COMPREHENSIVE PLAN 2046

CITY OF POOLER

2026 UPDATE



Adopted by Pooler City Council
October 2026

POOLER
2046

ADVANCING TOGETHER.
REDEFINING TOMORROW.

CITY *of* POOLER
GEORGIA

STATE OF GEORGIA }
)
COUNTY OF CHATHAM }

RESOLUTION R2026-09.B

A Resolution authorizing Adoption of the Pooler Comprehensive Plan Update and Transmittal to the Georgia Coastal Regional Commission and the Department of Community Affairs

WHEREAS, the City of Pooler Comprehensive Plan was developed in 2006 and then updated in October 2016 and October 2021; and,

WHEREAS, the issues and challenges facing the community continue to change from when the Goals and Objectives were updated in the last 2021 Comprehensive Plan; and,

WHEREAS, community input was gathered by the City of Pooler planning staff through public meetings, community events, social media, websites, and a public online survey to gauge the public's priorities for Pooler; and,

WHEREAS, the City of Pooler staff updated the Comprehensive Plan to address the community participation, community profile, community goals, economic development, land use, transportation, housing, natural resources, quality of life, and capital improvement elements; and,

WHEREAS, those Goals and Objectives have been incorporated into the Short-Term Work Program of the Comprehensive Plan for Pooler, Georgia; and,

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

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the City of Pooler, Georgia, do hereby adopt the Pooler Comprehensive Plan Update 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 5th day of October, 2026.

CITY OF POOLER, GEORGIA

Karen L. Williams

Karen L. Williams, Mayor

ATTEST:

Kiley Fusco, City Clerk

R2026-06.B

CITY of POOLER
GEORGIA

STATE OF GEORGIA }
)
COUNTY OF CHATHAM }

RESOLUTION
Authorizing Transmittal of the Pooler Comprehensive Plan Update Draft to the Georgia Coastal Regional Commission and the Department of Community Affairs

WHEREAS, the City of Pooler Comprehensive Plan was developed in 2006 and then updated in October 2016 and October 2021; and,

WHEREAS, the issues and challenges facing the community continue to change from when the Goals and Objectives were updated in the last 2021 Comprehensive Plan; and,

WHEREAS, community input was gathered by the City of Pooler Planning Staff through public meetings, community events, social media, websites, and a public online survey to gauge the public's priorities for Pooler; and,

WHEREAS, the City of Pooler staff updated the Comprehensive Plan to address the community participation, community profile, community goals, economic development, land use, transportation, housing, natural resources, and quality of life elements; and,

WHEREAS, those Goals and Objectives have been incorporated into the Short-Term Work Program of the Comprehensive Plan Update Draft for Pooler, Georgia; and,

WHEREAS, the Georgia Coastal Regional Commission (CRC) and the Georgia Department of Community Affairs (DCA) must review the City of Pooler's Comprehensive Plan Update Draft to ensure consistency with neighboring jurisdictions, consistency with Region 12's adopted regional plan, and verify compliance with Georgia's Minimum Standards and Procedures for local Comprehensive Planning.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the City of Pooler, Georgia do hereby authorize the transmittal of the Pooler Comprehensive Plan Update Draft for review to the Coastal Regional Commission and Department of Community Affairs as required by the Georgia Planning Act of 1989.

ADOPTED this 15th day of JUNE, 2026.

CITY OF POOLER, GEORGIA

Karen L. Williams, Mayor

ATTEST:

Kiley Fusco, City Clerk

CITY of POOLER
GEORGIA

STATE OF GEORGIA }
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COUNTY OF CHATHAM }

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ADOPTED this 5th day of October, 2026.

CITY OF POOLER, GEORGIA

_____
Karen L. Williams, Mayor

ATTEST:

_____
Kiley Fusco, City Clerk

ACKNOWLEDGEMENTS

Introduction

The 2046 Pooler Comprehensive Plan is the culmination of collaboration over this past year and would not have been possible without the time, knowledge and energy of those people listed and to the community members who came to events, participated in public meetings, attended stakeholder meetings, answered the community survey and provided their invaluable input.

City staff would like to thank the City of Pooler City Council for their continued support and participation in the development of the 2046 Pooler Comprehensive Plan.

City of Pooler's Mayor & Council Members

Karen L. Williams – Mayor
Aaron C. Henry – Mayor Pro Tem
Wesley Bashlor – Council Member
Michael Carpenter – Council Member
Tom Hutcherson – Council Member
Shannon Valim – Council Member
John Wilcher – Council Member

Pooler Staff

Heath Lloyd – City Manager
Matt Saxon – Assistant City Manager
Caroline Hankins – Assistant City Manager
Nicole Johnson – Director of Planning & Development
Marcy Benson – City Planner
Ryan Jarles – City Planner
Rachael Brown – Zoning Administrator
Christopher Parrish – Communications Coordinator
Kiley Fusco – City Clerk
Craig Call – City Attorney

Stakeholders

Karen L. Williams – Mayor
Aaron C. Henry – Mayor Pro Tem
Wesley Bashlor – Council Member
Michael Carpenter – Council Member
Tom Hutcherson – Council Member
Shannon Valim – Council Member
John Wilcher – Council Member
Joshua Bivins – P&Z Commission
Ashley Brown – P&Z Commission
Pete Chaison – P&Z Commission
Scott Cribbs – P&Z Commission
Jeremy Kelly – P&Z Commission
Brad Rife – P&Z Commission
James Self – P&Z Commission
Wade Simmons – P&Z Commission
Mark Williams – P&Z Commission
Shirlina Daniel - P&Z Commission
Kiley Fusco – City Clerk
Caroline Hankins – Assistant City Manager
Heath Lloyd – City Manager
Matt Saxon – Assistant City Manager
Rachale LaVoie – Resident
Sara Diaz – Resident

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WELCOME LETTER

LETTER FROM THE MAYOR



Karen L. Williams, Mayor of Pooler

Karen L. Williams

The Pooler 2046 Comprehensive Plan update reflects the ideas, insights, and expertise of the people and organizations that make our city thrive. Residents, business owners, community groups, and City staff all played a role in shaping this plan, ensuring it not only responds to the opportunities and challenges of rapid growth but does so through proactive planning and thoughtful stewardship of our resources, including the preservation of meaningful green space. This update provides a clear roadmap for guiding responsible development, supporting vibrant neighborhoods, and building a strong, sustainable future for our community.

As Pooler approaches a population of 30,000, this plan takes a forward-looking and comprehensive approach to how our city is evolving and where we want to go. It addresses the growth of neighborhoods and businesses, the need for diverse housing and efficient transportation, and the importance of protecting environmental assets and integrating green space into our community fabric. The plan includes a Future Land Use Map, updated Community Goals and Vision, and a Community Work Program to guide priorities and actions over the next five years.

Public involvement has been a central component of this process. Through surveys, workshops, public meetings, and stakeholder discussions, we have heard a wide range of perspectives on what makes Pooler unique and how we can shape its future together. This input has helped ensure the plan reflects both sound technical analysis and the shared vision of our community.

The Pooler 2046 Comprehensive Plan balances that vision with practical, proactive strategies. It outlines measurable actions, identifies responsible parties, and considers funding approaches that will help us manage growth responsibly, preserve quality of life, expand access to green space, and promote long-term resilience. On behalf of City Council, I would like to extend our sincere appreciation to all who contributed, and I reaffirm our commitment to working together as we continue to build a prosperous and well-planned future for Pooler.

EXECUTIVE SUMMARY

Pooler 2046

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 2046 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:

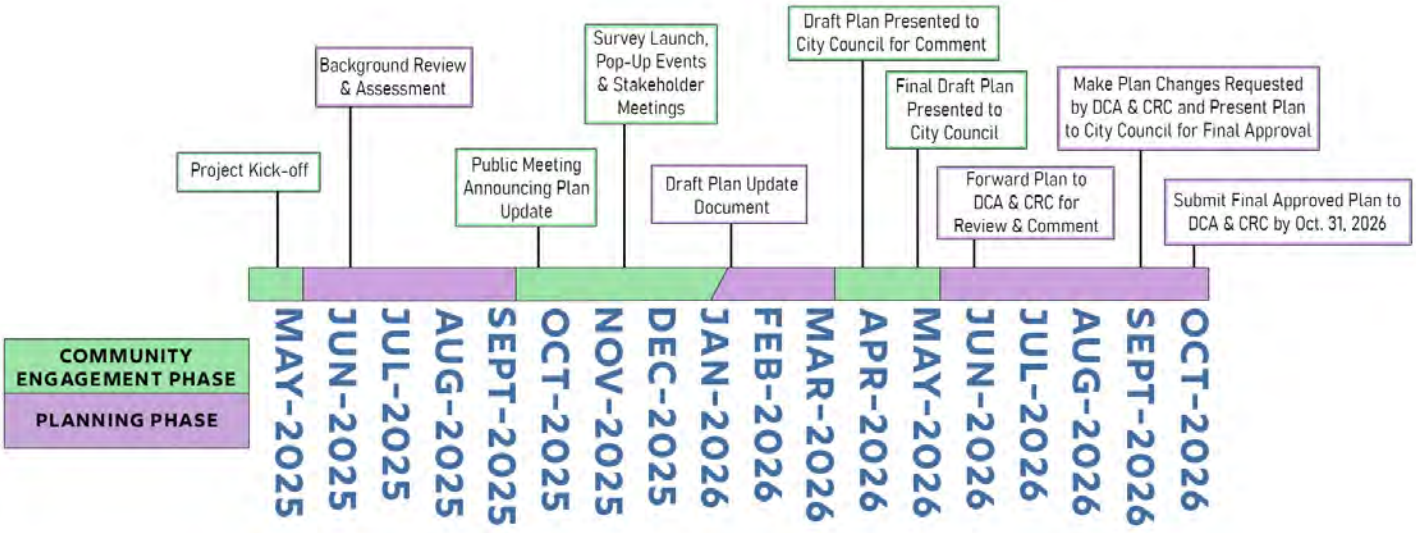
Plan implementation is carried out through the adoption and revision of regulations, including zoning and development codes, and through the completion of projects and programs outlined in the Community Goals and Community Strategic Plan and Work Program. The Comprehensive Plan is a living document and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

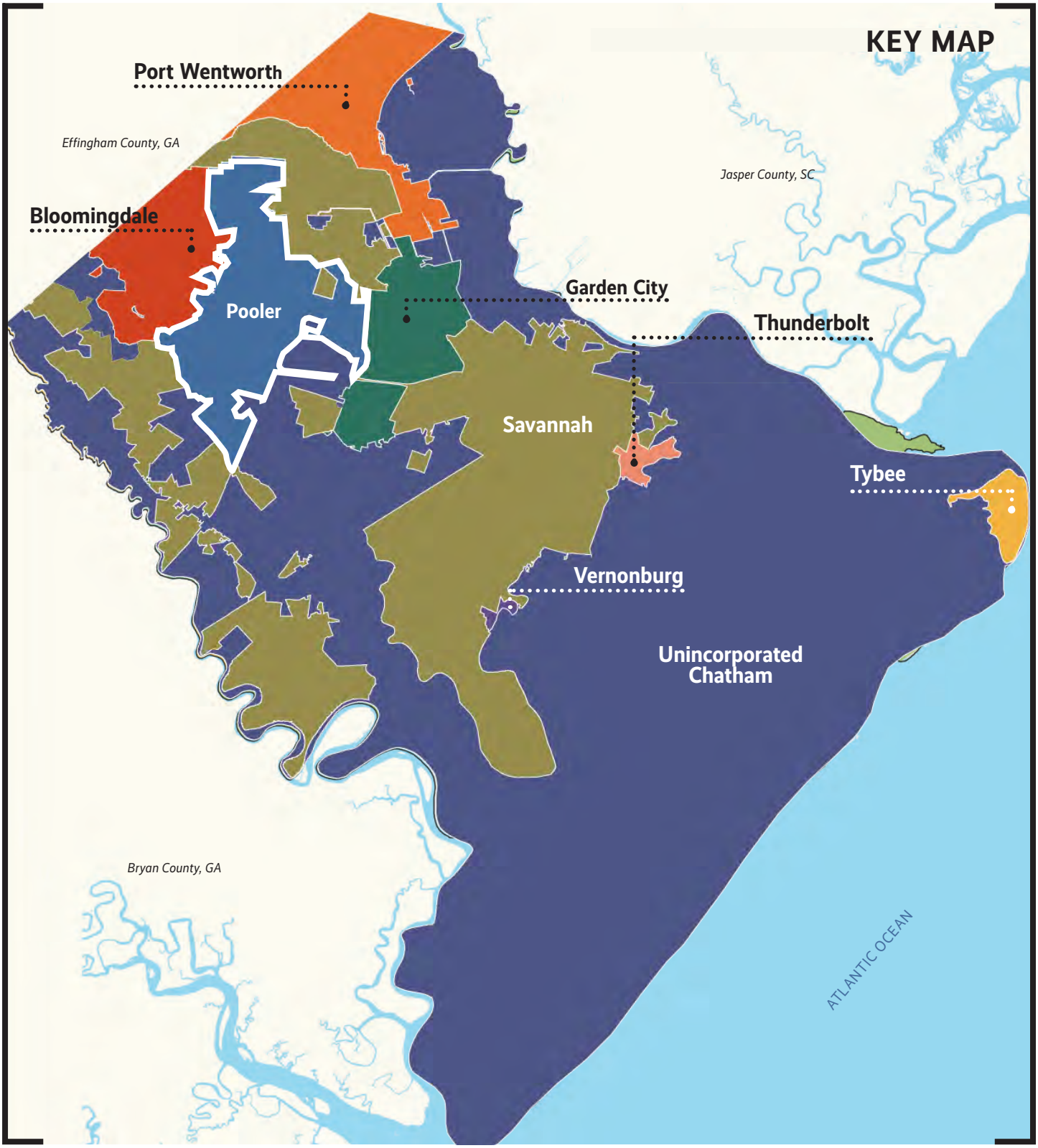
The following pages describe the results of public participation that informed and guided the development of this planning document.

PLAN SCHEDULE

The comprehensive planning process required approximately eighteen months to complete. From May 2025 to October 2026, city planning staff, City Council, and citizens of Pooler worked together 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.




KEY MAP
Port Wentworth
Effingham County, GA
Jasper County, SC
Bloomingdale
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.

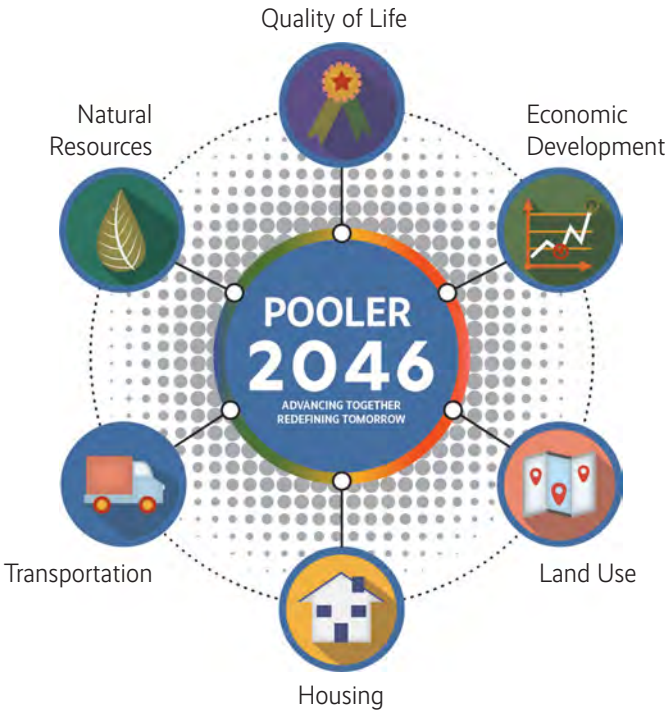
Pooler 2046 serves as the comprehensive plan for the city of Pooler. The plan follows the minimum standards and

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 during public meetings. This proposed policy was strongly endorsed by the public. The policy of consistency requires that policies adopted in Pooler 2046 will be reviewed and amended prior to amending zoning or other implementing ordinances. In other words, official policy established in Pooler 2046 will become the basis for zoning amendments.

The six planning elements shown below are highlights of Pooler 2046.

- Quality of Life
- Economic Development
- Land Use
- Housing
- Transportation
- Natural Resources



COMPONENTS OF POOLER 2046

Pooler 2046 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 2046...

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 2046 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 2046 ultimately belongs to the citizens of Pooler.

Through the Community Participation Plan Element, the Pooler 2046 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 2046, and included a public survey, pop-up events, and public 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 2046 represents the voice of our community. Through the 18-month 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 2046.
- The Pooler 2046 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:
- 2 Public Meetings
- 6 Stakeholder Meetings
- Press Releases
- City of Pooler Online Promotion
- Social Media (5 Facebook Posts)
- Utility Bill Messages (E-bill and Mailed)
- 2 Pop-up events
- Dedicated Plan 2046 Page on City Website
- Online Survey (245 Participants)




POOLER
2046
ACCESS TO
NATURE

COMMUNITY SURVEY & SWOT ANALYSIS

Survey Overview

City staff developed a survey aimed at collecting a wide range of input. The survey was based on the previous plan update survey developed by Metropolitan Planning Commission staff 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 38-question survey consisted of multiple choice and open-ended response questions. The survey was available online via a QR code and weblink.

The survey was open from November 3, 2025 to February 3, 2026. A total of 245 responses were received from Pooler's residents.

Survey Respondents

To get a better understanding of the citizens that participated in the Plan 2046 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?

Stakeholders

Stakeholder 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.

Survey Respondents By The Numbers



RACE/ETHNICITY

- **74%—White or Caucasian**
- 7%—Black or AA
- 3%—Asian
- 12%—Prefer not to answer
- 1%—Other
- 3%—Hispanic, Latinx



AGE

- 0%—Under 18
- 15%—18–34
- 24%—35–49
- **37%—50–64**
- 21%—65 and Older
- 3%—Prefer not to answer



HOUSING OWNERSHIP

- **85%—Homeowner**
- 11%—Renter
- 2%—Rental Property Owner
- 1%—STVR Owner
- 2%—Other



EDUCATION

- 0%—Less than High School
- 7%—High School Diploma
- 31%—Some College
- **31%—Bachelor's Degree**
- 28%—Graduate Degree
- 3%—Prefer not to answer



MODE OF TRAVEL

- **80%—Drive alone**
- 9%—Carpool
- 1%—Bus
- 6%—Bike/Walk
- 2%—Rideshare
- 3%—Other

SWOT ANALYSIS

The following SWOT analysis was conducted during development of the 2040 Comprehensive Plan. This analysis was elaborated on at stakeholder meetings during the 2046 Comprehensive Plan participation process.

STRENGTHS

- 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

WEAKNESSES

- 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

- 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

THREATS

- 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 2046 SURVEY QUESTIONS & RESPONSES

Quality of Life

1. How strongly would you agree with the following statements about the quality of life topics?
2. Do you or any member of your household own or use any of the following types of computers/devices?
3. Do you or any member of your household have access to the internet?
4. Do you or any member of your household have access to the internet using the following
5. Please rate your satisfaction with the following public amenities and services in your community?
6. In your opinion, what are the most important historic preservation actions?
7. Do you have any additional comments about quality of life?

Housing

8. Do you reside in Pooler?
9. How long have you resided in Pooler?
10. Which categories describes you?
11. How strongly would you agree with the following statements about housing topics?
12. 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?
13. In your opinion, do we need more, less, or about the same of the following housing types?
14. Do you have any additional comments about housing?

Land Use

15. 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?
16. 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 Pooler in the past 5 years?
17. 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.
18. Do you have any additional comments about land use?

Natural Resources

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

Transportation

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

Economic Development

26. How strongly would you agree with the following statements about economic development?
27. How important are the following economic development objectives to you?
28. Do you have any additional comments about economic development?
29. that you think are important to consider as part of the Comprehensive Plan?

Other

30. How would you describe the personality of Pooler in three words?
31. If someone were visiting Pooler for the first time, what would you recommend they do or see?
32. What do you think makes Pooler unique compared to other places?
33. What makes you proud to live or work in Pooler?
34. If you are not native to Pooler what prompted, you to move here?
35. If you are not native to Pooler what other places did you consider living in?

30. What is your highest level of education?
31. What is your race/ethnicity?
32. What is your age?
33. Are there other priorities or issues not covered in this survey that you think are important to consider as part of the Comprehensive Plan?

