the table. Include university professors living in Pooler as a resource to bridge the gap.	2/4/2021 5:42 PM
11	Traffic!!!	2/4/2021 3:36 PM
12	How to merge Pooler, Richmond Hill, all these surrounding county together with Savannah because they are growing.	2/3/2021 12:19 PM
13	Just build indoor swimming, indoor tennis court, and other in door sport activities for seniors. And healthy restaurants.	1/31/2021 8:38 AM
14	Just be practical and honest with what Pooler is. It's a nice suburb and there are some steps which can be take to improve the quality of life and appeal for people to live in the area.	1/17/2021 12:47 PM
15	More strategic view of important transportation routes I.e. I -16 and I-95 corridors and need for additional exists along both routes to control flow into Pooler. Light rail from surrounding areas	1/15/2021 4:45 PM
16	Over-crowded schools. Overwhelmed schools. Too many kids in one school. Quality of education especially at the high school level. No private school options.	1/15/2021 1:19 PM
17	no	1/15/2021 10:30 AM
18	Pooler feels safer than Savannah at the moment but bringing in more low income families will increase the crime. Please stop building apartments!	1/15/2021 8:35 AM
19	We need more schools. We must have a High School that is not groves. We need somewhere to put our pooler elementary and Godley station kids.	1/15/2021 5:43 AM
20	The businesses ran in Pooler do not speak for the residents. Please listen to your actual VOTERS. Do more for the children and families today not 20 years from now or else at that point you won't have many families to do for. Consider starting a citizen committee to weigh in on issues. Get it together.	1/15/2021 5:39 AM
21	Crime in area needs addressed	1/15/2021 4:56 AM
22	Over building community. Traffic congestion caused by over building. Not enough green space.	1/15/2021 3:02 AM
23	Fix the roads, fix the flooding of streets and communities. Add country club options where people can use pool and other facilities. Invest and make it grand. Everything looks dumpy	1/15/2021 12:16 AM
24	Track the demographics of those being arrested by Pooler PD. It's important to ensure that all of Pooler citizens are being policed in the same manner.	1/14/2021 11:47 PM
25	Add more things for the kids.	1/14/2021 10:38 PM
26	Traffic, timing of lights, and number of lights on Pooler parkway. It takes way too long to get from 16 & Pooler parkway to shops near 95 and Pooler parkway and should be more efficient for the amount of people in our community	1/14/2021 6:47 PM
27	Traffic traffic traffic. Thank you!	1/14/2021 5:06 PM
28	Traffic is becoming increasingly worse and the removal of the natural environment (trees) has greatly increased the noise levels surrounding my home.	1/14/2021 4:34 PM