Percentage of survey respondents who are_____ with the following public amenities and services in their community



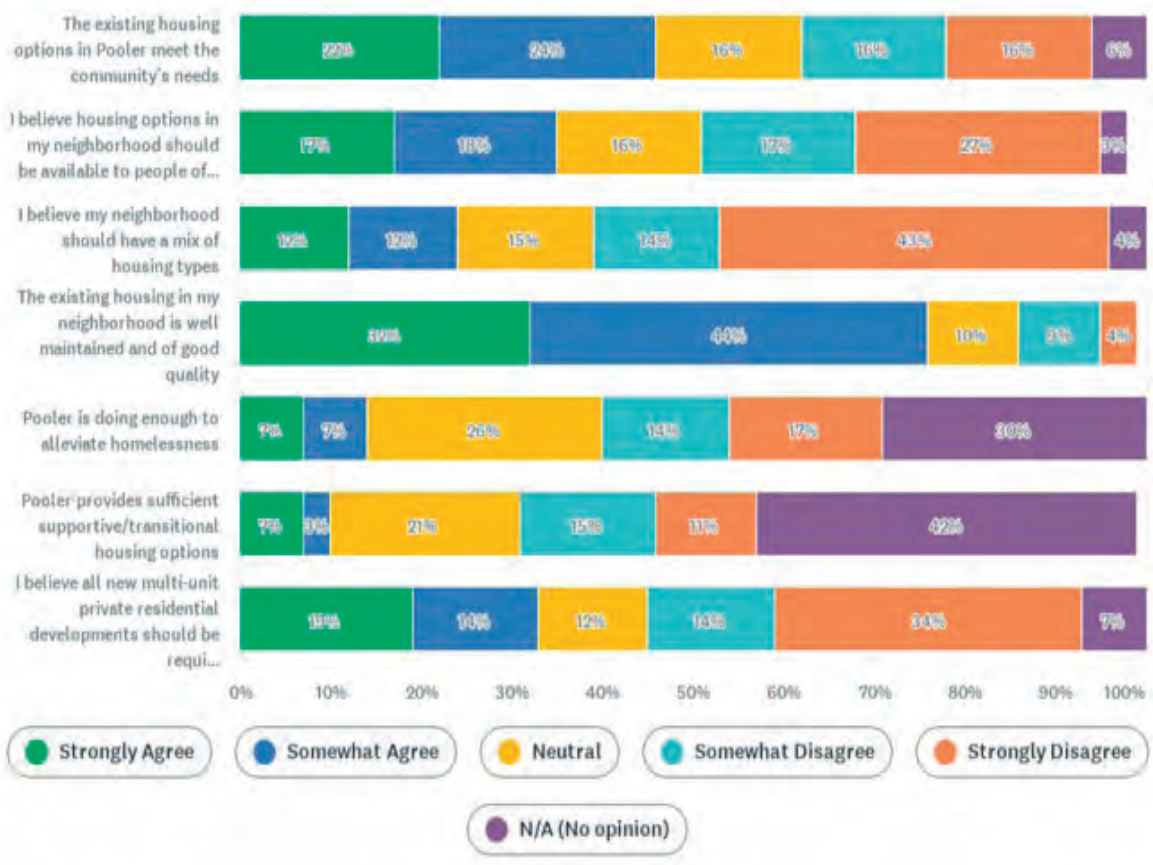
Housing

1. Do you reside in Pooler?
2. How long have you resided in Pooler?
3. Which categories describes you?
4. **How strongly would you agree with the following statements about housing topics? (Results Below)**
5. 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?
6. In your opinion, do we need more, less, or about the same of the following housing types?
7. Do you have any additional comments about housing?

Quality of Life

1. How strongly would you agree with the following statements about the quality of life topics?
2. Do you or any member of your household own or use any of the following types of computers/devices?
3. Do you are any member of your household have access to the internet?
4. Do you or any member of your household have access to the internet using the following?
5. **Please rate your satisfaction with the following public amenities and services in your community? (Results Below)**
6. In your opinion, what are the most important historic preservation actions?
7. Do you have any additional comments about quality of life?

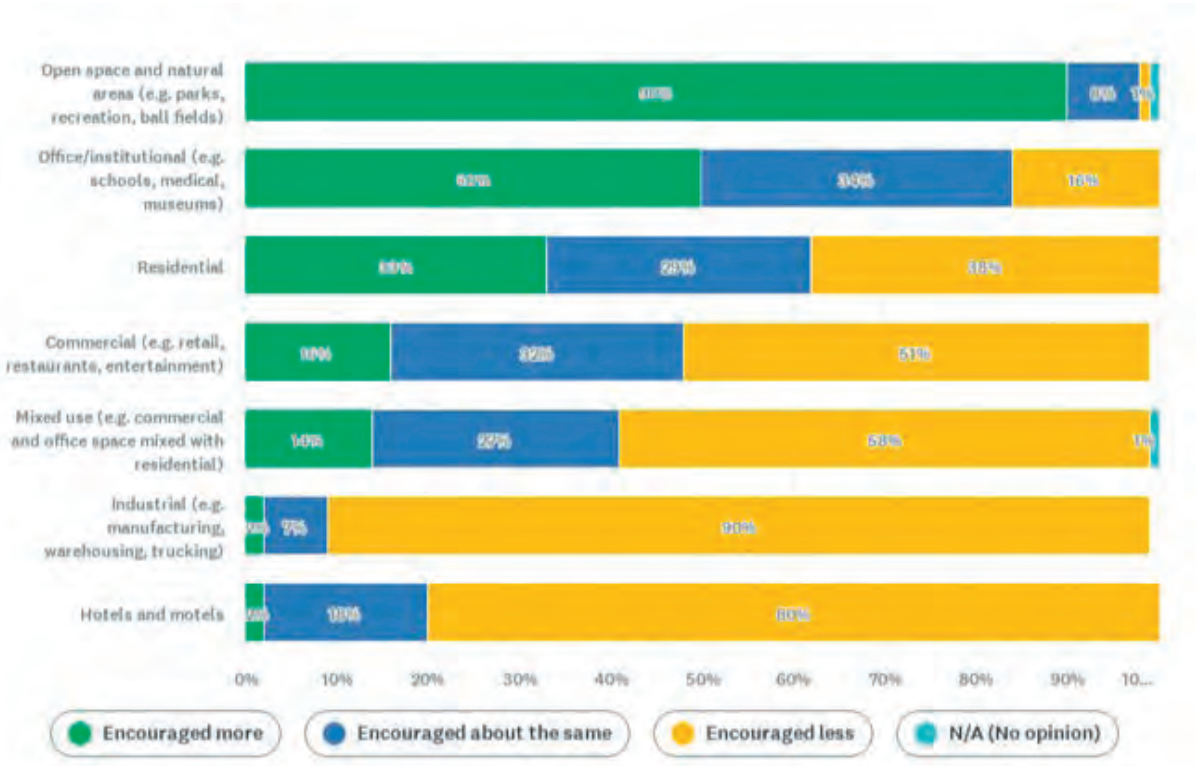
Percentage of survey respondents who _____ with following statements about housing in Pooler.



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. 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 Pooler in the past 5 years?
3. 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.
4. Do you have any additional comments about land use?

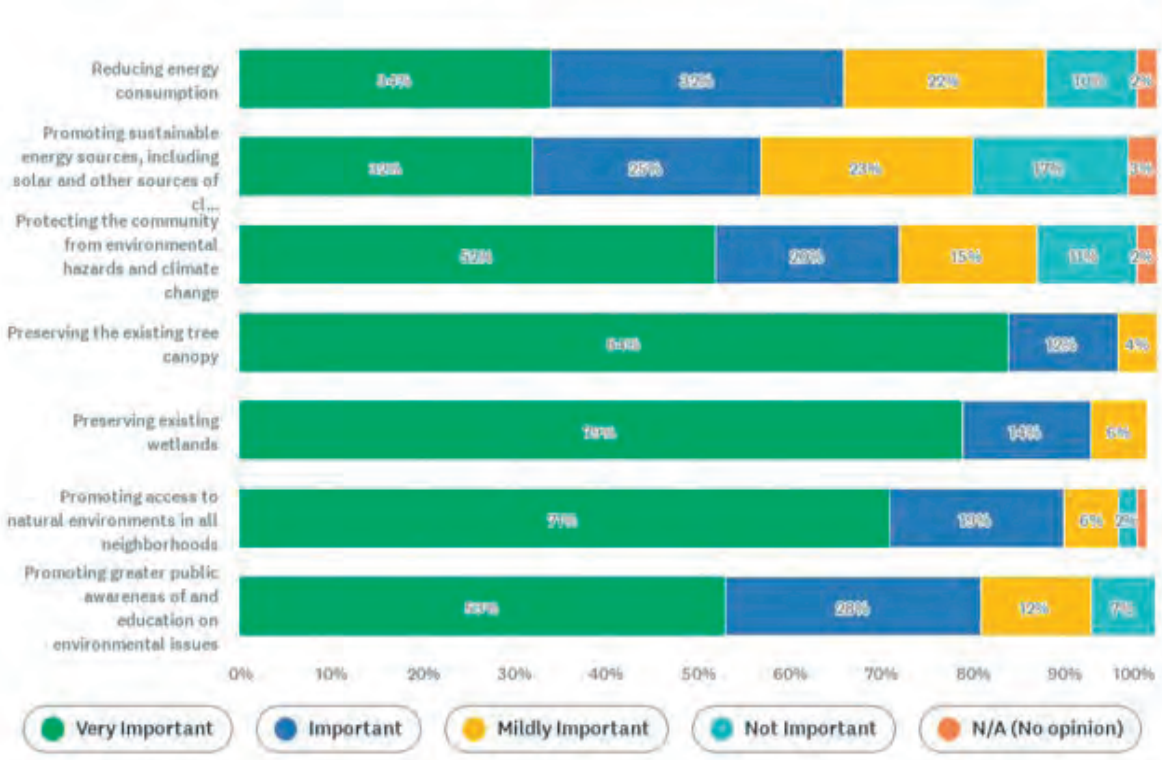
Percentage of survey respondents who think the following types of development should be encouraged more, less, or about the same over the next ten years.



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?
4. Do you have any additional comments about natural resources in the City of Pooler?

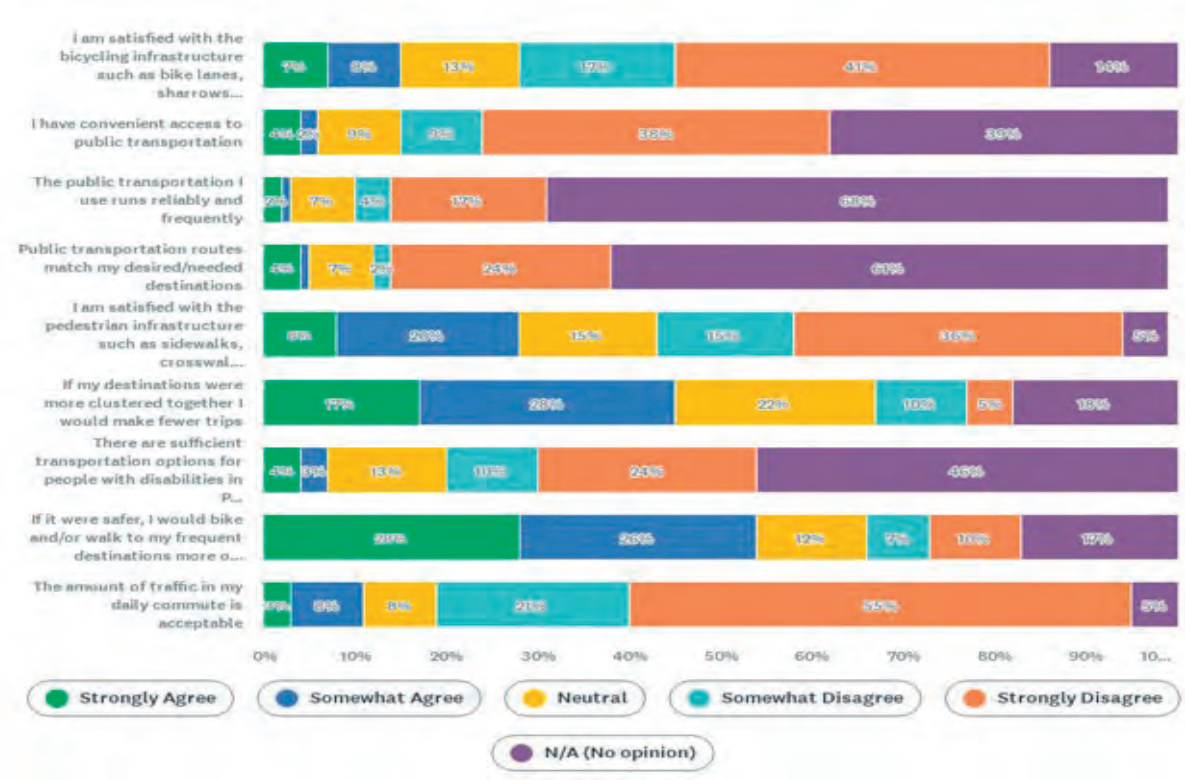
Percentage of survey respondents who say the following natural resources objectives are___



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?

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



Economic Development

1. **How strongly would you agree with the following statements about economic development? (Results Below)**
2. How important are the following economic development objectives to you?
3. Do you have any additional comments about economic development?

Percentage of survey respondents who ____ with the following statements about economic development in Pooler.

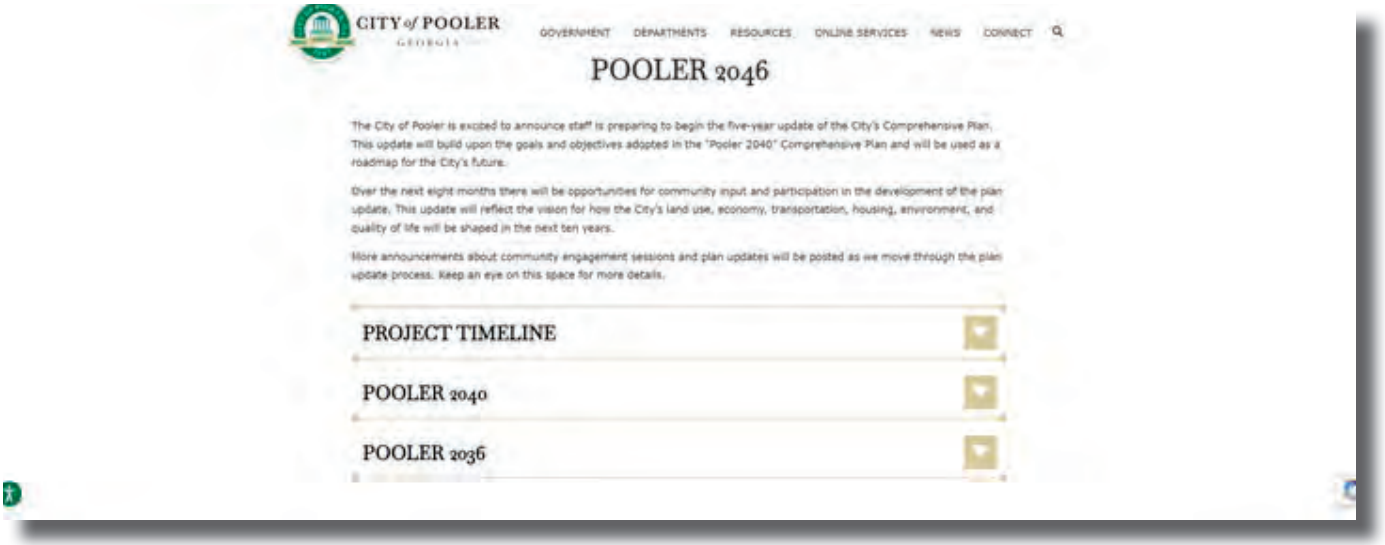


WEB PAGE

Web Page Overview

To engage the community further, City staff maintained a web page on the City website dedicated to the Comp Plan update.

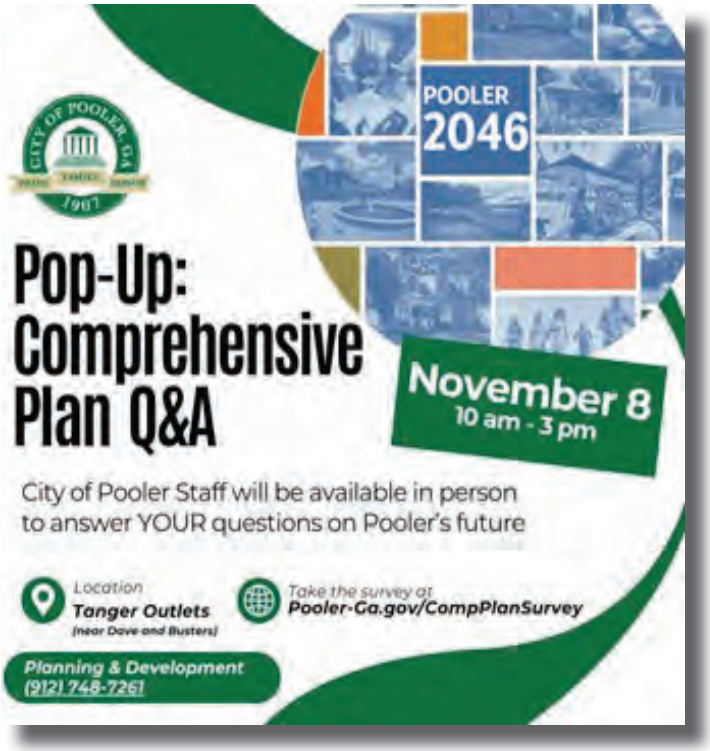
The web page was set up to be user friendly, and easily readable for all users. The page included a project summary and history of the Comp Plan process.



SOCIAL MEDIA

Social Media Overview

While the web page served as a platform for all of the planning documents, the City's Facebook page served as an advertising platform to engage the public on upcoming events, meetings, and announcements





COMMUNITY OUTREACH

Community Outreach Overview

Pooler City staff conducted two community pop-up events, one on November 8, 2025 at Tanger Outlets and another on January 27, 2026 City Hall and 6 stakeholder meetings. The events were held at various times to reach as many residents as possible across the city.

The pop-up events were advertised and stakeholder meetings were by invitation.

Staff engaged with over 30 residents attending the pop-up events and 23 stakeholders, who provided over 171 comments.

What We Heard

IDEAS

- Purchase property for parks
- More Sidewalk Connections
- Mixed Use Housing
- Revise Buffer Requirements
- More Community Events
- Multi-Use Pathways
- More family-owned businesses
- Community Beautification Projects/ Community Garden



MEETINGS

Stakeholder Meetings

- November 13, 2025
- December 4, 2025
- December 5, 2025
- December 11, 2025
- December 12, 2025
- December 16, 2025
- January 6, 2026

What We Heard

PROBLEMS

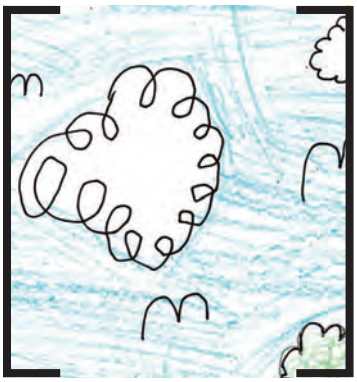
- More Public Transportation Options
- Traffic Congestion/ Traffic Light Timing
- Flooding
- Lack of Housing Options
- Incomplete Sidewalk Connections
- More Tree Canopy/ Green Space
- Major Ditch & Canal Drainage Improvements Needed

Public Meetings

- Pooler City Council Meeting (October 20, 2025)
- Pooler City Council Meeting (April 20, 2026) - Public Hearing
- Pooler City Council Meeting (May 18, 2026) - Public Hearing
- Pooler City Council Meeting (June 15, 2026)



NEEDS & OPPORTUNITIES



QUALITY OF LIFE

- Poor Quality of Education
- More Community Events
- Need School Campus with Mix of Grades (K-12)
- Need More Places for Children & Youth
- Issues with Noise from Roadways
- More Transparency with Upcoming Development
- No Unified Vision for Pooler (Design Guidelines)
- Be Careful with Historic Area Redevelopment
- An enhanced Library is needed
- Less Chain Businesses, More locally owned
- Need General/Community Hospital
- -Encourage Increased Civic Engagement



HOUSING

- Lack of Workforce and Affordable Housing
- People are Being Priced Out
- No Desire for Apartments and Low-Income Housing
- More Single-Family Housing Needed
- Less Airbnb's
- -Too Much Rapid Apartment Development
- -Impact Fees Need to be Implemented
- Need Senior Independent or Assisted Living Developments
- Prioritize Smart Growth Honoring Needs of Homeowners and Renters
- Encourage Accessory Dwelling Units (ADUs) To Allow Aging in Place



LAND USE

- Pooler Attracts the Wrong Types of Business
- Too Much Development in Pooler
- Not Enough Green Space/ Protect Environment
- More Interest in High-End Retail vs. Outlet Needed
- Pooler Bike/Walking Trail Needed
- Dog Park Needed
- Need More Parks & Playgrounds
- Less Chains and More Local Businesses Desired
- Too Many Restaurants, Store Chains & Warehouses
- Limit Hotels & Strip Malls
- A True Master Plan for the City is Needed
- Limit Rezoning
- Adjust Buffer Requirements
- -Need Fewer Parking Lots



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 and Green Spaces Needed
- Consider Requiring Solar Panels on Industrial Buildings
- Preserve Wetlands and Wildlife
- Consider Becoming a Dark Sky City
- Consider Creating Outdoor Classroom Areas
- Issues with Water & Air Quality



TRANSPORTATION

- More sidewalks/Bike Lanes/ Pathways
- Traffic Signal Timing Improvements Needed
- Consider Public Transportation Options
- Too Much Roadway Congestion
- Traffic is Overwhelming
- Sound Barriers from Roadways Needed
- Build & Upgrade Roadways



ECONOMIC DEVELOPMENT

- No Local Adult Education & Training and Training/Intern to Career Partnerships
- Workforce Development Needed
- -Not Enough Grocery Stores
- -Too Many Warehouses
- -Create a sence of place/brand identity
- -Create more High Tech/High Salary Careers



COMMUNITY PROFILE ELEMENT

01



COMMUNITY PROFILE

Introduction

Pooler is located in Chatham County, Georgia 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, a variety of housing options, 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 evolved since its modest origins 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. In 2026 Pooler ranked as one of the top 25 fastest growing cities in Georgia according to World Population Review.

CITY OF POOLER

Population

As of 2023, the city of Pooler had an estimated population of 27,235 with a population density of 879 people per square mile. U.S. Census records show the population slowly and steadily increased between 1970 and 2000 but grew by over 300% between 2000 and 2023. In the past two decades, Pooler has been the fastest growing municipality in Chatham County.

By comparison, the city of Savannah grew by 12.5% and unincorporated Chatham grew by 30% 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 2019 - 2023 period and was the most current publicly available ACS multiyear data at the time of reporting. data at the time of reporting.