29	More soccer fields	1/14/2021 3:45 PM
30	The city is allowing developers to clear land along important corridors, when we have huge areas at the corner of I-16 and 95 that could be developed. Reducing the trees on I16 has created noise pollution for neighborhoods on both sides of the freeway. This needs to be addressed before what ever the improvements to the freeway are completed.	1/14/2021 2:36 PM
31	If you want to encourage filming, then the planes overhead need to either be on a schedule, or happen when there wouldn't be a lot of filming because the noise is sooooo loud you can't hear anything! It will waste money for film crews and that alone will make them disappear or reconsider coming here.	1/11/2021 6:02 PM
32	No	1/5/2021 10:20 AM
33	I've lived off Jimmy Deloach for 6 years and the fire station that I've been promised still doesn't exist. Who's going to help me with my homeowners insurance for an ISO 10?	1/4/2021 10:44 PM
34	Pooler needs off leash dog parks. Other ideas for attracting business & tourists to pooler: Top Golf, Costco, and more retail shopping like Nordstrom.	1/4/2021 9:18 PM
35	Sound barriers for the neighborhoods along I-16 and I-95	1/3/2021 7:28 PM
36	Family entertainment and more medical oppositions.	1/2/2021 8:32 PM
37	Since I16 will be widened to 6 lanes, noise reduction walls should be installed for homeowners located along that route.	12/30/2020 8:45 PM
38	Sanitation. Would like to see trash picked up more than once a week. And more days announced for big pick up	12/29/2020 1:17 PM
39	Re-read my comments concerning strip malls, big box stores, sidewalks, the library, restaurants and trees. The leaders of Pooler would be happy to turn the town into an asphalt covered shopping area (but all the shops will be empty).	12/29/2020 11:04 AM
40	The lack of infrastructure planning over the past 20 years has created a problem where development has greatly outpaced the existing infrastructures capacity to accommodate increased transportation volumes. With the numerous additions of multi-family and retail developments recently the problem will continue to escalate until the existing infrastructure is updated to meet our current and future needs. Manufacturing, tourist travel (Airport), retail, and residential housing are all projected to continue an upward trajectory in the coming years. If we continue to fail to plan for accommodating this growth, the market will adjust and move on. We will loose manufacturing, retail, and residents in that order. In twenty years we can be a great city, or a dying city.	12/29/2020 10:30 AM
41	We need to protect the tree canopy.	12/29/2020 9:46 AM
42	Na	12/29/2020 7:45 AM
43	Charge impact fees to new businesses and lower taxes, no school tax for seniors over 65.	12/29/2020 7:05 AM
44	Expand the roadways and create more gated communities, add more restaurants to southwest pooler!! Savannah Quarters/Blue Moon Xing area needs more restaurant options!!	12/28/2020 7:59 PM
45	Enforce the county ordinances for masks during this pandemic. Pooler stores are full of people not adhering, and nobody is enforcing the rules in this town.	12/28/2020 7:13 PM
46	Make development plans easily accessible for the public to see. We want to know what the néw buildings and developments will be before they are complete	12/28/2020 7:05 PM
47	I16 traffic. Need 5 lanes each side	12/28/2020 6:36 PM
48	There needs to be noise abatement walls for i95.	12/28/2020 6:15 PM
49	Please take family units and teenagers and young adults in account when making decisions on what type of businesses to bring to the area.	12/28/2020 6:03 PM
50	Upgrade/expand the roads for current and future traffic. This must be the #1 priority! Invite businesses to develop that are the only type business within our county. Increase single family home development. Build a Pooler park/trails.	12/26/2020 9:44 AM
51	Continue good relationships with the local residents and reaching out for feedback. Thank you for the opportunity to participate in this survey	12/25/2020 8:24 AM
52	The canal and Stop clearing out all the trees !	12/23/2020 7:29 AM
53	Consider Leed certification of existing and future buildings...including green residential living.	12/22/2020 1:20 PM
54	Address traffic congestion ramifications caused by development: NOISE, traffic flow, safety of both drivers and pedestrians, etc. Not bigger roads, but better designed roads.	12/21/2020 5:19 PM
55	Ability to meet educational needs of growing community without sending kids elsewhere.	12/18/2020 9:55 AM
56	Please push to get 5G towers and more Electric vehicle infrastructure (charging stations in more places like Tanger outlets and publix etc.) thank you for giving out the survey.	12/16/2020 8:12 PM
57	None.	12/15/2020 4:13 PM
58	The downtown area looks old, dirty and dilapidated, and it could use a complete and total redevelopment or facelift. Likewise, pooler parkway looks like a burgeoning strip mall or industrial park. No trees; no landscaping; no uniform or consistent architectural theme for businesses. Extremely disappointing and then some.	12/14/2020 3:06 PM
59	Pooler is growing too fast!	12/14/2020 11:20 AM
60	Please quit removing all the trees when developing new neighborhoods. It makes the area less desirable.	12/12/2020 5:36 PM
61	Reevaluate traffic patterns and act on the needs of the communities. We need more lights, less stop signs in residential main areas since so much traffic cuts through to get to 80 and	12/10/2020 7:28 AM

Pooler Parkway.

62	Please stop cutting down trees without a clear plan for industry to be developed! The area at the 16 interchange across from Savannah Quarters is sickening. I don't mind if a shopping center is built like I've heard about (mixed use retail/residential with entertainment options sounds awesome!) but to see an open field for years and now a gas station and strip mall that isn't even full of businesses is awful. There should not be any more strip malls built unless every space in existing strips are full. I see MANY vacancies in the strips around town. Maybe an initiative encouraging cheaper rent for existing vacant strip mall spaces? And now there's a second huge lot "Clear Lake Reserve" that will probably end up like the lot further south. Development is great but let's focus more on quality and less on quantity!	12/8/2020 10:10 PM
63	Fix the transportation infrastructure, the rest of the development will follow naturally.	12/8/2020 8:37 PM
64	Again, I would really appreciate a dog park and running/hiking/walking trails	12/8/2020 6:22 PM
65	Let's look at creating a mini-city, versus a suburban environment. That will make Pooler a destination itself, not just a bedroom community for industry and Savannah.	12/8/2020 11:10 AM
66	Pooler does need to add any more housing until the problems with traffic are fixed. It's a disaster!	12/7/2020 7:50 PM
67	Less gov and more private guidance should be the process	12/7/2020 6:25 PM
68	I think we need to make concerted efforts to plan in a future-minded way. We need to be thinking about energy efficiency and green energy options. We need to not being growing just for the sake of growth but doing it smartly. Bring in good, diverse, helpful businesses and not just random space-fillers (ex. dollar general, nail salons, etc). Apartment complexes need to be strategically planned to keep areas from get over congested. We also need to not go crazy with trying to bring more people in with apartment complexes. Pooler is already becoming a very busy place in certain areas (especially near the outlet mall, I-95 area). Most residents I have talked to about this are not happy about the congestion in this area. We need to make efforts to not let this happen in other areas. I think a particular area of concern is the area near I-16 that is developing quite quickly. Please give consideration to this. Also, please try to think smartly about conserving natural resources. I have seen so many trees being cut down and it is really sad to see beautiful areas destroyed for the sake of a random store or business that is not really necessary to the area.	12/7/2020 5:31 PM
69	no	12/7/2020 4:03 PM
70	Port Growth; Highway interchanges; Traffic condition on Pooler parkway and other roadways. Existing flooding that is already here.	12/7/2020 2:16 PM
71	Stop building apartments and things that increase traffic. The traffic is horrible at all times of the day. There is no such thing anymore as a quick run to the store. It's always a half hour trip in the car	12/7/2020 7:26 AM
72	NO	12/6/2020 6:24 PM
73	Some serious thought needs to be given to dedicated on and off ramps from 95 to Tanger. The "Smart" lights... aren't!	12/6/2020 6:03 PM
74	As more area is cleared for large shopping areas sidewalks and 4 lane roads need to be built into the business development plan. Eg- the large shopping area initially developed by Mosaic- at 16 and pooler pkwy- and sidewalks so people from the Senior living 1/2 mile away can safely walk or navigate a scooter/wheelchair on a side walk. Pine Barren Rd. Is listed as a cycling path but there is no bike lane and is very unsafe with aggressive drivers	12/6/2020 2:13 PM
75	We don't need any more development along Pooler parkway. All of the billboards along I-16 are a huge eye sore!	12/6/2020 1:31 PM
76	As I have said, all development is by and for the benefit of the few, especially the mayor, with no consideration for residents, quality of life, reduction of air and noise pollution, safe walking/cycling, enjoying open spares and trees, etc. I am sorry that I moved to Pooler.	12/6/2020 11:27 AM
77	Studies to determine whether another large apartment complex is needed or will lead to over supply.	12/6/2020 9:37 AM
78	Global Warming is a myth, do not spend a nickel of my tax dollars on this hoax!	12/6/2020 7:26 AM
79	Attention to traffic issues no more apartments. Police need to learn traffic management in accident situations. Build more small businesses and invest in businesses already here to succeed.	12/5/2020 4:50 PM
80	Consider noise pollution due to development, increased traffic and heavy industrial warehouses/ trucking.	12/5/2020 7:39 AM
81	Most of my feedback is from my experiences while living here a few years now, and I do not recall it being this bad in 2014. A lot has changed for the worse, hopefully it gets better.	12/5/2020 12:41 AM
82	Protect business owners, companies and their employees. That and roadway expansion will be key for the next 4 years at least.	12/4/2020 8:25 PM
83	Extending multi use trails. Would be nice to extend the one along pooler parkway. Would also be nice to have a trail to tom Triplett to run or ride	12/4/2020 7:49 PM
84	Leverage value of the Mighty 8th Museum for the overall good of our entire community.	12/4/2020 7:28 PM
85	Tourism has been shifting towards those visiting my motorhome and RVs. Pooler would be the most ideal location for these visitors if there were more RV resorts with direct public transportation routes to key tourism and shopping areas.	12/4/2020 6:30 PM
86	Better, larger, updated library please.	12/4/2020 6:03 PM
87	A DOG PARK. PLEASE GOD GIVE US A DOG PARK	12/4/2020 5:53 PM
88	There need to be other means of transport regarding accessibility on Pooler parkway. There is too much being built on that road that is negatively impacting the homeowners and the amount	12/4/2020 4:47 PM

of traffic.