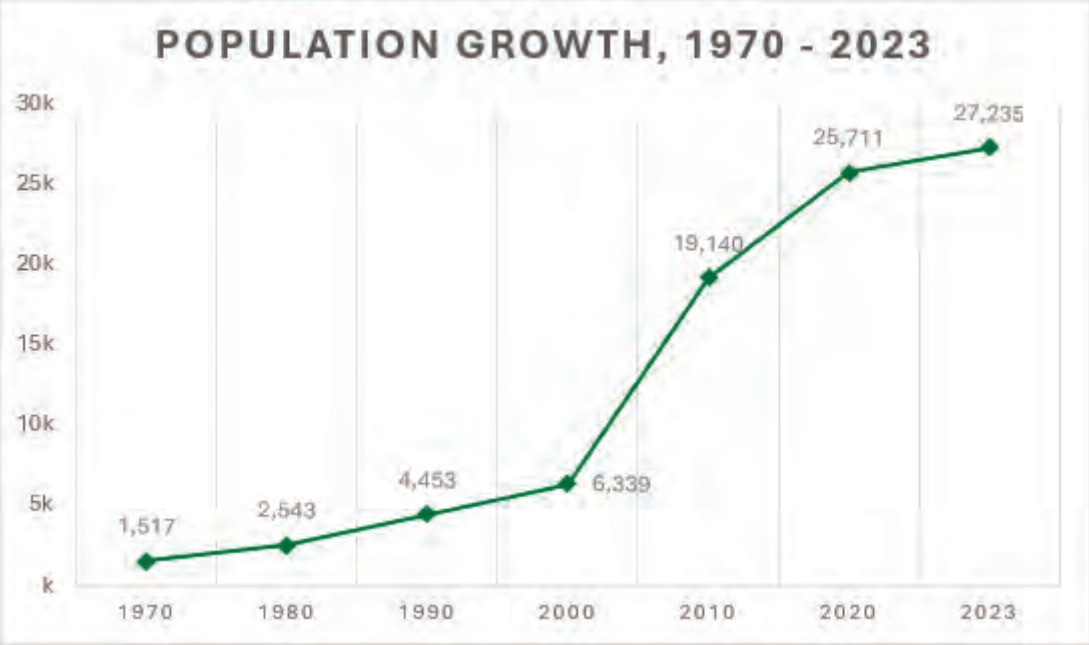


Figure 1.1–Population Growth, Pooler

U.S. Census Bureau: 2023 American Community Survey 5-Year Estimates

Population Growth Comparison, 1970–2023

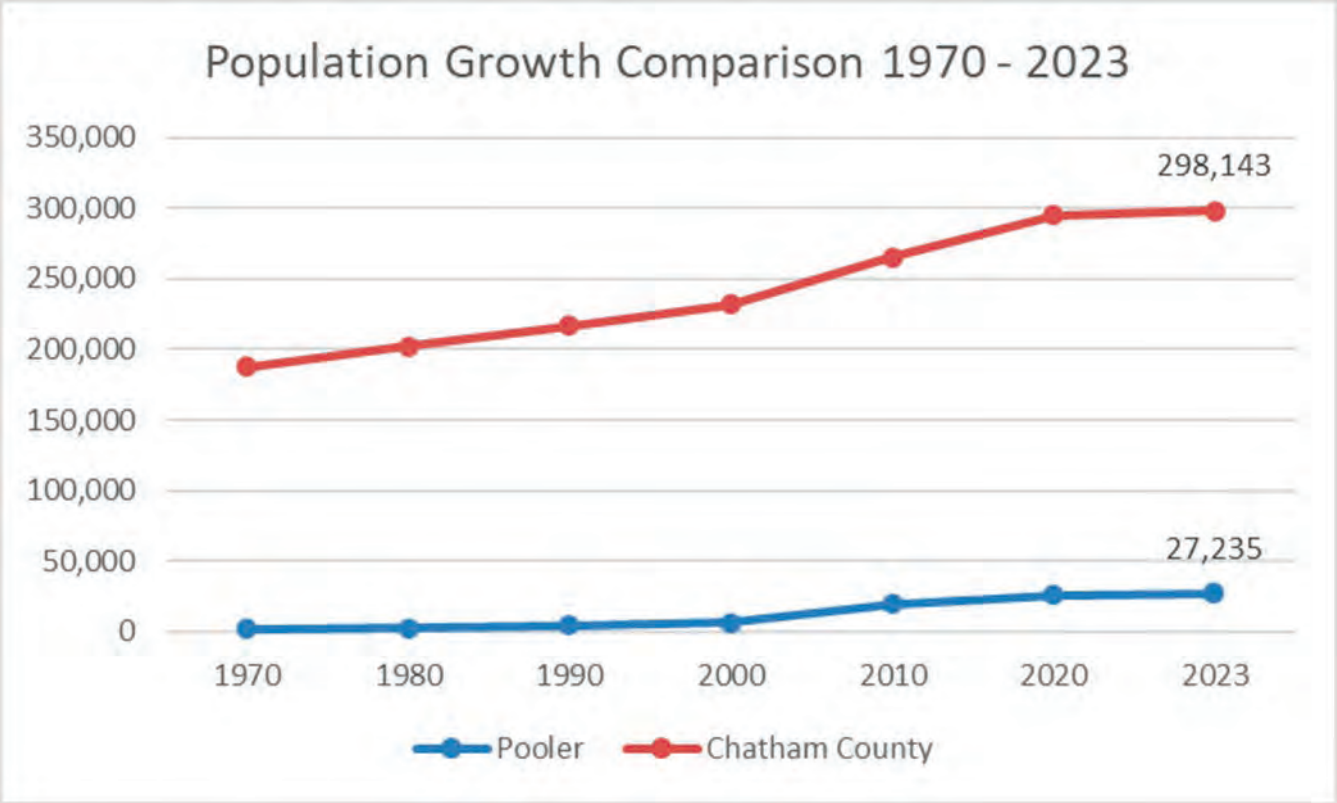


Figure 1.2–Population Comparison, 1970–2023, Pooler

U.S. Census Bureau: 2023 American Community Survey 5-Year Estimates

Sex & Age

Of the 27,235 people living in Pooler in 2019 - 2023, 48.2% were female, and 51.8% were male. Residents of Pooler had a median age of 39.3 years, which is in line with the median age nationally of 39.1 years.

Pooler's population has gotten slightly older since the 2014 - 2018 period, when the median age was 37.3 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 1.6% decrease in the percentage of children under age 10. The 20 – 24 age group comprises 4.8% of the population while the 25 – 29 age group comprises 7.9% and the 30 - 34 age group comprises 8.4% of the population. The next highest population age group are 50 – 54-year-olds comprising 8% of the population.

Sex Characteristics, 2019-2023

14,103
Males
(51.8%)



13,132
Females
(48.1%)

Median Age Characteristics, 2019-2023

39.3
Pooler



37.8
Chatham County
34.4
City of Savannah

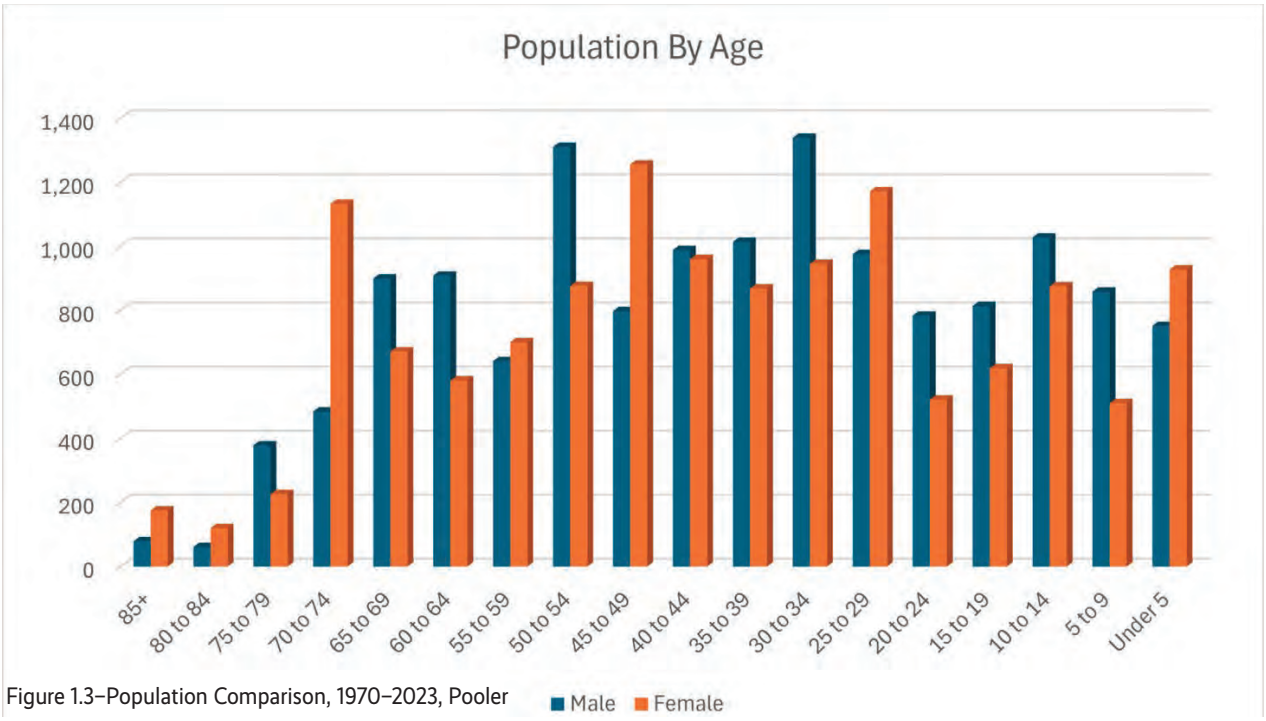


Figure 1.3–Population Comparison, 1970–2023, Pooler

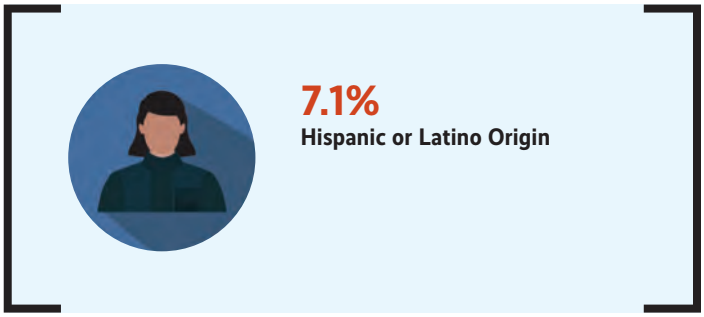
U.S. Census Bureau: 2023 American Community Survey 5-Year Estimates

Race & Ethnicity

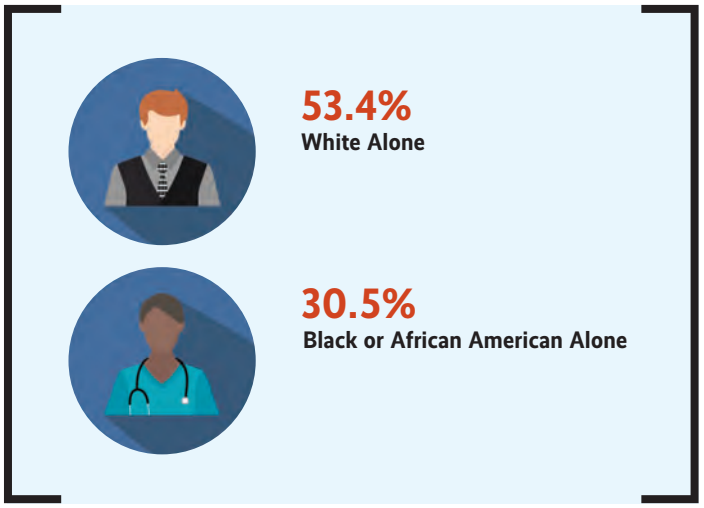
In 2019 - 2023, the majority of Pooler's population identified as white alone (53.4%), while an estimated 30.5% of residents were black or African American and 9.7% identified as being of two or more races. These racial breakdowns represent people who reported only one race (aside from the "two or more races" category). Roughly 1 in 14 residents in Pooler were Hispanic or Latino (7.1%). (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 almost tripled, from 13.3% to an estimated 46.6% in 2023.

Ethnicity, 2019–2023



Racial Majority Characteristics, 2019-2023



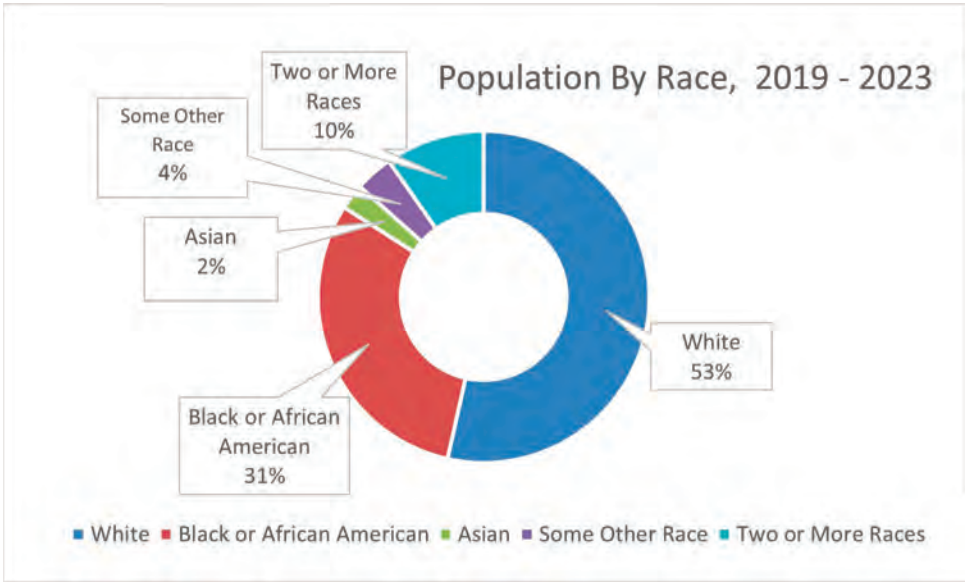


Figure 1.4–Population by ace, Pooler

U.S. Census Bureau: 2023 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

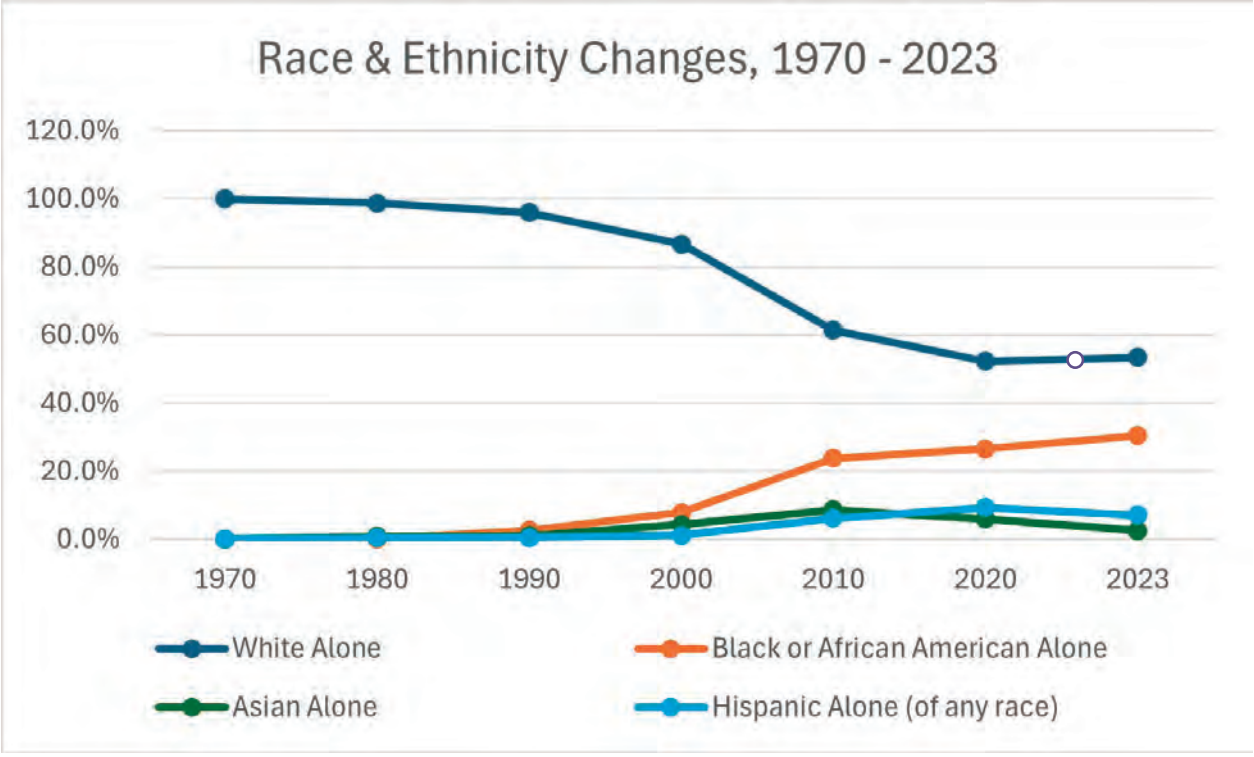
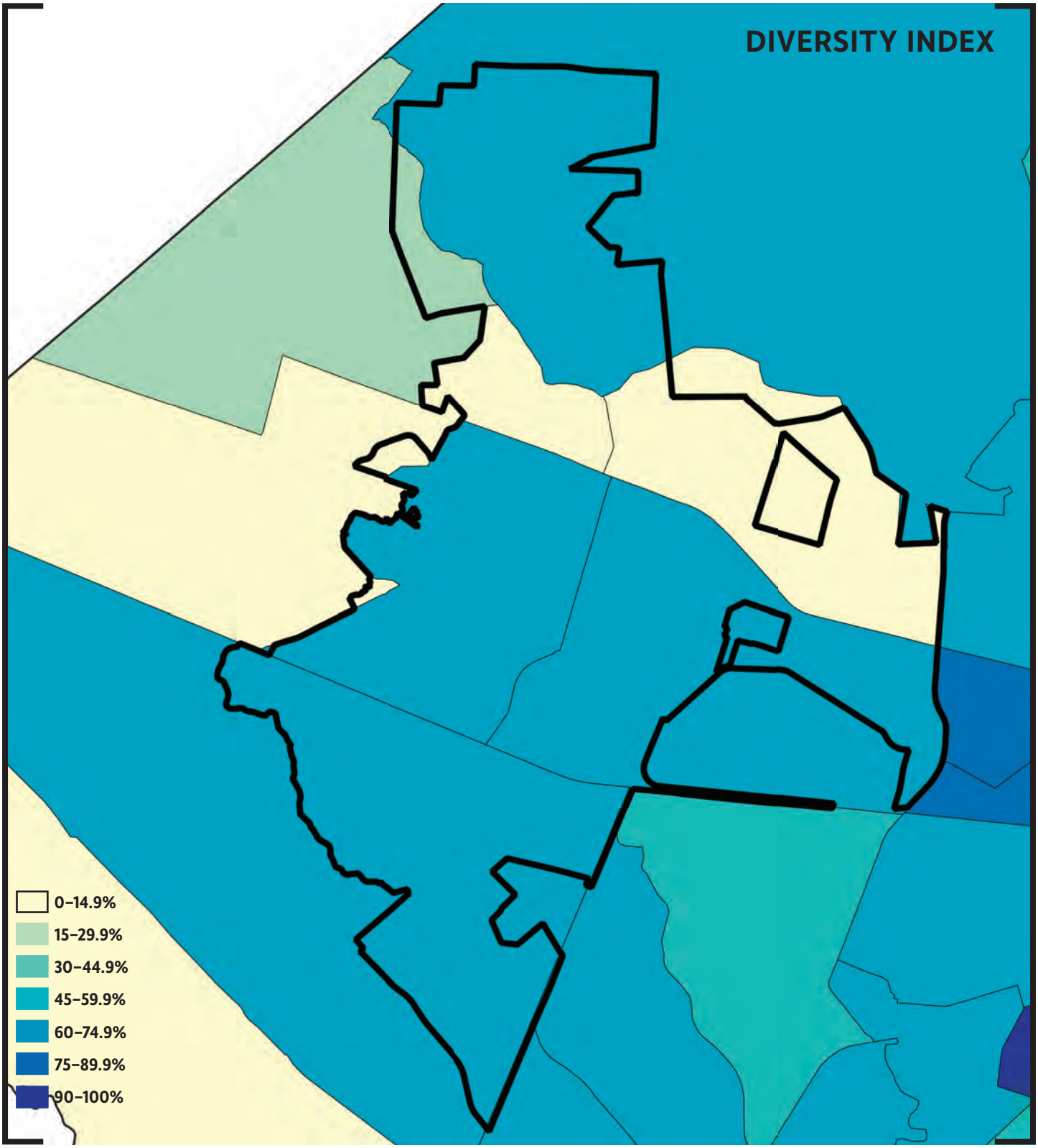


Figure 1.5–Race & Ethnicity Over Time, Pooler

U.S. Census Bureau: 2023 American Community Survey 5-Year Estimates



Map 1.1–Diversity Index by Block Group, Pooler
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Employment

In 2019 - 2023, 66.4% of people 16 years and older were employed in the civilian labor force and 3.7% were unemployed; 30.5% of residents over 16 were not in the labor force. There was a significant increase in residents employed in the armed forces, from 0.9% in the 2014 – 2018 period to 3.2% in 2019 - 2023. An estimated 79.4% of employed people in Pooler were private wage and salary workers in 2023; 15.2% worked in federal, state, or local government; 4.8% were self-employed in their own (not incorporated) business, and 0.6% 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. 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%). As seen in Figure 1.6 the unemployment rate significantly dropped in 2021 through 2024 with an unemployment rate of 5.5% in 2023.

Unemployment Rate Chatham County 1992-2024



Figure 1.6–Unemployment Rate, Chatham County

Federal Reserve Economic Data (FRED)

Industry

In Pooler, the three largest industries by employment in 2022 were educational services, health care, and social assistance (2,500 employees); manufacturing (1,412); and professional, scientific, and technical services (1,038).

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, an LQ above 1 indicates a higher-than-average concentration locally, and an 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 slightly more than one and one-half times more concentrated in Pooler than the national average in 2022–approximately one in ten residents were employed in the sector that year. The public administration and other services industries were also more concentrated locally than the country as a whole.