89	more parks	12/4/2020 3:44 PM
90	Need to 3 lane Pooler parkway College campus (very important) More single family house (low income)	12/4/2020 3:12 PM
91	Stop adding housing businesses and industry	12/4/2020 3:08 PM
92	There are multiple strip malls and they all look different. Even stores next to each other have vastly different design - this all degrades the look and experience. There should be a comprehensive design philosophy - colors and materials so that a cohesive look is throughout Pooler.	12/4/2020 2:46 PM
93	Pooler Senior Services are lacking considering the increase in active agers (baby boomers), Poolers potential as a retirement destination & the increase in Pooler's population. What Pooler has is behind the times, not following the trend in older adult services.	12/4/2020 2:41 PM
94	Always think of building a lasting, durable, well laid out city that maintains a rural close-knit feel but meets the modern needs of its residents.	12/4/2020 2:25 PM
95	large workout facilities (if possible after COVID), there are only small gyms and a YMCA. Attract an LA Fitness, it will be an anchor store for other credible businesses.	12/4/2020 2:19 PM
96	adult training and education for a rapidly changing society	12/4/2020 2:12 PM
97	Traffic Congestion will be worse and worse as Pooler Parkway corridor gets developed. Already we see backups on the Parkway and Route 16 from 3:30 pm onward.	12/4/2020 2:02 PM
98	Less chains and more local and small businesses!	12/4/2020 2:02 PM
99	Please consider the road infrastructure in Pooler on the Savannah Quarters end of Pooler Parkway. Traffic is getting bad on that end. A traffic light, or more preferably, a roundabout at Easthaven Blvd and Pooler parkway. would greatly alleviate traffic.	12/4/2020 1:31 PM
100	Pooler only seems to truly listen to big issues when a lawsuit is filed. Or money is part of the deal. 16/Pooler pkwy is going to be worse than 95/Pooler pkwy. Bottle necking of Quacco. Pine Barren (needs to be widened) will be used by big trucks and yet more housing is being developed. Large Fines for big trucks especially residential (no trucks). Pooler needs neighborhood representatives instead of relying on council members that don't live in your area. It would be great to see survey results from old Pooler residents compared to parkway residents. There is no unity for concern. Savannah did awesome job with hwy 80 going into Bay Street reconstruction. Well lit and inviting. Drive into Pooler at night and just look. Signs are not consistent... Parking is shared for multiple businesses with no overflow considered. I personally would love to see the original plans for Pooler pkwy. City Manager Byrd is a huge issue. If you have him on your side, he'll pull all the right strings.	12/4/2020 1:28 PM
101	Entertainment needs to be a priority!	12/4/2020 1:23 PM
102	Pooler Parkway, 1-16 and I -95 One continuous traffic jam and traffic lights All to support commercial and residential development A place for cars and trucks not for people and perhaps a bird to dwell	12/4/2020 1:19 PM
103	Infrastructure, having a third party company survey old and new Pooler to fix what's not working and maintaining what is working! Fine business annually that do not replace trees not just once. Support neighborhoods old and new equally. Monitor empty or abandoned homes and push owners to clear areas. Visit old neighborhoods support and encourage all neighborhoods to maintain their yards, remove litter such as broken down cars, broken fences. If citizen (ex. Senior or disabled) is unable to maintain or fix/clear find someone to help in the community.	12/4/2020 12:51 PM
104	Too many food chain restaurants and small businesses	12/4/2020 12:46 PM
105	None	12/4/2020 12:31 PM
106	Clean up canals and ponds and again, we need more hiking paths with trees and camping areas. QUIT REMOVING ALL THE TREES. SOUND BARRIERS ARE GONE.	12/4/2020 12:27 PM
107	Water quality? Air quality? Hurricane preparedness?	12/4/2020 12:13 PM
108	Thank you for reaching out to the residents of the county for input. Much appreciated.	12/4/2020 12:06 PM
109	A lot of things happening in Pooler is great. Coming from a city that was similar to this and grew rapidly, it's a nice thing to see happen again but as a resident of a Savannah Quarters neighborhood, something needs to be done about expansion of roads along quacco/Pooler Parkway, as well as traffic signals	12/4/2020 11:56 AM
110	Please do not add any more large warehouses as there are way to many tractor trailers on our roads which slow traffic and cause more accidents	12/4/2020 11:46 AM
111	With the parks and areas available, we should introduce potential options to have more disc golf courses in Pooler. With the growth of the sport, you can introduce more tourism, small businesses, and parks to play in.	12/4/2020 11:32 AM
112	Re-evaluate all PUDS and change them to contain the overly rapid growth or residential and commercial properties.	12/3/2020 1:22 PM
113	I did not see anything about support for the military base or for the SAV airport (which I understand is not in the city limits of Pooler).	12/2/2020 9:00 PM
114	You have striped the area of trees; built too many strip centers that are empty; have inadequate parking in highly congestive restaurant areas; have parking lots that don't 'flow'	12/2/2020 8:46 PM
115	transparency	12/2/2020 7:58 PM
116	Stop the building and ruination of our tree canopy and natural resources	12/2/2020 6:31 PM
117	Can we agree to the Chatham County Animal Services ordinance?	12/1/2020 10:03 AM