Largest Industries by Employment, 2019-2023



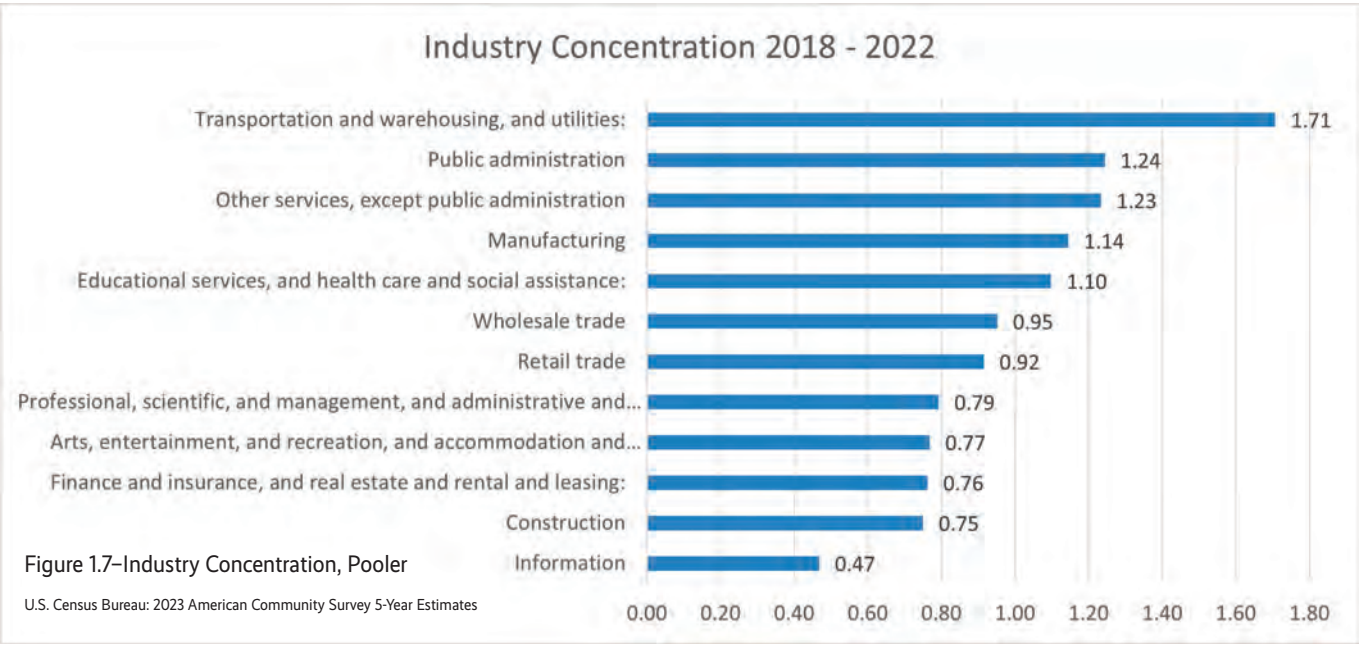


Figure 1.7–Industry Concentration, Pooler

U.S. Census Bureau: 2023 American Community Survey 5-Year Estimates

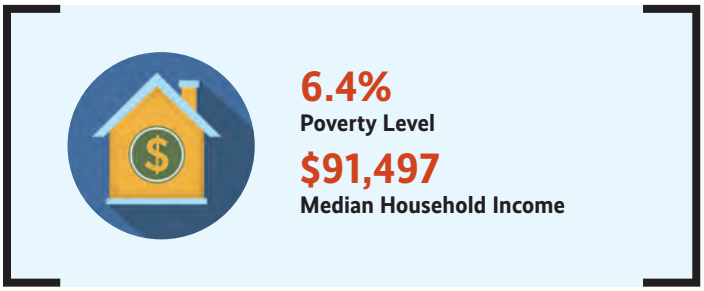
Income & Poverty

In 2019 - 2023, the median income of households in Pooler was $91,497. In general, household incomes in Pooler have increased in recent years: the average household income increased nearly $9,000 from $94,698 in 2014 - 2018 to $103,597 in 2019 - 2023. The distribution of household incomes in 2014 - 2018 and 2019 - 2023 is shown in Figure

1.8. The rise in average household income was driven by both a 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 2023, nearly 45% of households fell into the latter income category.

In 2019 - 2023, roughly 6.4% of people in Pooler lived below poverty level. An estimated 4.4% of children under 18 lived in poverty at that time, down from 5.1% in 2014 - 2018. Of all ages, adults aged 18–64 were most likely to be living in poverty (7.2%), and 5.8% of seniors aged 65 and over were living below poverty level during the same timeframe.

Poverty & Income Characteristics, 2019-2023



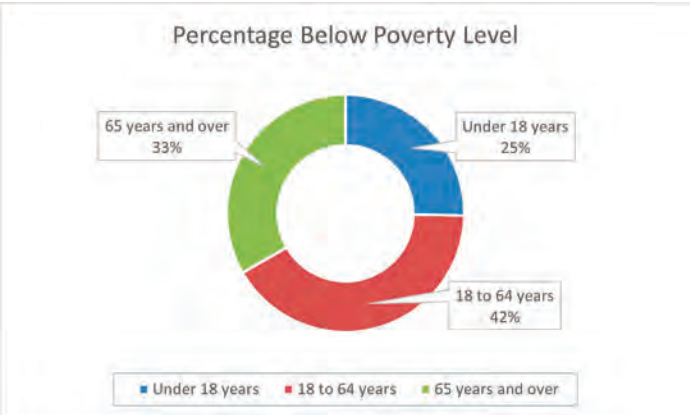


Figure 1.9–Poverty Age Status, Pooler

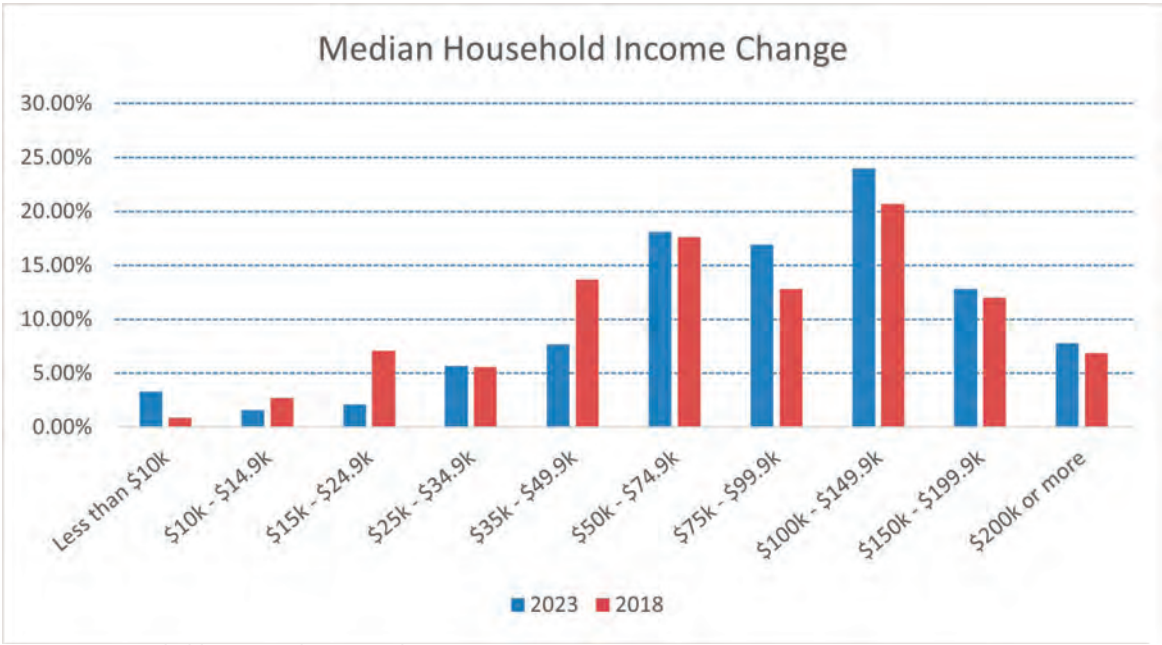


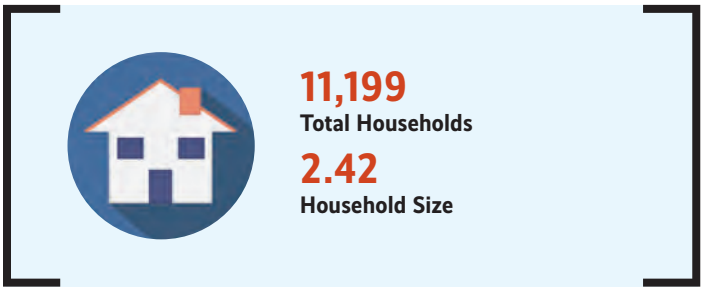
Figure 1.8–Household Income Change Pooler

U.S. Census Bureau: 2023 American Community Survey 5-Year Estimates

Households & Families

In 2019 - 2023, there were an estimated 11,199 households in Pooler. Families made up 61.9% of households, while 38.1% were people living alone or with other non-family members. National trends show a long-term decline in average U.S. household size. This is mirrored in the change in average household size in Pooler. From 2014 to 2018, the average household size was 2.70 people and from 2019 – 2023 this number decreased to 2.42 people per household. This decrease was likely driven by changes in household composition in recent years, where families are postponing childbearing and having fewer children overall. This is shown by the percentage of married family households with children under 18 dropping significantly from 21.1% in 2014 - 2018 to 15.5% in 2019 – 2023. Also, anecdotally the share of young adults living with their parents increased as did the share of multigenerational households.

Household & Size Characteristics, 2019-2023



Additionally, people living in nonfamily households increased from 32.9% in 2014 – 2018 to 38.1% in 2019 - 2023.

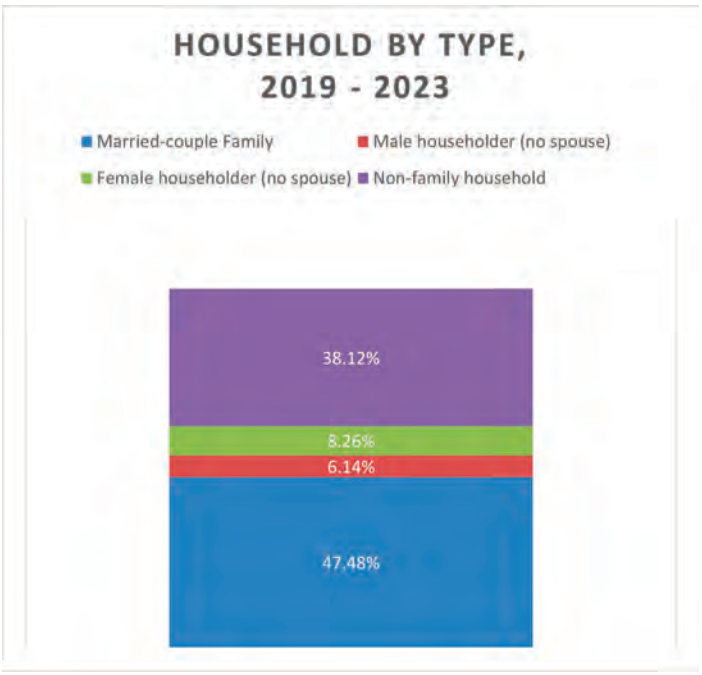


Figure 1.10–Household by Type, Pooler

U.S. Census Bureau: 2023 American Community Survey 5-Year Estimates

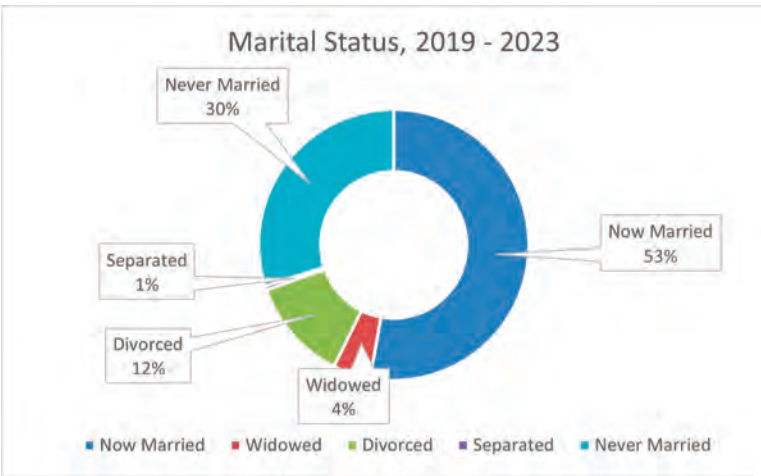


Figure 1.11–Marital Status Population 15 years and over, Pooler

U.S. Census Bureau: 2023 American Community Survey 5-Year Estimates

Housing Units, Ownership & Tenure

There were an estimated 12,008 housing units in the city of Pooler in 2019 - 2023, the majority of which were single-unit structures (68.2%), which includes both detached and attached residences (i.e., townhomes). Notably, 93.5% of units were occupied (down from 96.3% in 2014 - 2018), primarily by homeowners (59.5%), with renters inhabiting roughly four out of every ten occupied housing units (40.2%).

According to American Community Survey estimates, the estimated rental vacancy rate, or amount of rental stock that is vacant for rent, was 4.4% while the homeowner vacancy rate was 3.1%. By comparison, the national rental and homeowner vacancy rates for the same time period were 5.5% and 1.0%, respectively.

Housing Characteristics, 2019-2023



12,008
Total Housing Units

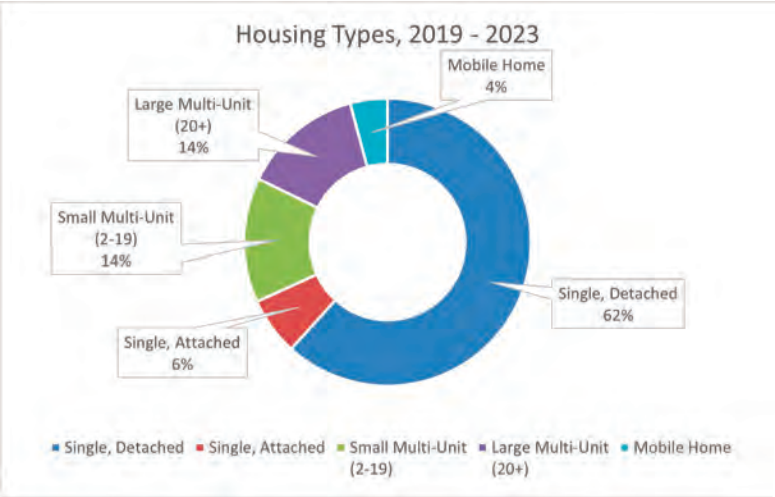


Figure 1.12–Housing Type, Pooler

U.S. Census Bureau: 2023 American Community Survey 5-Year Estimates

Housing Value & Costs

In 2019 - 2023, the median property value of owner-occupied residences in Pooler was $289,000. 67.5% of owner- occupied units that had a mortgage typically spent an estimated $1,812 per month on housing costs, while those without a mortgage (32.4%) spent an estimated $606 per month. Of households with a mortgage, 22.3% 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 2014 - 2018, when 26.4% of households with a mortgage were cost-burdened.

Housing Characteristics, 2019-2023

$289,000
Median Housing Value

$1,625
Median Gross Rent

For renters in Pooler, the median gross rent was $1,625 in 2023 and 41.8% of rental households were cost-burdened, down 2.6% points from the share of cost-burdened renters in 2024 - 2018.

It is significant to note 31% of renters in Pooler pay 35% or more of their income towards housing costs.

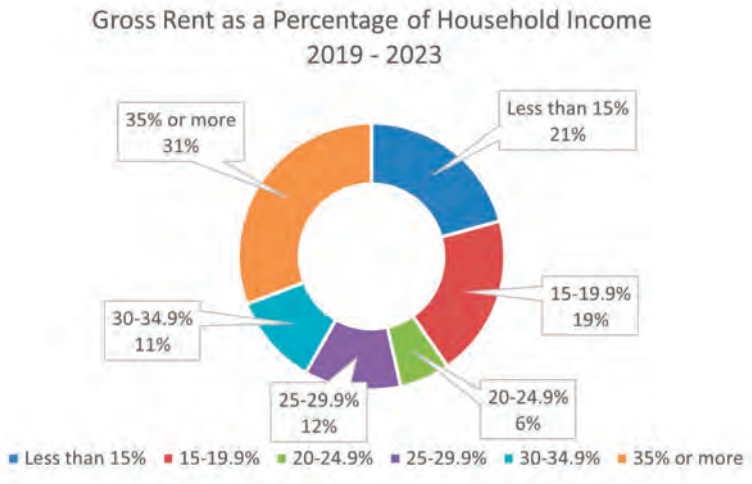


Figure 1.13–Cost Burdened Renter, Pooler

U.S. Census Bureau: 2023 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 2023 (92.9%), while 40.2% held a bachelor's, graduate, or professional degree.

These are an increase from 2014 - 2018, when an estimated 91.4% of residents had at least a high school diploma and an estimated 37.1% had a bachelor's degree or higher.

Educational Characteristics, 2019-2023



92.9%
At Least High School Diploma

40.2%
Bachelor's Degree or Higher

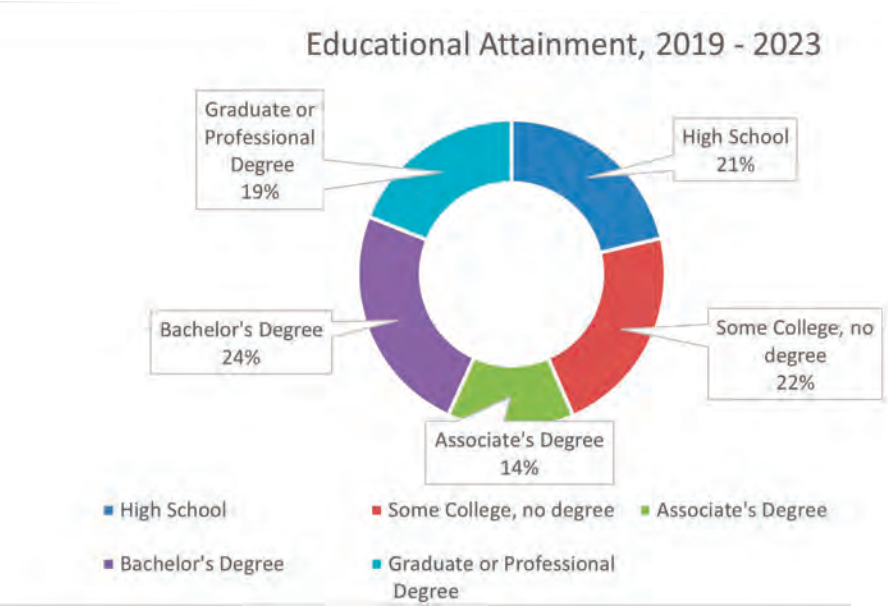




Figure 1.14–Educational Attainment, Pooler

U.S. Census Bureau: 2023 American Community Survey 5-Year Estimates

Nativity

In 2019 - 2023, 81.6% of the population in Pooler were U.S. natives and 13.8% were foreign-born, the latter of which increased 7.1% points from the 2014 - 2018 period. Of those residents born outside the United States, 79.3% 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 48.4% in 2014–2018 to an estimated 57.8% in 2019 – 2023.

Veteran Status

In 2019 - 2023, approximately 14.8% of adults living in Pooler were veterans, which is twice the proportion in the state of Georgia (7.2%) and the country as a whole (6.1%). Most veterans served during and after the Vietnam war, with only approximately 57 out of 3,053 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%.

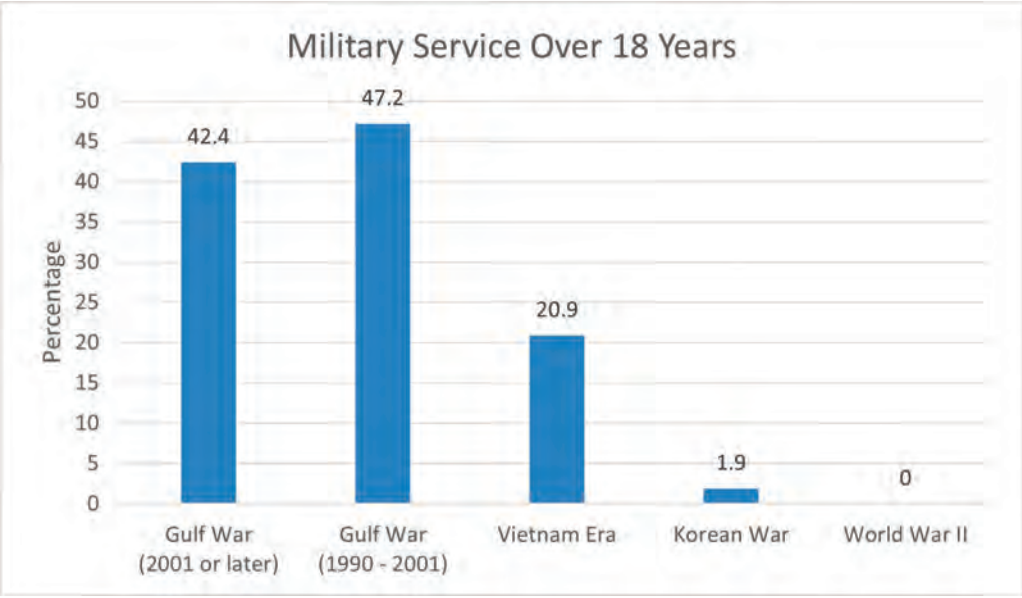
Veteran Characteristics, 2019-2023



3053
Total Veteran Population

Figure 1.15–Period of Military Service for Adult Veterans Pooler

U.S. Census Bureau: 2023 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 fluctuating building activity in Pooler between 2021 and 2025, with the highest building permit activity occurring in 2023 for residential single family attached 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.