118	I would like City of Pooler to make public its Comprehensive Plan before implementing it so that citizens may attend any meetings on the issues you are considering on behalf of your citizens.	11/30/2020 3:15 PM
119	Red light timing throughout the city. Quality of businesses south of I-16 on Pooler Parkway. No more warehouses off Pooler Parkway.	11/29/2020 9:20 PM
120	Traffic Infrastructure is grossly neglected	11/29/2020 6:56 AM
121	In my opinion road safety and expansion (reducing congestion) needs to ne a top priority in Pooler.	11/28/2020 2:11 PM
122	I might have mentioned it already, but there are not enough parking spaces at some of the new businesses in town. This costs them a lot of business, I'm sure.	11/28/2020 12:33 PM
123	Please don't make it so difficult for businesses to come into Pooler that they stop coming. Controlled growth is fine but don't make it so strict that Pooler is no longer attractive to large business.	11/28/2020 12:24 PM
124	We need a revampning of the Master plan and our zoning code. Zoning variances are issued way to easily. Traffic and storm wayer impacts should be universally considered with all developments.	11/28/2020 11:46 AM
125	We need a dogs parks?	11/28/2020 11:12 AM
126	Outdoor activities, locations for outdoor gatherings, bike trails, better offerings to encourage outdoor activities. Improve travel along Pooler Parkway - red lights should be reconfigured. Change the Blue Moon Crossing single access point to Publix - this is a horrible intersection that cannot continue to accommodate all outgoing traffic from the Publix shopping center, three apartment communities and large neighborhoods.	11/28/2020 6:39 AM
127	Ensure trees are not cut down	11/28/2020 6:33 AM
128	Preserving Pooler as it is. Preserving trees and natural lands. Allocate more land for schools. Stop developing until these needs are met as well as traffic and drainage issues. As well as clean water supplies. Pooler stinks horribly and our water system can't keep up with the needs of Pooler. Quit looking at money making and start with preservation.	11/28/2020 1:13 AM
129	Stop over developing the area with huge stores, restaurants and parking lots. Stop clear cutting the trees. Preserve some of the natural landscape. Make the city look planned nicely instead of looking like it's being sold to the highest bidders.	11/27/2020 9:23 PM
130	You need better infrastructure sidewalks, roads improvement plus we need a hospital in a library a health department also need a a different internet provider other than Comcast and Hargray and in the county of Chatham county should do much better with the tax money they receive from the citizens of the Pooler to provide more services for our area is city of Pooler should demand more for their citizens	11/27/2020 8:32 PM
131	Less building and keeping more trees	11/27/2020 7:23 PM
132	Tree cover is mentioned only once in this survey. That is what brought us to this community, and it is disappearing at a rapid rate.	11/27/2020 6:28 PM
133	Please fix the traffic around Tanger and Bentonville and Pooler parkway	11/27/2020 5:07 PM
134	Percentage of open retail not rented	11/27/2020 5:02 PM
135	Would love to see more smaller businesses such as boutiques	11/27/2020 3:21 PM
136	City Council, STOP with the apartment complexes, hotels and strip malls! Surely there must be SOMETHING you can do to discourage this type of development instead of rubber-stamping your approval on everything and claiming, "There's nothing we can do! We can't stop people from building on their own land!"	11/27/2020 2:11 PM
137	Cont education programs for seniors would be great!	11/26/2020 6:02 PM
138	Make sure the St Joe Hospital gets built ASAP. Memorial Health has closed its primary care doctors office. Old Pooler on US 80 needs a facelift and US 80 needs to be re-routed.	11/26/2020 3:39 PM
139	Roadway drainage is very poor in main roads in Pooler, like Benton Blvd. Also, with the boom in population growth, Benton Blvd is becoming a daily bottleneck. Road needs expanding to 4-lane from Godley Way to Jimmy DeLoach.	11/26/2020 1:29 PM
140	Stop building so many strip malls!	11/26/2020 12:58 PM
141	Selling off the entrance to Sangrena Woods for a traffic light is terrible after ALL of the residents said they didn't want it. GDOT issues permits for lights, don't lie to the residents saying this will ensure a light is installed.	11/26/2020 11:34 AM
142	Define what you want to be, a high end bedroom community or a struggling low rent town.	11/26/2020 9:12 AM
143	Instead of putting up retail strip malls all over, try attracting businesses that will employ skilled professionals of both white and blue collar professions.	11/26/2020 9:11 AM
144	I'd love to see more offerings from Pooler to make the city a welcoming place where families can thrive. Better grocery store options, a full-service hospital, a library with a robust offering of classes and resources and convenient hours, more family friendly community events, parks with convenient parking and attractive natural areas, and a dog park would be nice considerations.	11/25/2020 9:48 PM
145	Pooler needs to be in front of the development. More does not equal better and just because something can be built, doesn't mean it should. Sure, the city has its limits as to what it can and can't do, but the city needs to better communicate to the residents what that is.	11/25/2020 9:34 PM
146	We need a Target Store out here or a better quality Wal-Mart.	11/25/2020 7:33 PM
147	Mosquito control	11/25/2020 4:02 PM
148	Stop growing??	11/24/2020 5:41 PM