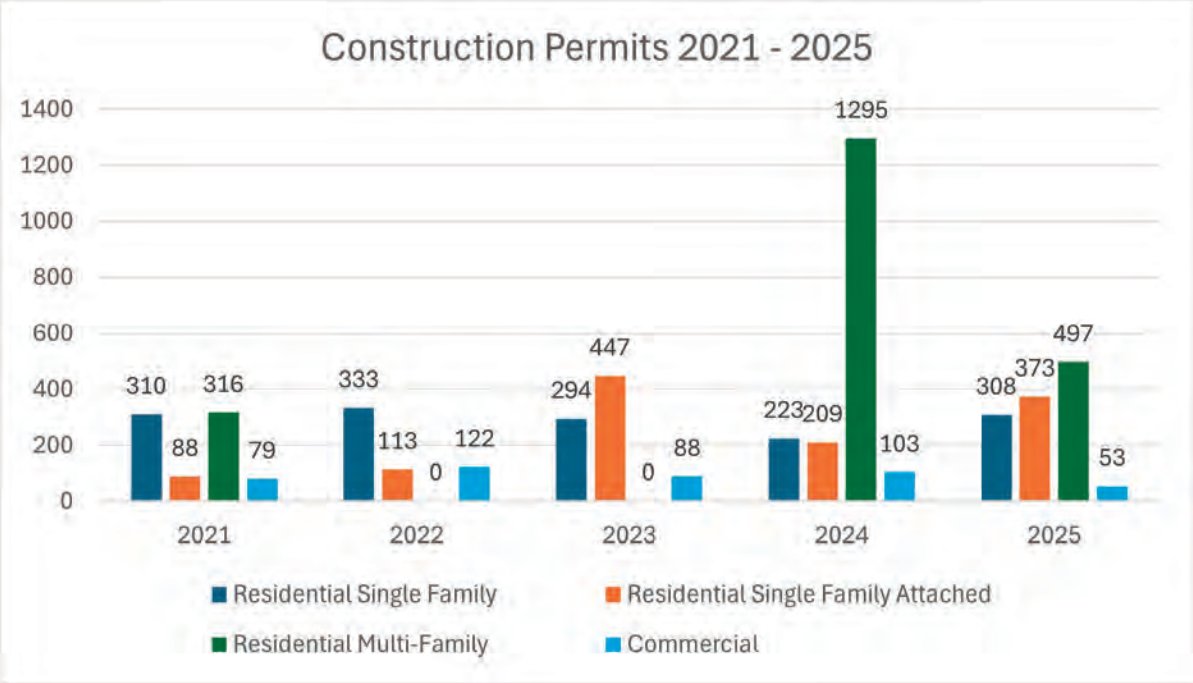
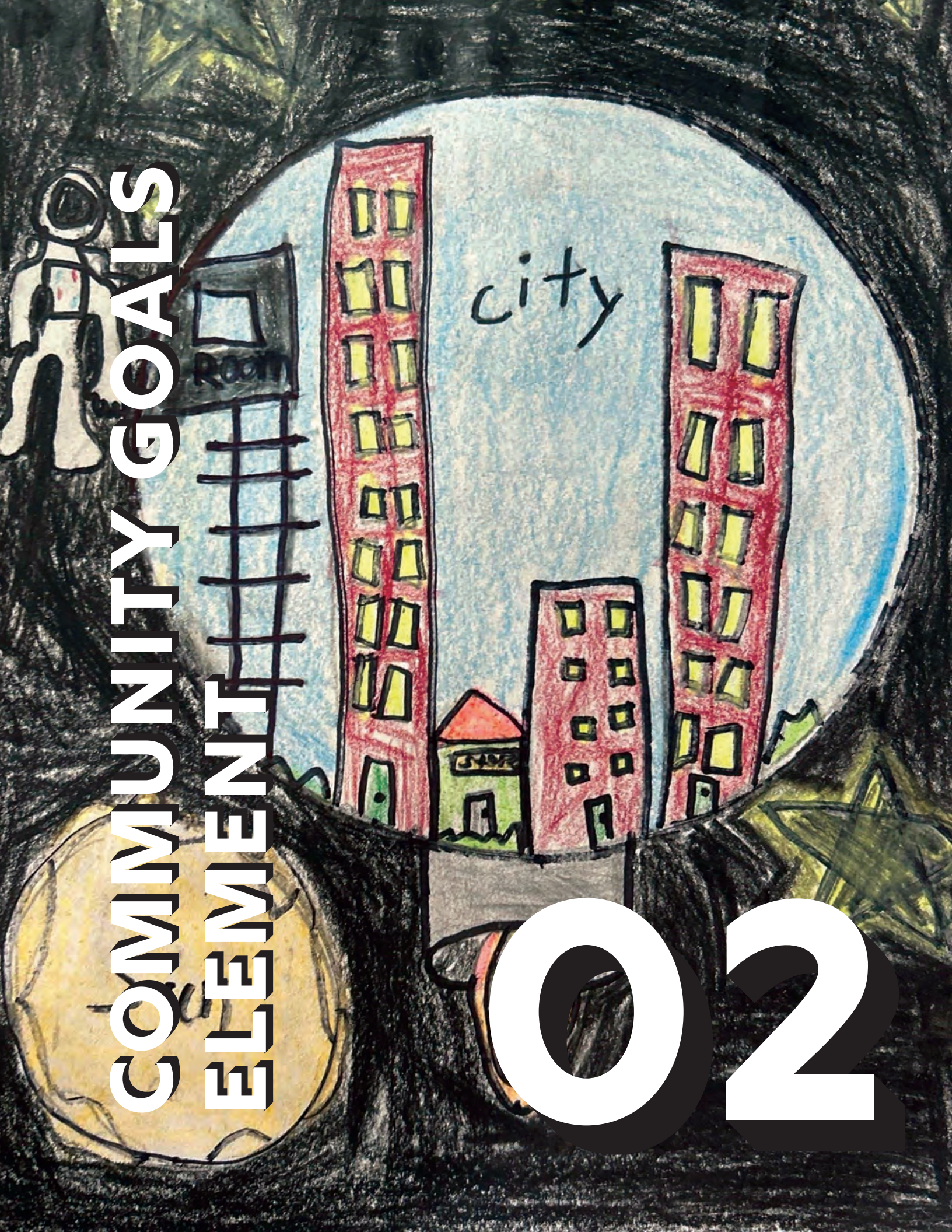


Figure 1.16–Construction Permits, Pooler

City of Pooler Building Permit Data

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COMMUNITY GOALS ELEMENT

02



COMMUNITY GOALS

Introduction

The visions and goals that emerged through the Pooler 2046 comprehensive planning process represent the voices of the community as expressed in meetings, pop-up events and a survey conducted during 2025 and 2026.

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

POOLER 2046 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 provide comments on 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 and Stakeholders. The Vision is supported by the Goals created to help shape Pooler's Future Development.

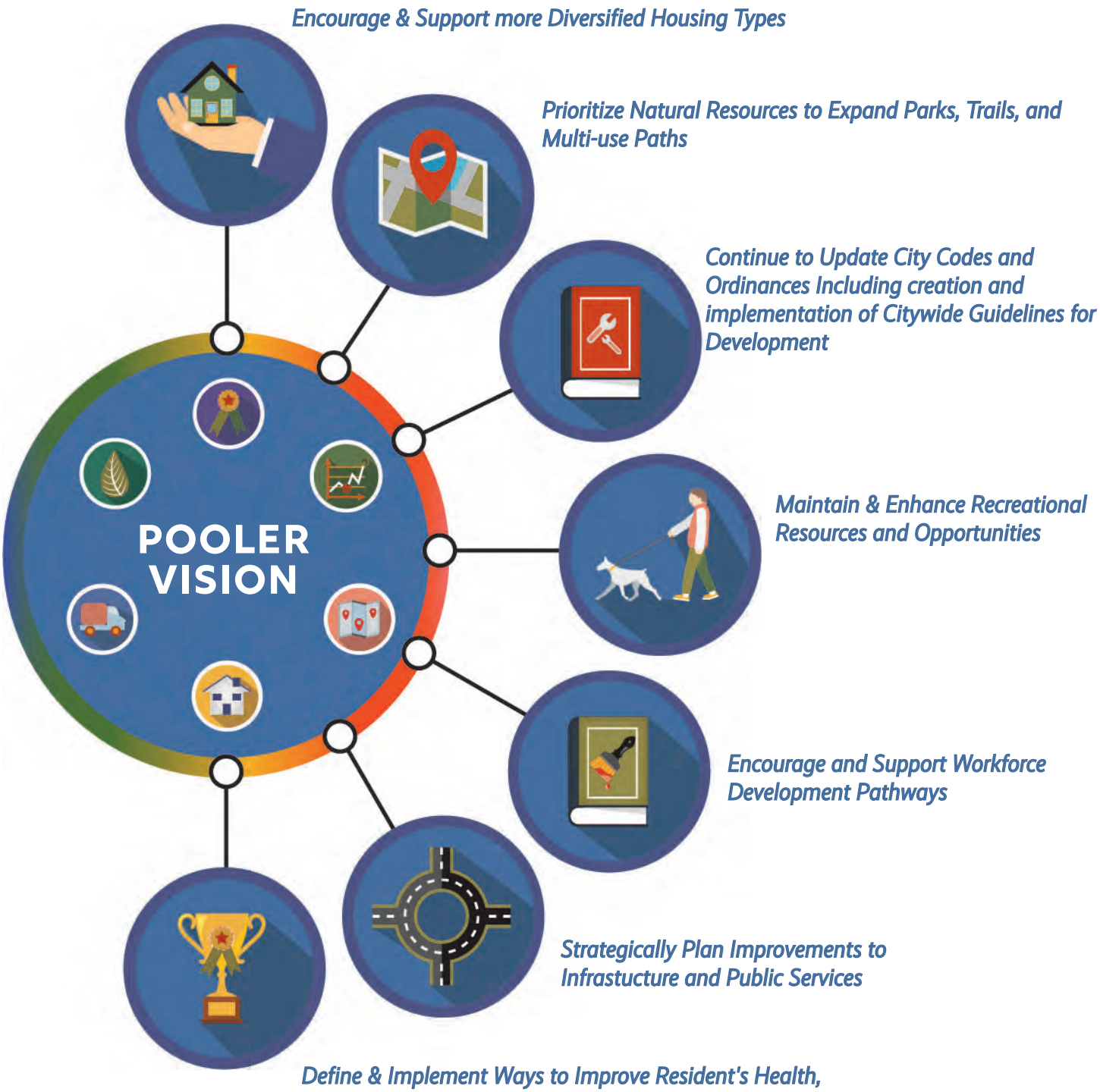
A growing, prosperous community with a diverse population, offering a balanced range of residential settings and a thriving business community set on continually improving the community's quality of life"

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.

A number of goals were identified 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, and stakeholders.




Encourage & Support more Diversified Housing Types
Prioritize Natural Resources to Expand Parks, Trails, and Multi-use Paths
Continue to Update City Codes and Ordinances Including creation and implementation of Citywide Guidelines for Development
POOLER VISION
Maintain & Enhance Recreational Resources and Opportunities
Encourage and Support Workforce Development Pathways
Strategically Plan Improvements to Infrastucture 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



Prioritize Natural Resources to 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 Including Creation and Implementation of Citywide Guidelines for Development

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
- 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 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 address issues of building size and massing, definition of open spaces, site character and quality as well as access and circulation



Maintain & Enhance Recreational Resources and Opportunities

jectives:

The City shall provide quality recreation facilities and programs hat improve community image and livability

n the design of recreational resources, the City shall consider providing features, facilities and services that also promote ourism 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



Encourage and Support Workforce Development Pathways

Objectives:

- The City may consider exploring the development of partnerships with local schools to support workforce training opportunities for youth.
- The City may consider exploring the establishment of a partnership with the Chamber of Commerce to support workforce development opportunities.



Strategically Plan Improvements to 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 2046 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 431,000 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 210,242 people, with an unemployment rate that typically hovers around 3% according to a 2025 report from the Georgia Department of Labor. During the Covid-19 pandemic, the unemployment rate skyrocketed to over 15% in April of 2020 and decreased 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.

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 2023, the city of Pooler had a labor force of over 15,000 people, accounting for 7.30% of the entire labor force in the MSA. With a 2023 unemployment rate of 5.5% Pooler, in general, experiences similar unemployment compared with the rest of the Savannah MSA.

Average Unemployment Rate

	Pooler	Savannah MSA
Year	Percentage	Percentage
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%
2021	6.9%	6.7%

Figure 3.2–Average Unemployment Rates, Pooler & Savannah MSA

U.S. Census Bureau 2023 Ammerican Community Survey 5 Year Estimates

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.

ARE YOU LOOKING FOR MORE INFORMATION?

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

High School

For the years 2019 - 2023, the U.S. Census Bureau American Community Survey statistics show thatt

In Pooler, over 92% of residents age 25 or older have a high school diploma (or equivalent), and 40% of residents have a bachelor's degree or higher according to the American Community Survey.



Key Points: School Year 2024–25 Graduation Rate

- Savannah Chatham County Public School System (SCCPSS) achieved a graduation rate of 87.2%. This represents a gain of nearly half a point compared with the previous year and is the same percentage as the state graduation rate for that year.

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.

Four-Year Education Focus Areas

According to the 2023 American Community Survey 5-year estimates, approximately 40% of adults aged 25 years and over in Pooler 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 Business

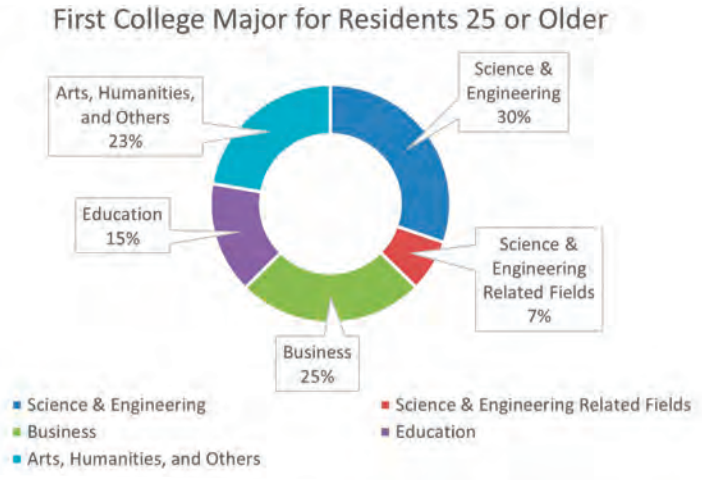


Figure 3.3–First College Major For Residents 25 or Older, Pooler

U.S. Census Bureau 2023 Ammerican Community Survey 5 Year Estimates

The third most popular major is Arts, Humanities, and Others. 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.

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, healthcare related, or food preparation related programs. Similar to the four-year college majors discussed above, the largest programs also reflect the existing economy, in which healthcare and manufacturing 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 welding and automobile technician graduates. This could suggest that there are changes in these job fields influencing students to change direction and pursue specific programs over others.



Plan 2046 Survey

Thirty-two percent (32%) 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 2046 Appendix.

Technical Programs with the Highest Growth in Graduates

Program	Total Graduates 2023	Total Graduates 2024	Percent Change 2023 - 2024 %
Aircraft Powerplant Technology/Technician	1	10	900.0
Licensed Practical/Vocational Nurse Training	8	27	237.5
Nursing Assistant/Aide and Patient Care Assistant/Aide	82	161	96.3
Food Preparation/Professional Cooking/ Kitchen Assistant	31	60	93.5
Accounting Technology/Technician and Bookkeeping	7	13	85.7
Allied Health and Medical Assisting Services, Other	44	72	63.6
Cosmetology/Cosmetologist, General	24	37	54.2
Dental Assisting/Assistant	7	10	42.9
Heating, Air Conditioning, Ventilation and Refrigeration Maintenance Technology	74	105	41.9
Computer and Information Systems Security/Information Assurance	48	66	37.5
Legal Assistant/Paralegal	11	14	27.3
Welding Technology/Welder	458	512	11.7
Automobile/Automotive Mechanics Technology/Technician	146	158	8.2

Figure 3.4–Technical Program Growth Rates, Savannah MSA

Georgia Department of Labor (GDOL)

Technical Programs with the Highest Decline in Graduates

Program	Total Graduates 2023	Total Graduates 2024	Percent Change 2023 - 2024 %
Barbering/Barber	10	5	-50.0
Emergency Medical Technology/ Technician (EMT Paramedic)	7	4	-42.9
Airframe Mechanics and Aircraft Maintenance Technology/Technician	94	60	-36.2
Early Childhood Education and Teaching	24	16	-33.3
Surgical Technology/Technologist	14	11	-21.4
Truck and Bus Driver/Commercial Vehicle Operator and Instructor	201	160	-20.4
Business Administration and Management, General	14	13	-7.1

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.

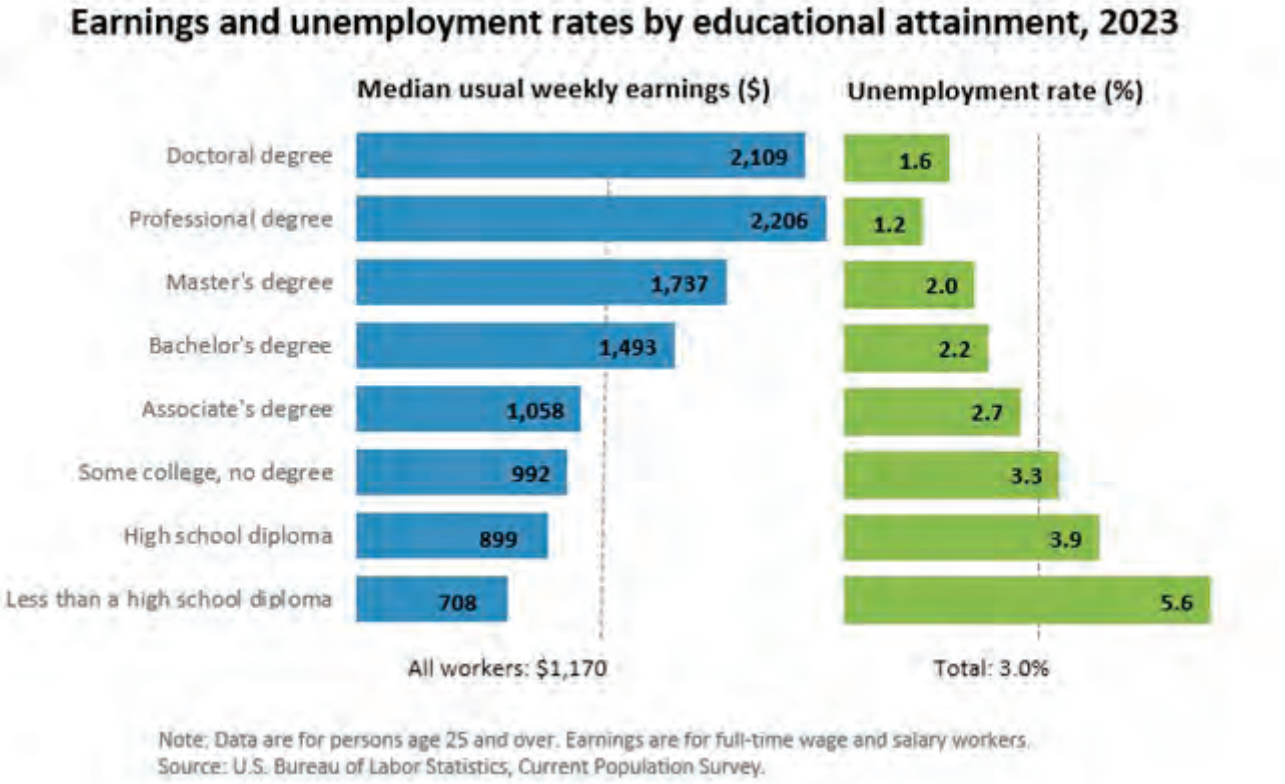


Figure 3.6–Earnings & Unemployment Rates by Educational Attainment, 2023

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.



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 North America, accounting for approximately 22% of container trade on the east coast, and approximately 11.5% 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 moved nearly 5.7 million twenty-foot equivalent unit(TEU) of containerized cargo in 2025, a 2.5% increase Over 2024
- In 2025, food and automatic commodity groups accounted for 28% of Savannah 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, and motor vehicles 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.

In March 2025 the Hyundai Motor Group Metaplant America opened in Ellabell, Georgia which is approximately 20 miles from Pooler. This facility is recognized as the largest economic development project in Georgia. This facility manufactures EV and hybrid vehicles and is forecasted to support production of approximately 500,000 Hyundai, Kia and Genesis electric vehicles annually.

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 approximately 11,000 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 21,200 full-time soldiers and 4,350 civilians employed at both installations. With a total of just over 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 Savannah 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 educational 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 $2 billion in the Savannah MSA in 2024

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 has also expanded its reach just minutes over the bridge in Bluffton, South Carolina where the health system built 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.

In February 2026 Pooler received a site plan application for a free-standing emergency department. The proposed facility would be an 11,000 square foot free-standing emergency department which would operate as a satellite department of a regional parent hospital. The facility would include exam rooms, trauma, lab, and nurses station. As the population grows and more residents move to Pooler, the demand for both routine and critical healthcare services will 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 2024 generated $4.1 billion in direct spending and $56.2 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.

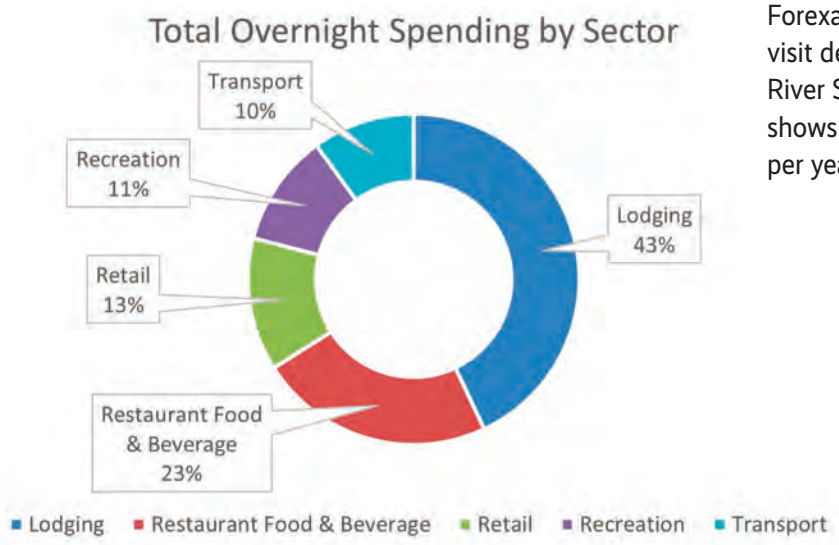


Figure 3.7- Total Overnight Spending By Sector

Savannah Area Chamber of Commerce 2025

According to Visit Savannah, a major economic driver in the tourism industry is the Savannah Convention Center, hosting 135 events and 198,420 tourists in 2024. 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 22 hotels located in the city. These hotels help support the overall tourism industry by offering local visitors more options for lodging. Forexample, 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.

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 approximately 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.



Figure 3.8 - Net Taxable Charges for Lodging, Pooler

City of Pooler



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 approximately 25% 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.
- Georgia Ports Authority
- Gulfstream Aerospace Corporation
- Memorial Health University Medical Center
- Georgia Regional Hospital at Savannah
- Savannah College of Art and Design
- Savannah Acid
- JCB
- Spirit Construction Svc Inc
- Walmart

Of the documented 158,399 individuals working in The Savannah MSA, 78% work for businesses and companies with 20+ employees, while the remaining 22% work for companies with fewer than 20 employees

Business Employment, 2025

Employees	Establishments	Percent	Employment	Percent
0 - 4	8,267	61.62%	9,787	5.03%
5 - 9	1,921	14.32%	12,833	6.60%
10 - 19	1,430	10.66%	19,422	9.98%
20 - 49	1,146	8.54%	34,422	17.69%
50 - 99	359	2.68%	24,532	12.61%
100 - 249	225	1.68%	33,450	17.19%
250 - 499	42	0.31%	14,950	7.68%
500 - 999	16	0.12%	10,518	5.41%
1000 - and over	11	0.08%	34,651	17.81%
Total	**13,417**	**100.00%**	**194,565**	**100.00%**

Figure 3.9 - Business Employment Based on Size

Georgia Department of Labor, 2025

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 $2600 since 2019, from 47,831 to $50,511 in 2023.

- Federal Reserve Bank

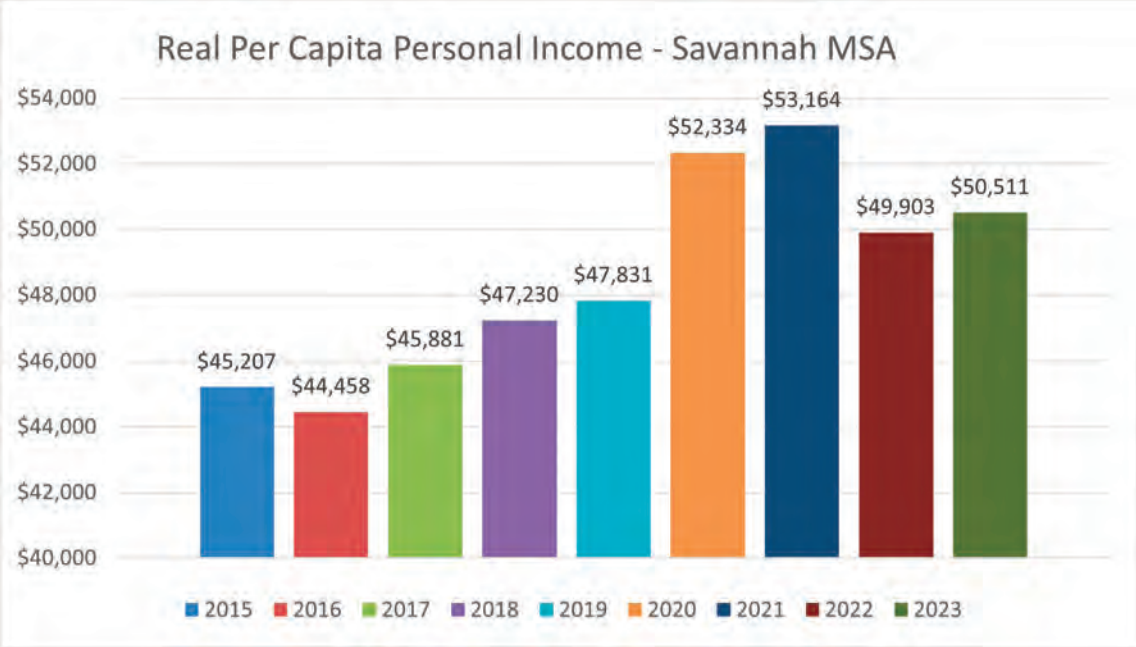


Figure 3.10 - Average Yearly Income, Savannah MSA

Georgia Department of Labor 2015-2023

Wages and Employment

The overall average weekly wage in the Savannah MSA is $1,195, which is a 3.9% increase between 2024 to 2025 according to the Federal Reserve Bank of St. Louis. The average hourly wage is $28.31 according to the U.S. 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 $91,497, which is approximately $17,000 higher than the median household income for the Savannah MSA of $74,632. As shown by the chart below, a majority of households in Pooler earn $100,000 to $149,999.

Income Distribution

Income	Percentage
Less than $10,000	3.30%
$10,000 to $14,999	1.60%
$15,000 to $24,999	2.10%
$25,000 to $34,999	5.70%
$35,000 to $49,999	7.70%
$50,000 to $74,999	18.10%
$75,000 to $99,999	16.90%
$100,000 to $149,999	24.00%
$150,000 to $199,999	12.80%
$200,000 or more	7.80%

Figure 3.11 - Income Distribution, Pooler

U.S. Census Bureau 2023 American Community Survey 5-Year Estimates

Industry Breakdown

The majority of residents within the City of Pooler work in the Service-Producing industry (65%), followed by the Goods-Producing industry (30%), and government (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 page facing, Goods-Producing jobs have a higher average wage than both Service-Providing and government jobs. Within the Service-Providing industry, the accommodation and food services category has the lowest average weekly wage among all of the job fields listed

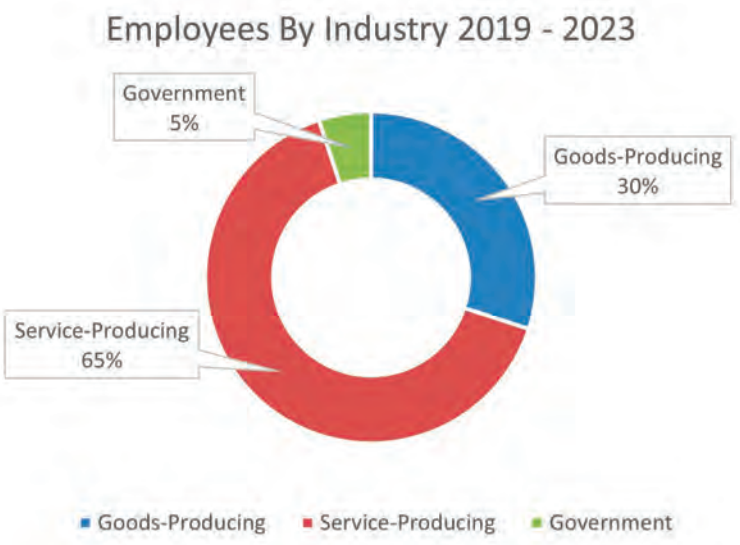


Figure 3.12 - Percentage of Employees by Industry, Pooler

U.S. Census Bureau 2023 American Community Survey 5-Year Estimates

Goods-Producing Industry

The highest wages within the goods-producing field are in Chemical Manufacturing, with a weekly wage of $2,108. The lowest paying Goods-Producing jobs are in Printing and Related Support Activities, with a weekly wage of $773.

The average wage within the Goods-Producing field is $1,397

Savannah MSA Goods-Providing Wages, 2023

Industry	Goods-Producing Sub-Category	Average Weekly Wage
Agriculture, Forestry, Fishing & Hunting		$965
Mining		$1,238
Construction		$1,303
Manufacturing		$1,774
	Beverage and Tobacco Product	$893
	Chemical	$2,108
	Computer and Electronic Product	$1,369
	Fabricated Metal Product	$1,486
	Food	$1,249
	Furniture and Related Product	$1,034
	Machinery	$1,468
	Miscellaneous	$1,131
	Nonmetallic Mineral Product	$1,502
	Paper	$1,742
	Petroleum and Coal Products	$1,912
	Printing and Related Support Activities	$773
	Textile Product Mills	$1,181
	Transportation Equipment	$2,035
	Wood Product	$1,385

Figure 3.13 - Goods-Producing, Savannah MSA

Georgia Department of Labor, 2023

Service-Providing Industry

The highest paying jobs in the Service-Providing field are in Finance and Insurance, with a weekly wage of $2,017, while the lowest wages are in accommodation and food service, with a weekly wage of $526

The average wage within the Service-Providing field is $1,229, while the average weekly wage in the government sector is $1,389

Savannah MSA Service-Providing Wages, 2023

Industry	Average Weekly Wage
Utilities	$1,997
Wholesale Trade	$1,646
Retail Trade	$752
Transportation and Warehousing	$1,088
Information	$1,296
Finance and Insurance	$2,017
Real Estate and Rental and Leasing	$1,082
Professional Scientific & Technical Svc	$1,476
Management of Companies and Enterprises	$1,792
Admin., Support, Waste Mgmt, Remediation	$820
Education Services	$1,286
Health Care and Social Assistance	$1,203
Arts, Entertainment, and Recreation	$601
Accommodation and Food Services	$526
Other Services (except Public Admin.)	$852

Figure 3.14 - Service Providing Wages, Savannah MSA

Georgia Department of Labor, 2023

Savannah MSA Government Wages, 2023

Industry	Average Weekly Wage
Federal Government	$1,638
State Government	$1,465
Local Government	$1,065

Figure 3.15 - Government Wages, Savannah MSA

Georgia Department of Labor, 2023

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. According to the Georgia Department of Labor healthcare support and personal care and service occupations are projected to have the highest growth rates at 30% between 2020 and 2030.

The food preparation and serving related occupations are projected to have the second highest growth rate 29% With major growth in these areas , Pooler will continue to see strong impacts on the city's economy viability.

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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 7% between 2023 and 2024. 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 $89,648 in 2024*
>
> *—Savannah Area Chamber of Commerce*

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 2015 and 2022, with a 250% increase in the direct spend 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.graduates in the area.

Projected Employment Growth, 2020–2030

Occupation Type	2020 Base Employment	2030 Projected Employment	Total Change in Employment	Percent Change in Employment	Annual Growth Rate
Management	17,500	20,480	2,980	17.2%	1.6%
Business and Financial Operations	14,050	15,960	1,910	13.6%	1.3%
Computer and Mathematical	3,510	4,010	500	14.8%	1.4%
Architecture and Engineering	5,450	6,100	650	12.3%	1.2%
Life, Physical, and Social Science	1,810	1,980	170	9.7%	0.9%
Community and Social Service	4,200	4,900	700	16.7%	1.6%
Legal	2,180	2,460	280	12.2%	1.2%
Educational Instruction and Library	17,350	19,200	1,850	10.8%	1.0%
Arts, Design, Entertainment, Sports, and Media	2,770	3,160	390	14.1%	1.3%
Healthcare Practitioners and Technical	18,190	22,050	3,860	21.4%	2.0%
Healthcare Support	8,550	11,130	2,580	30.0%	2.7%
Protective Service	7,930	8,760	830	10.6%	1.0%
Food Preparation and Serving Related	29,290	37,960	8,670	29.8%	2.6%
Building and Grounds Cleaning and Maintenance	9,840	11,710	1,870	18.9%	1.7%
Personal Care and Service	7,320	9,560	2,240	30.2%	2.7%
Sales and Related	29,440	33,760	4,320	14.8%	1.4%
Office and Administrative Support	34,300	36,710	2,410	7.0%	0.7%
Farming, Fishing, and Forestry	1,520	1,820	300	20.2%	1.9%
Construction and Extraction	10,300	11,330	1,030	10.1%	1.0%
Installation, Maintenance, and Repair	14,460	16,430	1,970	13.9%	1.3%
Production	15,310	17,470	2,160	13.9%	1.3%
Transportation and Material Moving	32,740	39,570	6,830	20.9%	1.9%

Figure 3.16 - Projected Employment Growth Within the Savannah MSA by Sector

Georgia Department of Labor, 2023

RETAIL LOGISTICS

Amazon has constructed a new fulfillment center, dubbed the “Pooler Megasite,” at a central point between unincorporated Chatham County, the city of Savannah, the city of Pooler, and Garden City. The project added approximately 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?

"Secretaries and Administrative Assistants" is predicted to experience the highest decline in employees with an estimated 90 fewer jobs between 2020 and 2039. "Sewing Machine Operators" 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, 2020-2030

Occupation Type	2020 Base Employment	2030 Projected Employment	Total Change in Employment	Percent Change in Employment	Annual Growth Rate
Secretaries and Administrative Assistants, Except Legal, Medical, and Executive	3,950	3,860	-90	-2.3%	-0.2%
Inspectors, Testers, Sorters, Samplers, and Weighers	1,220	1,140	-80	-6.7%	-0.7%
Executive Secretaries and Executive Administrative Assistants	470	410	-60	-11.8%	-1.3%
Payroll and Timekeeping Clerks	440	390	-50	-11.4%	-1.2%
Data Entry Keyers	270	220	-50	-15.8%	-1.7%
Postal Service Mail Carriers	680	650	-30	-5.3%	-0.5%
Printing Press Operators	180	150	-30	-16.9%	-1.8%
Correctional Officers and Jailers	720	700	-20	-1.8%	-0.2%
Legal Secretaries and Administrative Assistants	120	100	-20	-18.9%	-2.1%
Sewing Machine Operators	80	60	-20	-20.0%	-2.2%
Floral Designers	70	60	-10	-17.9%	-2.0%
Editors	60	50	-10	-13.8%	-1.5%
Tellers	750	740	-10	-2.1%	-0.2%
File Clerks	140	130	-10	-8.8%	-0.9%
Order Clerks	90	80	-10	-8.0%	-0.8%

Figure 3.17 - Projected Employment Decline within Savannah MSA by Sector

Georgia Department of Labor, 2020-2030

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. This analysis from 2020 is the most recent conducted by SEDA.

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 who want 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 2046 Survey

Forty-four percent (44%) 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 2046 Appendix.

THE IMPACT OF GEOGRAPHIC MOBILITY

Geographic mobility refers to people moving into or within a municipality. According to the 2019 - 2023 American Community Survey, 8% of Pooler's population moved into the city from within Chatham County, 2% relocated from another county within Georgia, 6% relocated from another state, and less than 1% relocated from abroad. The opening of the Hyundai Motor Group Metaplant America located near Pooler has boosted the local Korean resident population. 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 2046 Survey

According to the Plan 2046 survey, investment into local businesses and residents is important to the majority of respondents. For example, over 67% 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 2046 Appendix.



ECONOMIC RESILIENCE

In the wake of the Covid-19 pandemic the Savannah Hilton Head International Airport total passenger numbers increased by over 1 million from 2,780,909 in 2021 to 4,134,111 in 2024. Job industries in Logistics/Port Activity, Real Estate Development, Residential Construction, Retail, and Leisure and Hospitality are also expected to improve.

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 accelerated the adoption of virtual healthcare.

EQUITY

- Multiple racial and ethnic groups were impacted by unemployment in 2025. According to the Bureau of Labor Statistics, the seasonally adjusted unemployment rate for Black or African Americans increased from 6.1% to 7.5% between December of 2024 and December of 2025. By contrast, seasonal unemployment for white individuals increased from 3.6% to 3.8% in the same period.



LAND USE ELEMENT

04



LAND USE

Introduction

The Land Use Element of Pooler 2046 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 approximately 31 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.

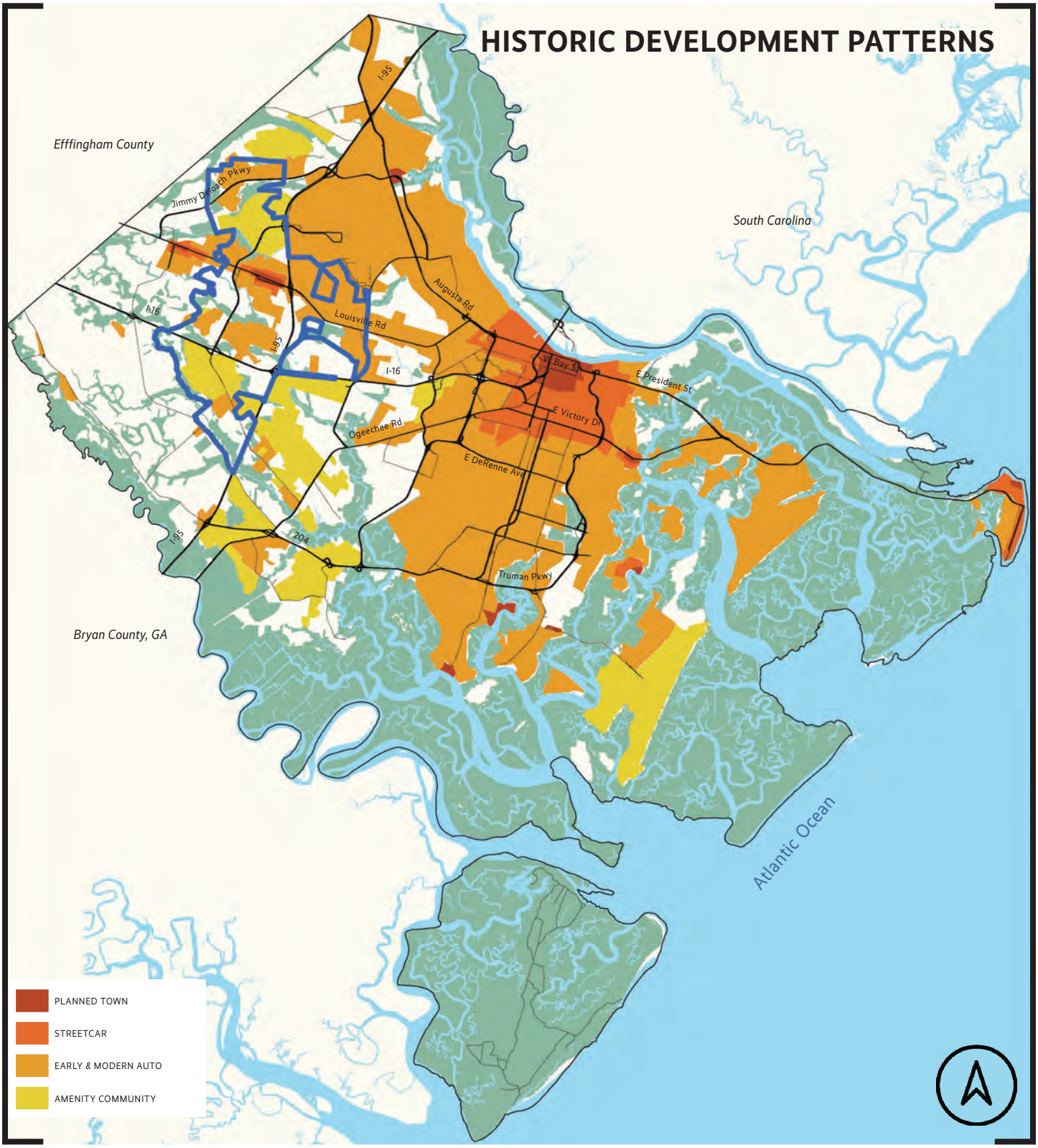


Development Patterns

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 currently developed at lower densities or remain undeveloped.