149	Yes. Pooler needs to consider how much they are overwhelming the school district when we build residential areas and bring in a ton of new residents. I know keeping up with the demand for schools is not Pooler's problem. But it is also not fair to overwhelm the Savannah Chatham School System by encouraging ridiculous amounts of people to relocate here. The county clearly cannot build new schools at the pace Pooler brings in new people. All it does is make things harder on the students currently attending overcrowded public schools.	11/24/2020 4:40 PM
150	Please slow down development including density of housing. Find a way to better manage traffic and reduce accidents. Stop clear cutting trees! Stop the release of smelly and/or dangerous chemicals into the air. Increase wilderness/hiking/nature areas. Provide bicycle lanes, bicycle trails, etc. We need organic food sources. The availability of organic foods is horrible.	11/23/2020 1:12 PM
151	Water quality and how to make it better. Too many contaminants.	11/20/2020 3:55 PM
152	Fix the roadway infrastructure before it gets worse. I cant stress it enough.	11/19/2020 9:58 PM
153	We have enough hotels & food places that sell the same product.	11/19/2020 11:56 AM
154	Pooler needs more through streets, e.g. connect Tanger Blvd to Route 80. To ease traffic on Pooler Parkway, add a monorail from the airport to Savannah Quarters with stops along the way to shopping, etc. Also, GA-DOT should construct a fly-over from I-95 to Pooler Parkway.	11/19/2020 10:00 AM
155	Traffic control should be the number one issue planners address in the Pooler area, it is a nightmare now and will only get WORSE with continued growth and no plan to address it?	11/19/2020 8:02 AM
156	Fixing the Heavy traffic problems on Pooler parkway and hwy 80 are the most important issues that needs to be part of any comprehensive plan for Pooler . We do not need any more low income housing in Pooler .	11/18/2020 12:26 PM
157	It is late in addressing and planning for growth of Pooler. Traffic is out of hand, tree areas as large as football fields frequently are being destroyed, logistic facilities, log trucks, etc., are some areas of great concern. I feel that Pooler city managers have not coordinated/communicated with other surrounding community leaders to plan for issues which impact all of us.	11/18/2020 9:58 AM
158	Consider the private property owners' opinion!	11/17/2020 1:36 PM
159	The protection of Old Pooler and the Residential Homes and Homeowners from uncontrolled growth in the Historic Pooler Hwy 80 Corridor.	11/17/2020 12:51 PM
160	No bus system is perfect for pooler. Crime increases around certain business when bus routes are apparent.	11/16/2020 9:19 PM
161	There has been way to much growth of chain businesses with no thought to preserving any of what was once some of the natural beauty of the area. Pooler blew the chance to make the area look like Hilton Head with design specifications, tree canopy preservation, etc. Instead, we look like Abercorn. Take a drive down that some time, and you'll see what Pooler Parkway will look like in twenty years. Our society is changing, and we're going to need fewer and fewer brick and mortar businesses. I predict Tanger Outlets will even close within the next 15 years. If Pooler doesn't want to become a ghost town of run down, vacant strip malls, it needs to check the growth immediately. It is soon going to be a place where people who can't afford any better go to exist -- not to live a quality lifestyle. In fact, filling out this survey makes me want to put my house on the market and move to the Islands in Chatham County!	11/16/2020 5:22 PM
162	Something needs to be done about the noise generated from military jet aircraft. These jets are not stationed here yet they use the savannah airport for training. They shoule stay in their own city.	11/16/2020 3:53 PM
163	The wording of most questions and answer choices in this survey appears to have been strategically crafted in such a way as to yield a desired result. You will not get a true, honest, open-minded result. However, with these leading questions you should get the result you obviously desire.	11/13/2020 4:56 PM
164	Infrastructure and better planning and zoning for the future as it is almost to late. And no more re-zoning for iindustrial areas.	11/13/2020 1:58 PM
165	Pooler will benefit if more higher education institutions can provide satellite campuses.	11/13/2020 6:10 AM
166	Controlled growth through a master plan which is available for public comment.	11/12/2020 4:40 PM
167	Stop the clear-cutting of trees on roadways and new developments. It has increased the noise level and carbon monoxide. Developers should be required to maintain a substantial buffer around any new developments	11/12/2020 11:22 AM
168	slow down the growth, too much traffic !!! more trees, better planning	11/12/2020 8:43 AM
169	Dog parks	11/11/2020 9:19 PM
170	Need to obtain businesses to occupy land that was cleared years ago at Pooler Pkway and I-16 intersection. See enormous amount of land clearing and no further development in many locations.	11/11/2020 6:27 PM
171	Manage the unbridled development and unbearable traffic. Stop clear cutting!!!! Put scrubbers on whatever smokestacks are smelling up the neighborhoods.	11/10/2020 4:25 PM
172	Leave the trees!!!! B	11/10/2020 12:26 PM
173	The traffic in Pooler is terrible. We must widen lanes and do something about the backed up intersections in Pooler. The lack of proper infrastructure will eventually cause our family to move away from Pooler.. and we just moved here 1.5 years ago.	11/9/2020 8:58 PM
174	More recreation opportunities for seniors. Decent fitness and pool for seniors.	11/6/2020 11:38 AM
175	Reviewing and monitoring police arrests to ensure the minority population of Pooler is receiving the same treatment as the majority. An Equity Task Force similar to Savannah's could be a good idea.	11/5/2020 7:01 PM