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**

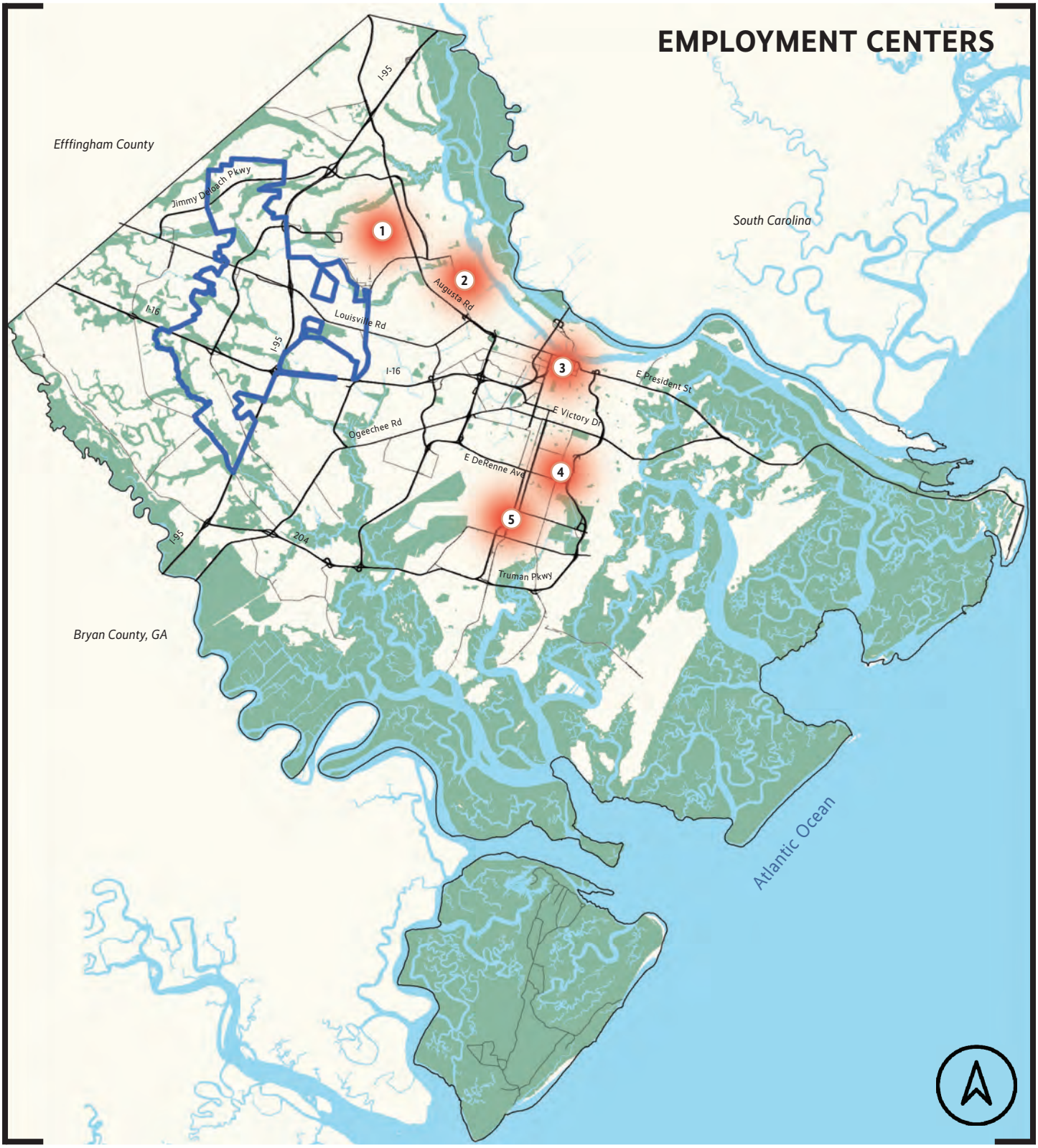
   » Downtown Savannah is a major employment hub that provides jobs in many sectors including tourism, hospitality, retail, and educational/public services. This area sees a high number of commuters each day, many of whom utilize modes of transportation other than a car, such as walking, bicycling, or public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



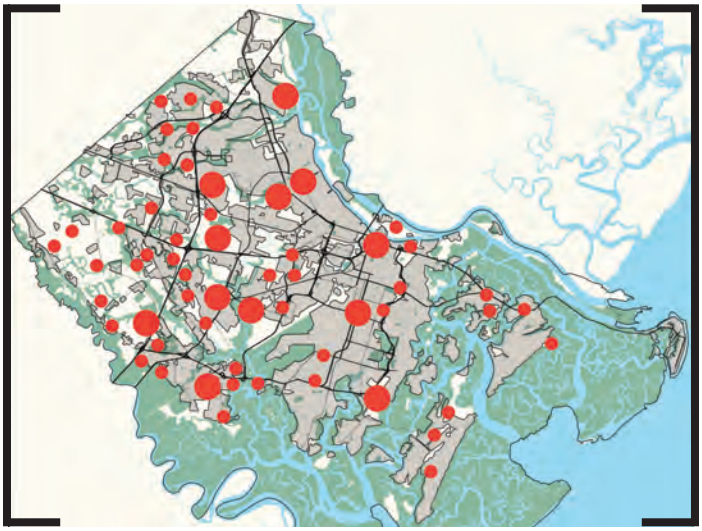
Map 4.2–Chatham County Employment Centers

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 City of Pooler. Three alternative approaches were presented to the public and stakeholders for feedback during development of the Comprehensive Plan in 2025: Business as Usual, Strong Corridor, and Compact Growth.

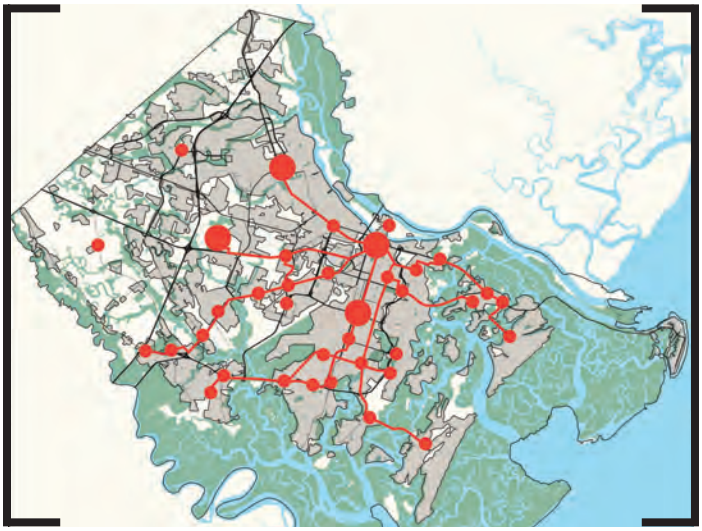
The intent was to allow the public to visualize different potential directions growth could take over the next 20 years and gauge the desirability of each.



Business as Usual

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

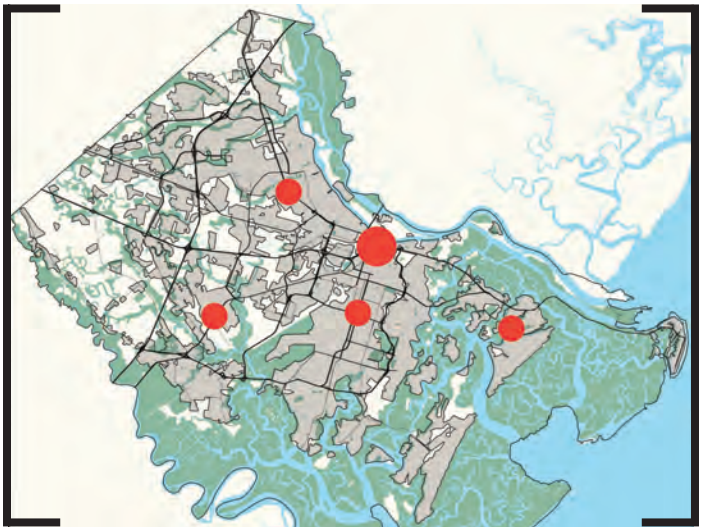
This strategy is based on existing development patterns, residential densities, future land uses, and infrastructure investments.



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.

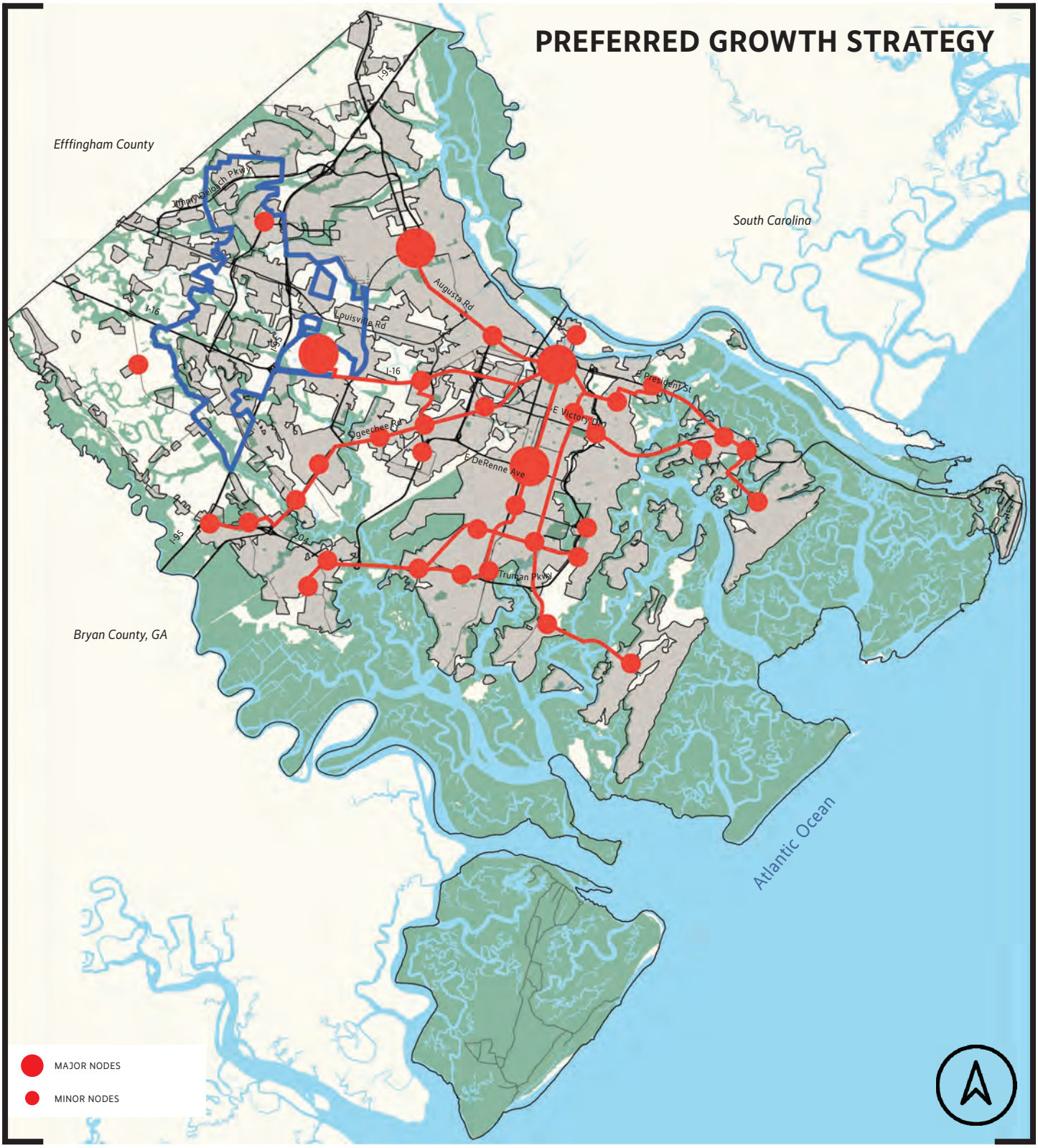
Preferred Growth Strategy: Strong Corridors

Given the choice of three scenarios in an online public survey, Pooler's respondents supported the "Strong Corridors" option: Forty-two percent (42%) 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 Chatham County will be critical. 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.



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.

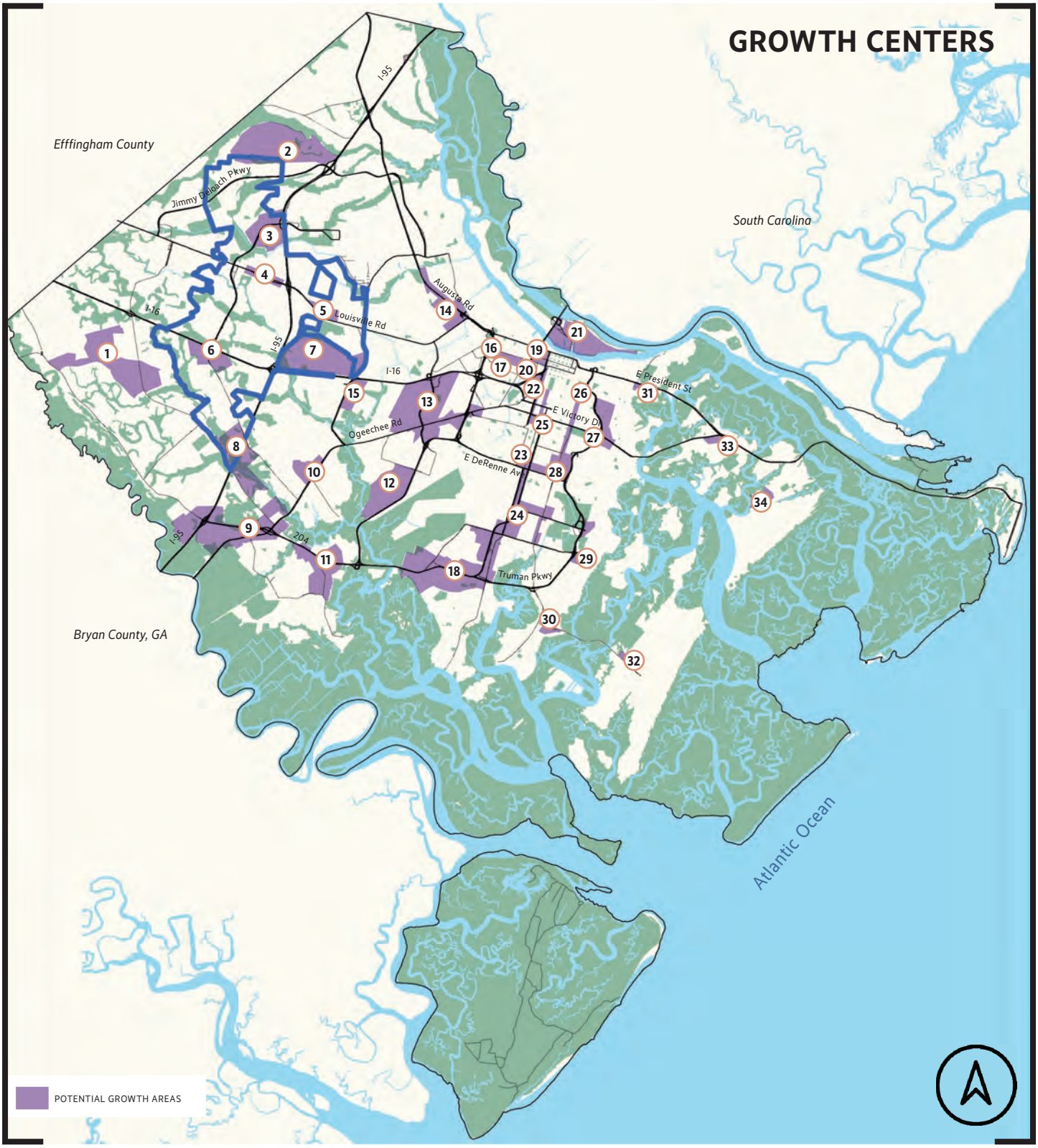
The Growth Centers Map defines the prioritization of lands for development to maximize areas that already have public investment (water, sewer, utilities, roadways, and services). Also taken into consideration are historic development patterns, employment centers, service areas, existing transportation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

Areas of Further Study

Below is a list of potential Growth Areas within Chatham County 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



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, 2026

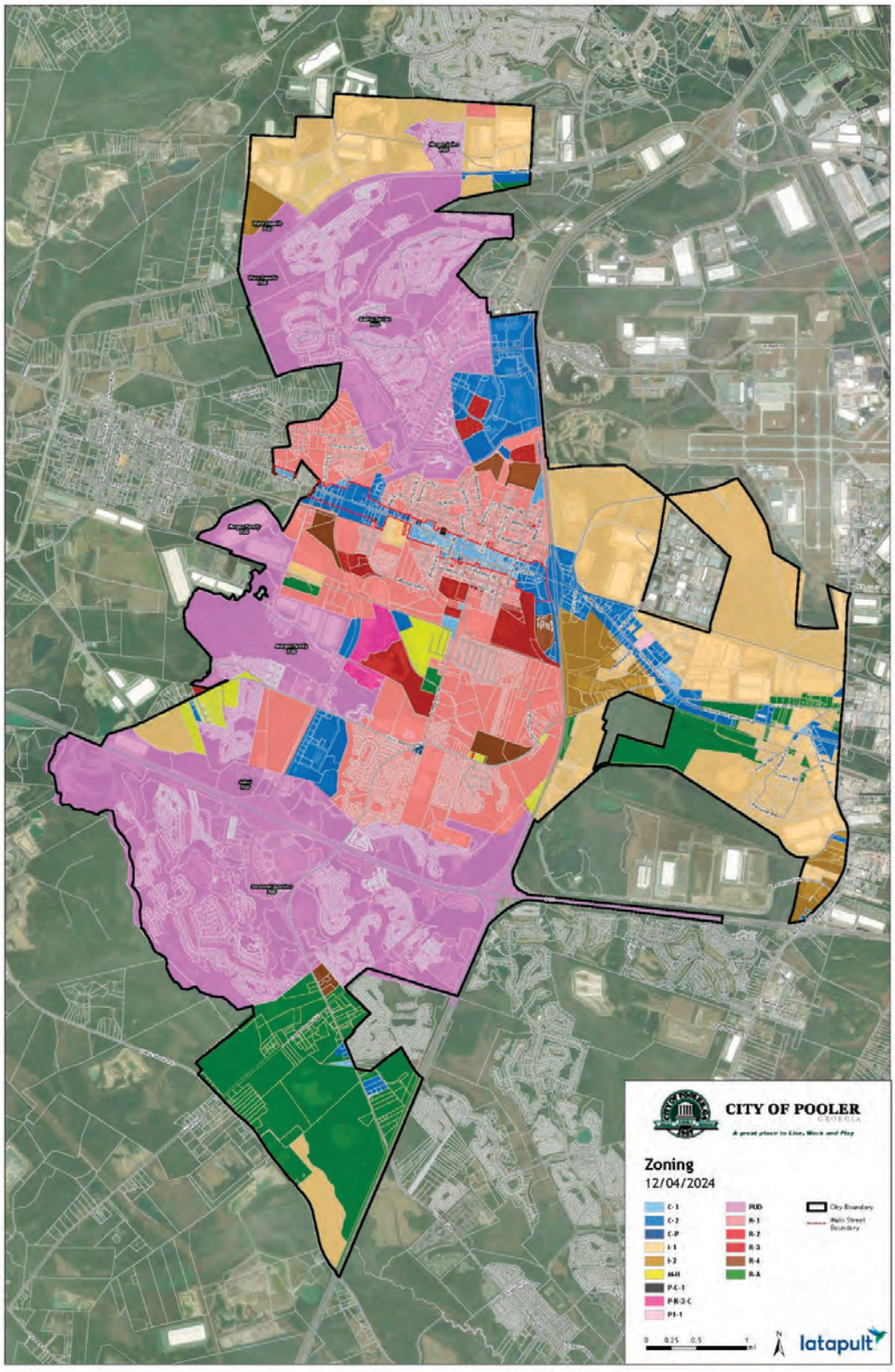
Zoning Classification	Description
R-1 (A - C)	One-family residential district
R-2 (A - C)	Two-family residential district
R-3 (A - C)	Multifamily residential district
R-4	Townhouses and condominiums district
MH - 1	Manufactured home dwelling district
MH - 2 (A - B)	Manufactured home dwelling district
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	Resdential -agriculture, two-family dwelling district
PUD	Planned unit development
Main Street Overlay District	
P, Planned District	

Figure 4.1–
Existing Zoning Classifications, Pooler

Mainstreet Overlay Master Plan



Figure 4.2–Mainstreet Overlay Master Plan, Hussey Gay Bell



Map 4.5–Existing Zoning Classifications, Pooler

CHARACTER AREAS

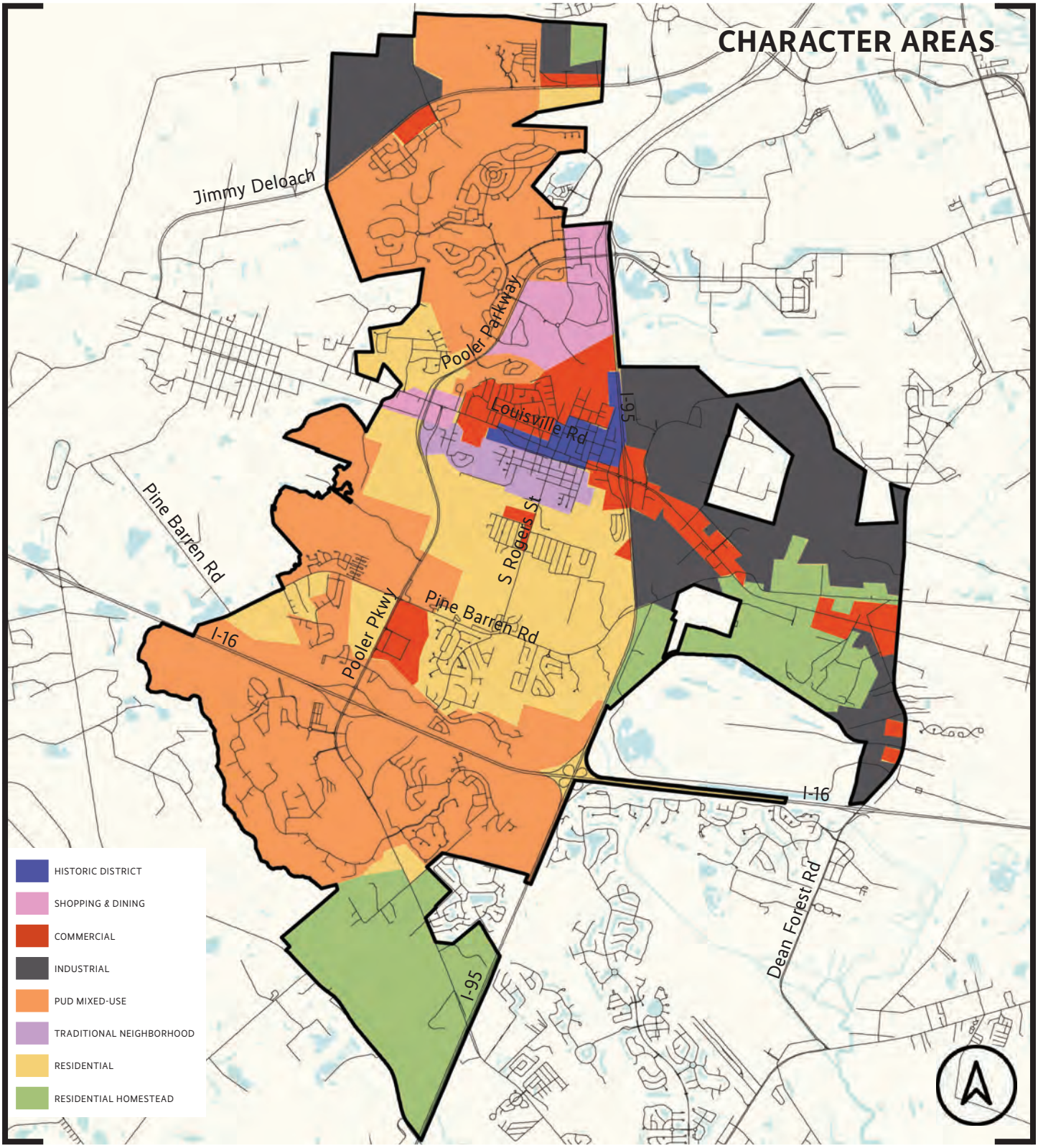
Character Areas

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



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 C-1, C-2, C-P, I-1

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

SHOPPING & DINING

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 two interstate highways. 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