176	Please address the 24/7 highway noise situation now that the trees have been removed around I16.	10/31/2020 12:46 PM
177	Military jets are a noise hazard.	10/31/2020 11:36 AM
178	Analyzing roadways to develop plans for handling the extra traffic. i.e. reduce bottlenecks caused by too much traffic and not enough lanes.	10/31/2020 11:19 AM
179	Nothing at this time. Thank you for the opportunity to give my opinions and input. Slow and steady wins the race!	10/30/2020 11:10 AM
180	Make the state of GA allow Pooler to ban fireworks in high density residual areas. houses 15 feet apart is no place for shooting off rockets. Fire hazard and Bad for people & pets with nervous disorders. it needs to stop.	10/30/2020 8:18 AM
181	Pooler has too many chain restaurants. I would like to see more upscale dining options and adult recreation options.	10/30/2020 3:43 AM
182	Outdoor arena	10/29/2020 9:28 PM
183	Bring fire, ems, and police to the communities on the jimmy deloach side of Pooler especially since the construction of the 16-the ports bypass will be done and increase the need for a heavy rescue fire response on this side of the city. Police can be local as well as a deterrent to crime that comes with a heavy trucking and warehousing environment.	10/29/2020 8:01 PM
184	Pooler looks like a bunch of retail and hotel developers just wanted to get in as quickly and easily as possible. There is no consistency, no strategy, and no plan for the growth. The amount of unused office space and retail space while new developments continue to be approved is ridiculous. The growth shouldn't be stifled, but it shouldn't look like a Hodge podge of unused buildings and constant tree removal.	10/29/2020 3:33 PM
185	There needs to be greater investment in public safety and medicine, needs have grown without a commensurate rate of rise with these resources. Ambulance wait times and hospital access times are increasingly longer.	10/29/2020 7:42 AM
186	The city needs to ensure our Police and Fire departments continue to grow with the city. The growth is great but we need to make sure we stay safe as well. Both departments are excellent and very community oriented. We need to make sure they have the resources needed to remain first class. Also, the city has a lot of green space but it is just ball fields. There are numerous park/play/activity areas in other cities we could emulate and make the space for all citizens. Tulsa OK has a huge riverfront park called the gathering place. It is something to strive for at the large wooded Rogers Street park instead of more ball fields.	10/28/2020 11:42 PM
187	Needs to happen before 2040 but Pooler is substantially lacking in FIRE DEPARTMENT protection as it compares to the fire department in Savannah. More stations and personal are needed. The Jimmy Deloach area has been unprotected since 2005ish and it seems to be that the station on Quacco Road is always empty. It's hard to fathom that we are also protected by only 1 ladder truck.	10/28/2020 11:08 PM
188	Consider the adverse impact the fifth of multi family units had on the public school system in Pooler. Pooler is an adjunct to Savannah's school system; and as such is not receiving the funding and support it needs.	10/28/2020 5:08 PM
189	Infrastructure!!!!! Make adjustments to the traffic patterns to allow for more traffic flow without the bottlenecks! The intersection of Pooler parkway and benton is just awful (6 seconds to turn left!? Really!?). Before more businesses come in, this needs addressing	10/28/2020 5:03 PM
190	Get the traffic flow under control	10/28/2020 2:51 PM
191	Better communication and transparency from local gov	10/28/2020 1:08 PM
192	Consider the type of businesses being allowed into the community. Don't fill a quaint community with mediocre retail, restaurants, etc. Develop parks, better schools, a new library, and reduce traffic congestion. Thank you!	10/28/2020 12:34 PM
193	I think a lot of what has drawn up to settle in Pooler is what is already going well. The biggest problem when relocating here was the poor quality of public schools. We wanted better private school options in Pooler, but the choices were slim when we moved here. I'd like to see more medical services in the area as we have to go to Midtown for specialists.	10/28/2020 12:20 PM

Q34 What is your zip code?

Answered: 533   Skipped: 381

#	RESPONSES	DATE
1	31322	2/6/2021 8:38 PM
2	31322	2/6/2021 7:55 PM
3	31322	2/6/2021 12:56 AM
4	31322	2/5/2021 11:36 PM
5	31322	2/5/2021 10:41 PM
6	31322	2/5/2021 4:41 PM
7	31322	2/5/2021 3:52 PM
8	31322	2/5/2021 1:39 PM
9	31322	2/5/2021 1:33 PM
10	31322	2/5/2021 12:57 PM
11	31322	2/5/2021 12:23 PM
12	31322	2/5/2021 11:52 AM
13	31322	2/5/2021 11:08 AM
14	31322	2/5/2021 10:52 AM
15	31322	2/5/2021 10:50 AM
16	31322	2/5/2021 6:44 AM
17	31322	2/5/2021 4:00 AM
18	31322	2/4/2021 10:44 PM
19	31322	2/4/2021 10:38 PM
20	31322	2/4/2021 10:30 PM
21	31322	2/4/2021 8:11 PM
22	31322	2/4/2021 8:10 PM
23	31322	2/4/2021 7:28 PM
24	31322	2/4/2021 6:31 PM
25	31322	2/4/2021 6:21 PM
26	31322	2/4/2021 5:58 PM
27	31322	2/4/2021 5:46 PM
28	31322	2/4/2021 5:42 PM
29	31322	2/4/2021 5:34 PM
30	31322	2/4/2021 5:06 PM
31	31322	2/4/2021 4:30 PM
32	31322	2/4/2021 4:05 PM
33	31322	2/4/2021 3:51 PM
34	31322	2/4/2021 3:36 PM
35	31322	2/3/2021 12:19 PM
36	31322	1/31/2021 8:39 AM
37	31322	1/17/2021 2:01 PM
38	31322	1/17/2021 12:48 PM
39	31322	1/17/2021 7:32 AM
40	31322	1/15/2021 4:49 PM
41	31322	1/15/2021 4:46 PM
42	31407	1/15/2021 4:31 PM
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Q35 What is your age?

Answered: 534   Skipped: 380
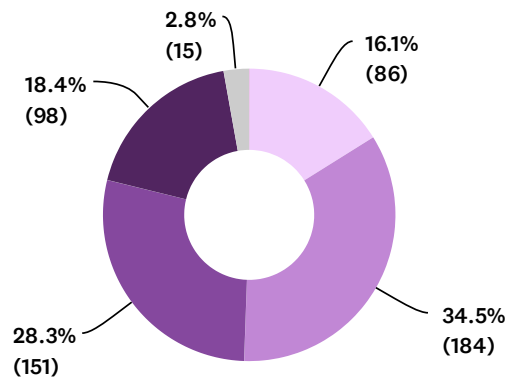
Under 18	18-34	35-49	50-64	65 and older	Prefer not to answer
Other (please specify)		

ANSWER CHOICES	RESPONSES	
Under 18	0.0%	0
18-34	16.1%	86
35-49	34.5%	184
50-64	28.3%	151
65 and older	18.4%	98
Prefer not to answer	2.8%	15
Other (please specify)	0.0%	0
TOTAL		534

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q36 What is your race/ethnicity? (Select all that apply.)

Answered: 534   Skipped: 380
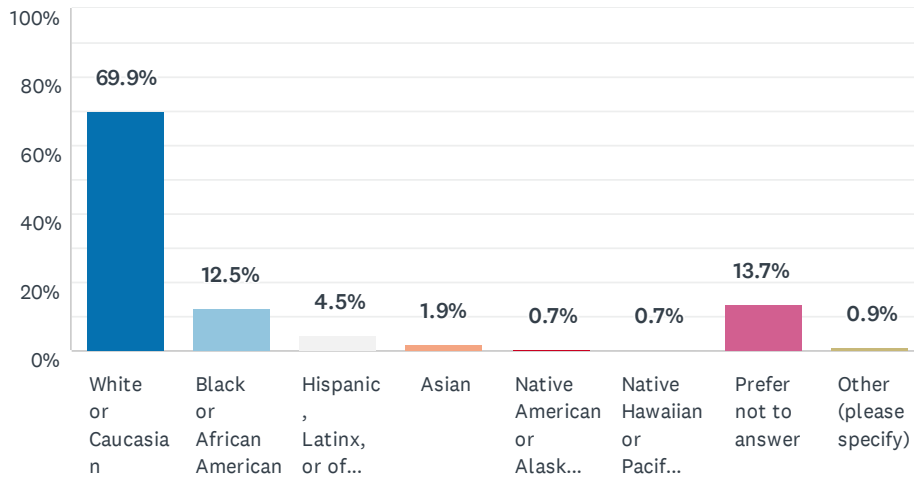
ANSWER CHOICES	RESPONSES	
White or Caucasian	69.9%	373
Black or African American	12.5%	67
Hispanic, Latinx, or of Spanish origin	4.5%	24
Asian	1.9%	10
Native American or Alaska Native	0.7%	4
Native Hawaiian or Pacific Islander	0.7%	4
Prefer not to answer	13.7%	73
Other (please specify)	0.9%	5
Total Respondents: 534		

#	OTHER (PLEASE SPECIFY)	DATE
1	Heinz 57	1/7/2021 11:54 AM
2	human	12/5/2020 7:52 AM
3	Son of Texas Aggie	12/4/2020 7:29 PM
4	This shouldn't matter.	12/4/2020 6:57 PM
5	Lithuanian	10/28/2020 2:11 PM

Q37 What is the highest level of education you have completed?

Answered: 534   Skipped: 380
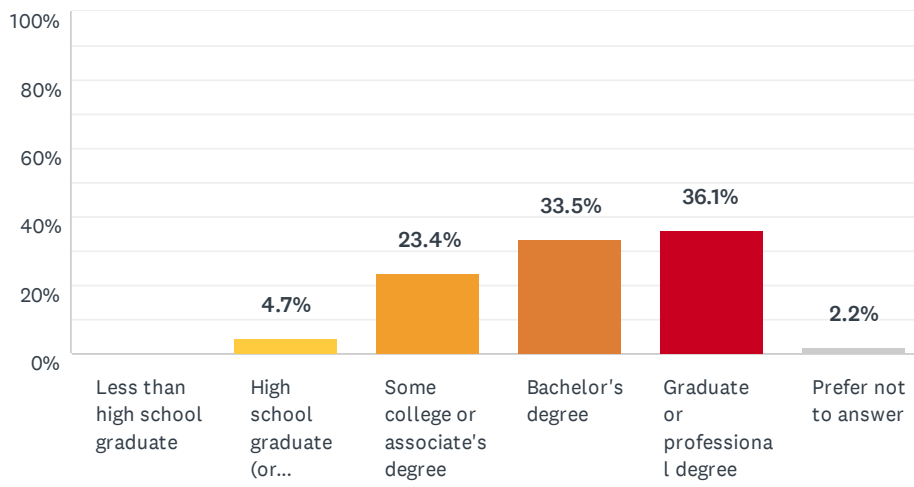
ANSWER CHOICES	RESPONSES	
Less than high school graduate	0.0%	0
High school graduate (or equivalent)	4.7%	25
Some college or associate's degree	23.4%	125
Bachelor's degree	33.5%	179
Graduate or professional degree	36.1%	193
Prefer not to answer	2.2%	12
TOTAL		534