PUD/MIXED-USE

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 adoption of design guidelines 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
- Adopt design guidelines 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:

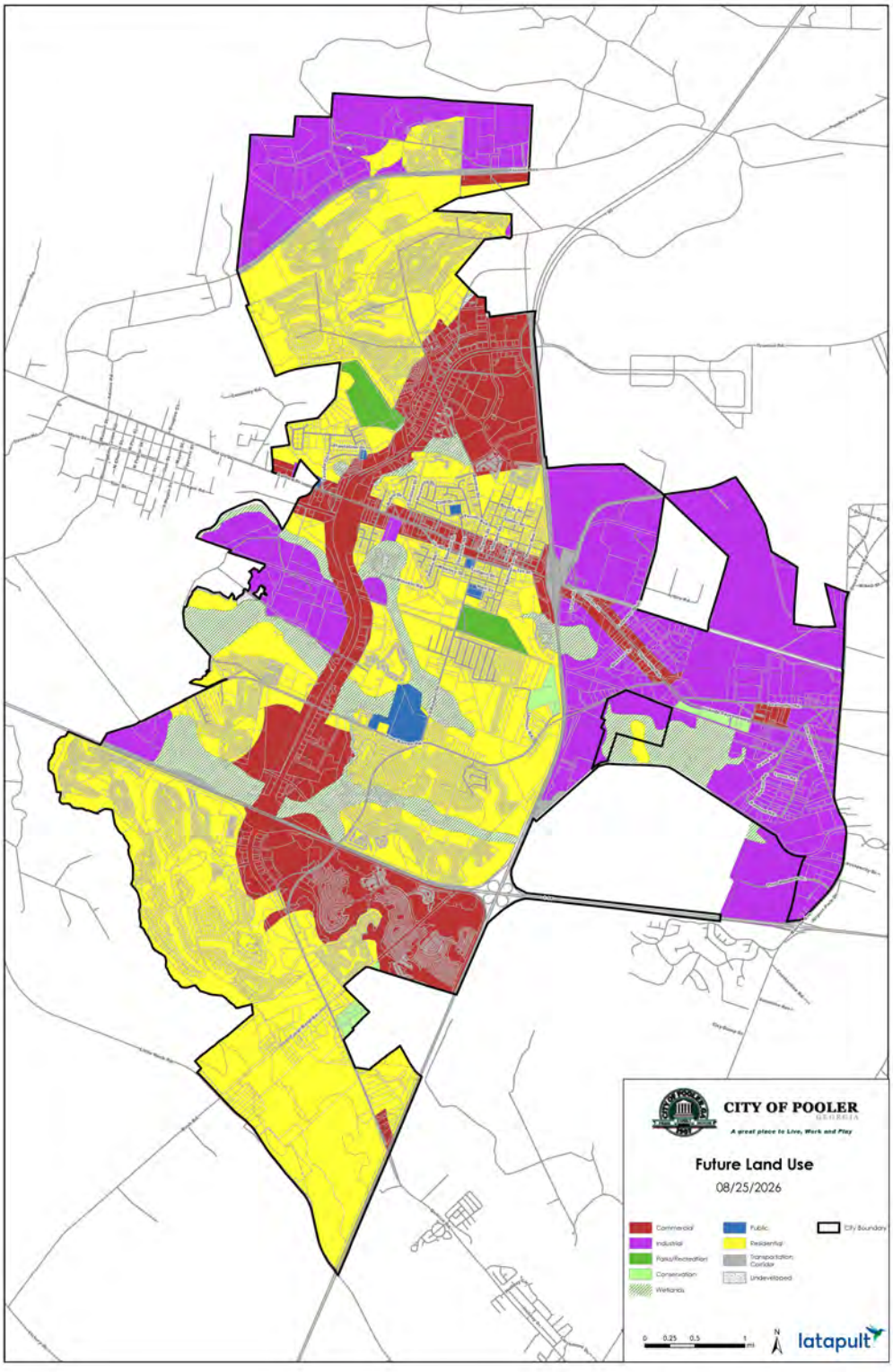
- Promote developments that have strong, walkable connections within and between neighborhoods
- Encourage roadway activity and connectivity
- Allow for smaller local roads and associated rights-of-ways
- Allow for appropriate neighborhood mixed uses within planned developments to provide a destination for pedestrians and to minimize the need for long trips

FUTURE LAND USE

Pooler 2046 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.



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 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	**Transportation Corridor**	**Wetlands**
DEFINITION	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.	Area of land permanently or seasonally saturated with water.
USES	Transportation/Communications/Utilities, Rights-of-Way	Transition zone between land and water.

MAP COLOR		
LAND USE	**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.	This category is for land designated for protection of natural resources. These areas may allow activities that do not harm natural resources.
USES	Recreation Active	Protection of natural resources

05 TRANSPORTATION ELEMENT



TRANSPORTATION

Introduction

The Transportation Element of Plan 2046 draws from the Coastal Region Metropolitan Planning Organization's (CORE MPO) Moving Forward Together 2050 Metropolitan Transportation 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, hosted over 17 million visitors each year spending $4 billion and has been recognized as a world-class destination by national travel and lifestyle publications.

Chatham County is also home to the Port of Savannah, which is the largest and fastest growing single container terminal in North America and the third 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)

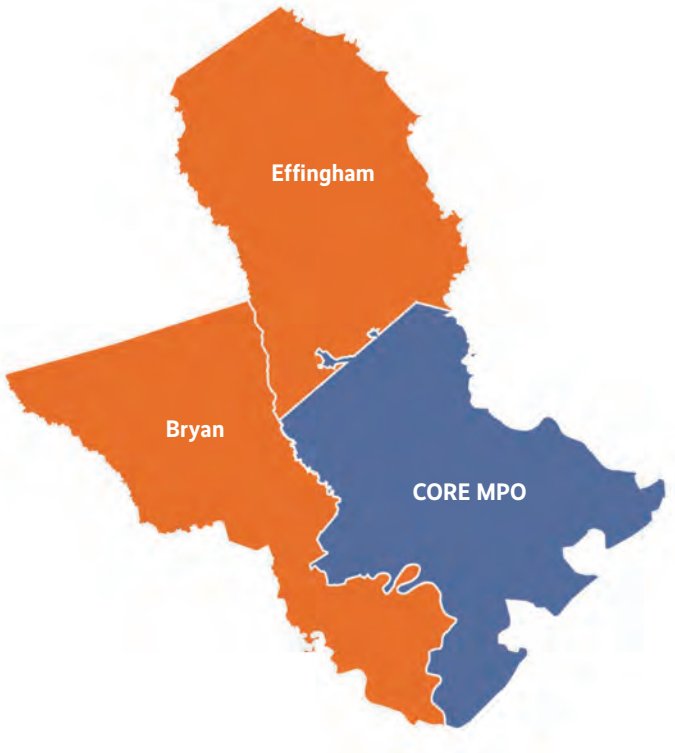


Figure 5.1–CORE MPO Boundary

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 Economic Development and Freight Advisory Committee (EDFAC), the Bicycle and Pedestrian Advisory Committee (BPAC), and the Community Opportunities and Public Involvement Committee (COPIC).

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*

379,921

Land Area (Square Miles)*

895

Year Established*

1983

*Metropolitan Planning Organization (MPO) Database

CORE COASTAL REGION MPO

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 55% of their residents commuting outside the county for work each day, and 67% of Richmond Hill residents travel outside Bryan County for work. Other nearby counties also experience a significant out-commuting pattern. Liberty County has 24% and Bulloch County has 29% of their population working outside their county, and those workers have a typical commute time of about one hour each way.

COMMUTING PATTERN

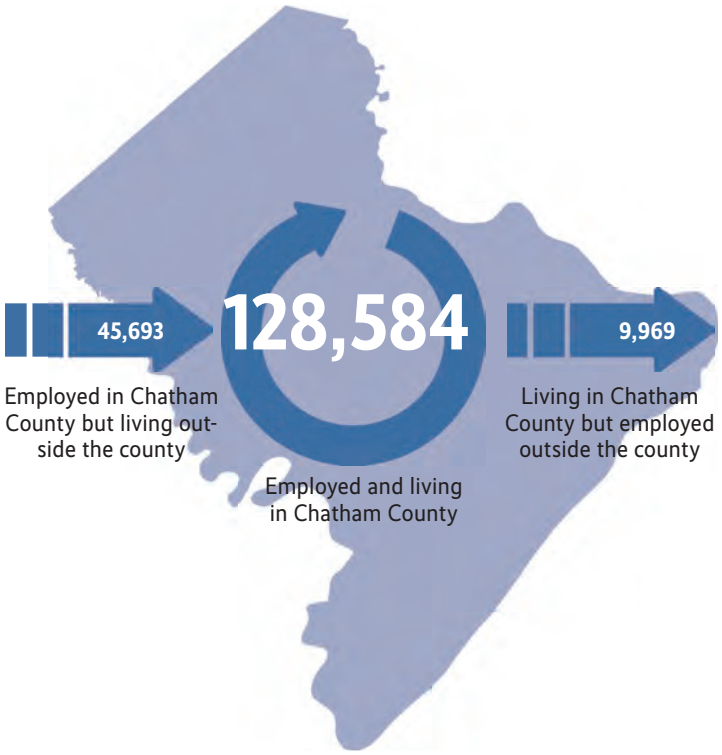
A commuting pattern is the journey to work and refers to groups of workers in a region, and the distances and directions they travel from home to work.

—Census Bureau

Commuting Patterns

	Work In County of Residence	Work Outside County of Residence
Chatham County	92.60%	4.70%
Savannah	94.40%	3.10%
Pooler	90.70%	7.10%
Bryan County	31.90%	65.60%
Richmond Hill	28.60%	68.50%
Effingham County	37.70%	57.50%

Figure 5.2–Regional Commuting Characteristics
U.S. Census Bureau: 2023 American Community Survey 5-Year Estimates

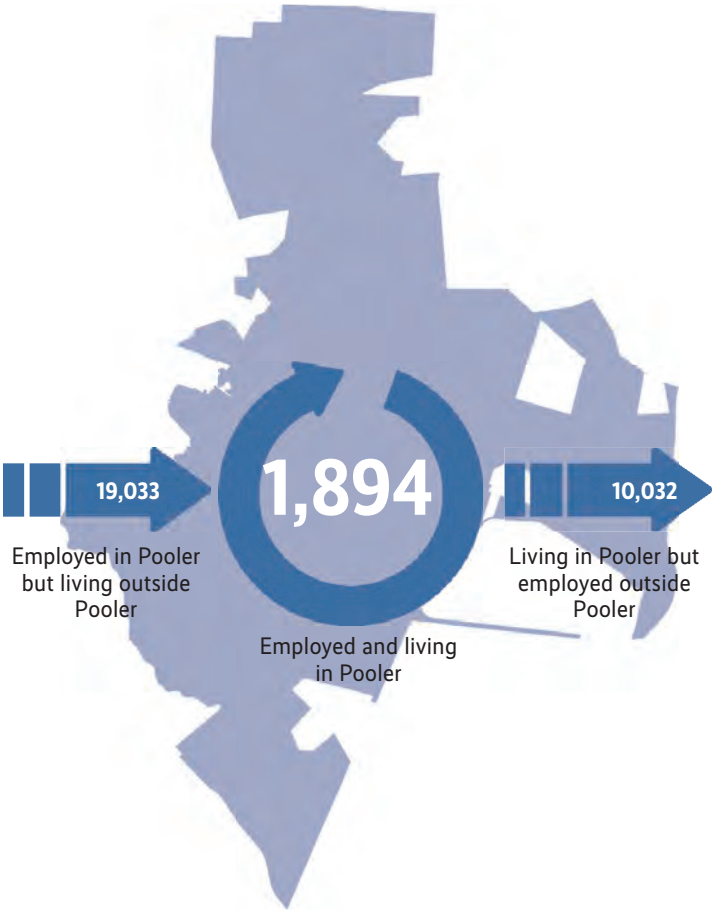


Map 5.1–Regional Commuting Pattern Flow, 2014–2018
U.S. Census Bureau: 2014–2018 American Community Survey

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 84% 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.





Map 5.2–Local Commuting Pattern Flow, 2019-2023
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.



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

According to American Community Survey estimates for 2019 - 2023, shown in Figure 5.3, 79.7% of workers living in Pooler drove alone to work and 73.8% of the workers in Chatham County drove alone to work, compared to 70.8% statewide and 69.2% 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 the state, and the U.S., Pooler also exhibits an extremely low percentage of walking (0.1%) and other means of travel to work (2.5%).

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.

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 less than 10% of people carpooling, walking, or biking for their commute, while 11.5% work from home.*

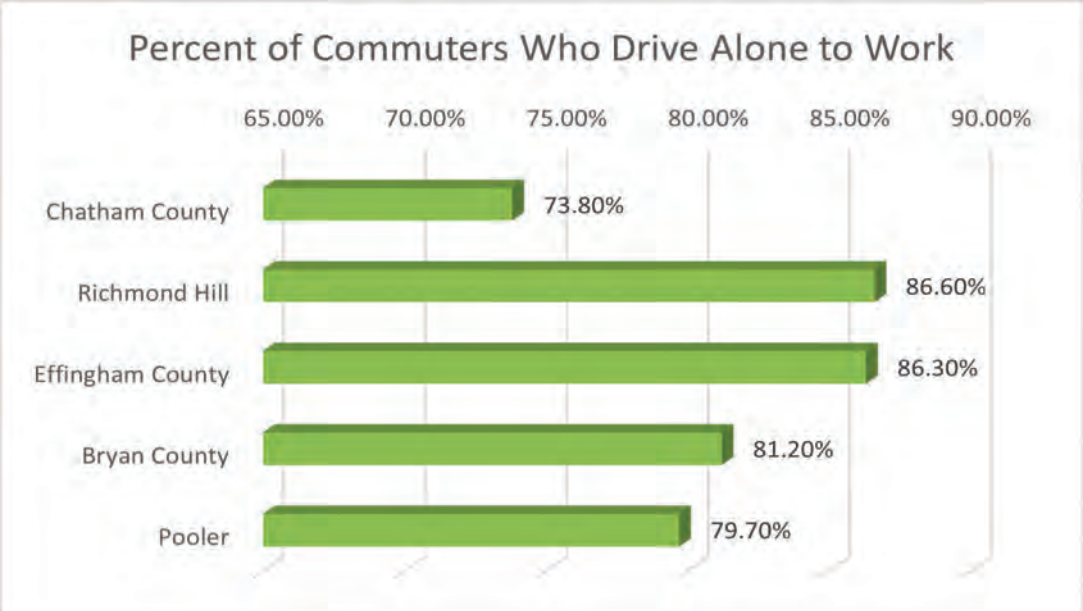


Figure 5.3–Percent of Commuters Who Drive Alone to Work
U.S. Census Bureau: : 2019 - 2023 American Community Survey 5-Year Estimates

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.

Moving Forward Together

The CORE MPO recently prepared an update of its MTP called 2050 Moving Forward Together Metropolitan Transportation Plan. The 2050 Moving Forward Together Plan emphasizes a multi-modal performance-based approach to transportation planning to meet the travel demands over the next 24 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 2050 Moving Forward Together through a diverse and wide-ranging process, including an assessment of transportation needs in coordination with the future regional growth and anticipated future trends.

2050 Moving Forward Together Goals

The overall goal of the 2050 Moving Forward Together Plan is to continue moving the planning process beyond a singular focus of effectively moving motor vehicles and consider transportation issues from a comprehensive perspective that incorporates community values, needs, land use, and modal alternatives.

The 2050 Moving Forward Together Plan considers transportation issues from a comprehensive perspective that incorporates community values, needs, land use, and modal alternatives

The 2050 Moving Forward Together 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 & Security
Provide a safe and secure transportation system of all users.

Performance & Reliability
Enhance transportation system efficiency and freight movement.

Access & Connectivity
Enhance mobility by improving access to opportunities & multimodal options.

Stewardship
Strategically maintain and improve the transportation system through coordination, economic competitiveness, and resource management.

System & Environmental Preservation
Maintain and preserve the transportation system & natural environment.

Figure 5.4–2050 Moving Forward Together Goals

TRANSPORTATION INVESTMENT

2050 Moving Forward Together 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 $1.3 billion available in highway funds and $33 million in transit funds over the life of the plan.

Projects identified as "needs" but not included in 2050 Moving Forward Together 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 ($1.3 Billion)

Maintenance & Operations ($352 Million)

Non-Highway ($262 M)

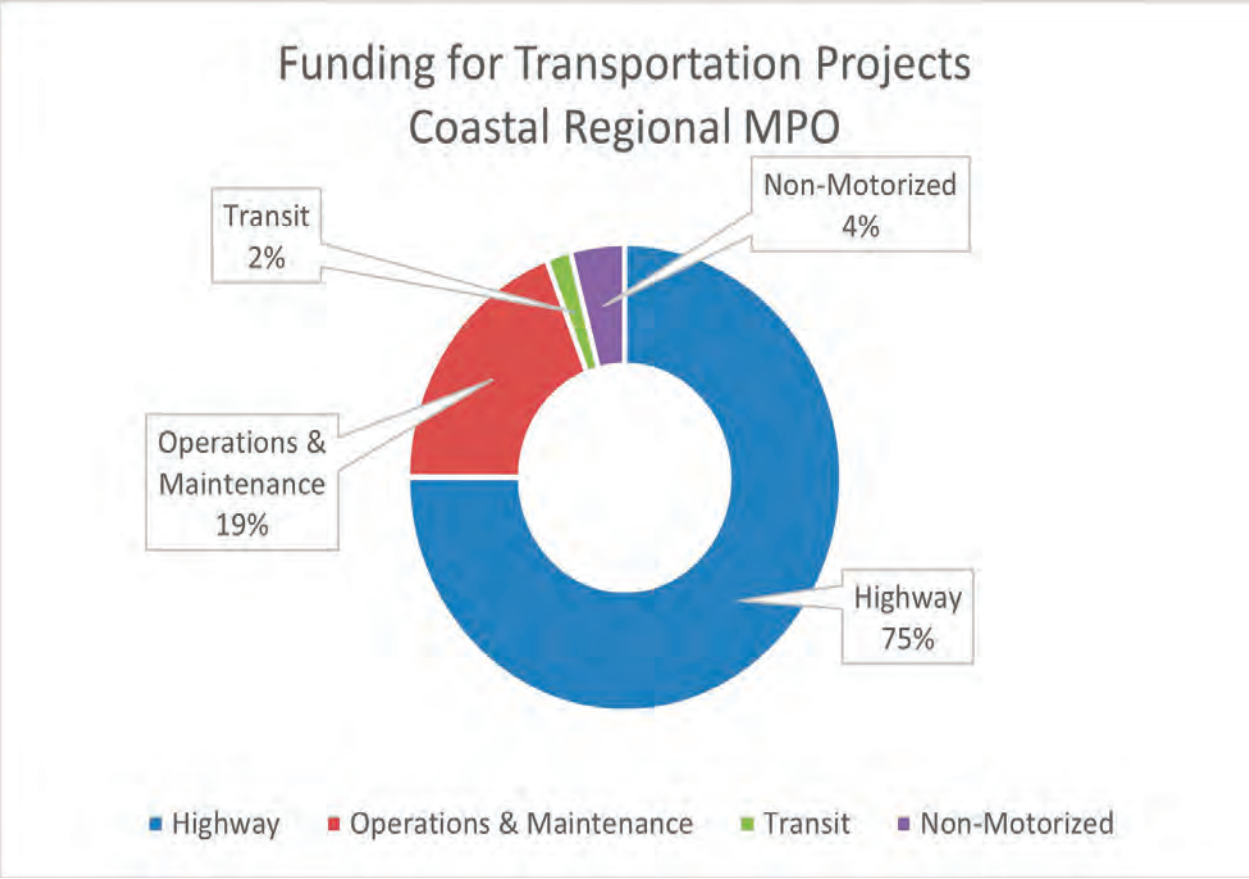


Figure 5.5–Funding for Transportation Projects
Coastal Region Metropolitan Planning Organization (CORE MPO)

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 more than 70% of the total miles in the area. Collectors make up about 13.1% of the total roadway miles.

The interstates, freeways, arterials and collectors, though comprising only 29% of the total roadway mileage, carry most of the traffic. The interstates, freeways and principal arterials also carry most of the freight traffic in the area

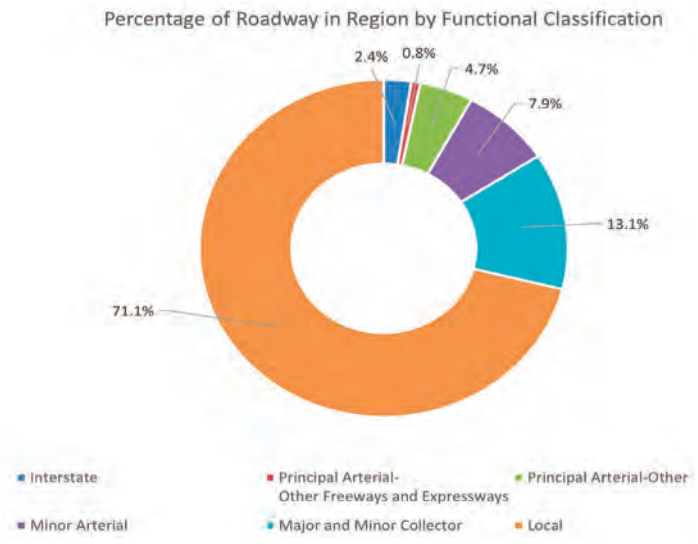


Figure 5.6–Percentage of Roadway in Region by Functional Classification
Coastal Region Metropolitan Planning Organization (CORE MPO)

Functional Classification	Miles
Interstate	207.92
Principal Arterial-Other Freeways and Expressways	71.25
Principal Arterial-Other	407.44
Minor Arterial	688.97
Major and Minor Collector	1,140.37
Local	6,179.02
Total	8,694.97

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; an example is I-16.

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; an example is U.S. Highway 80.

Collectors

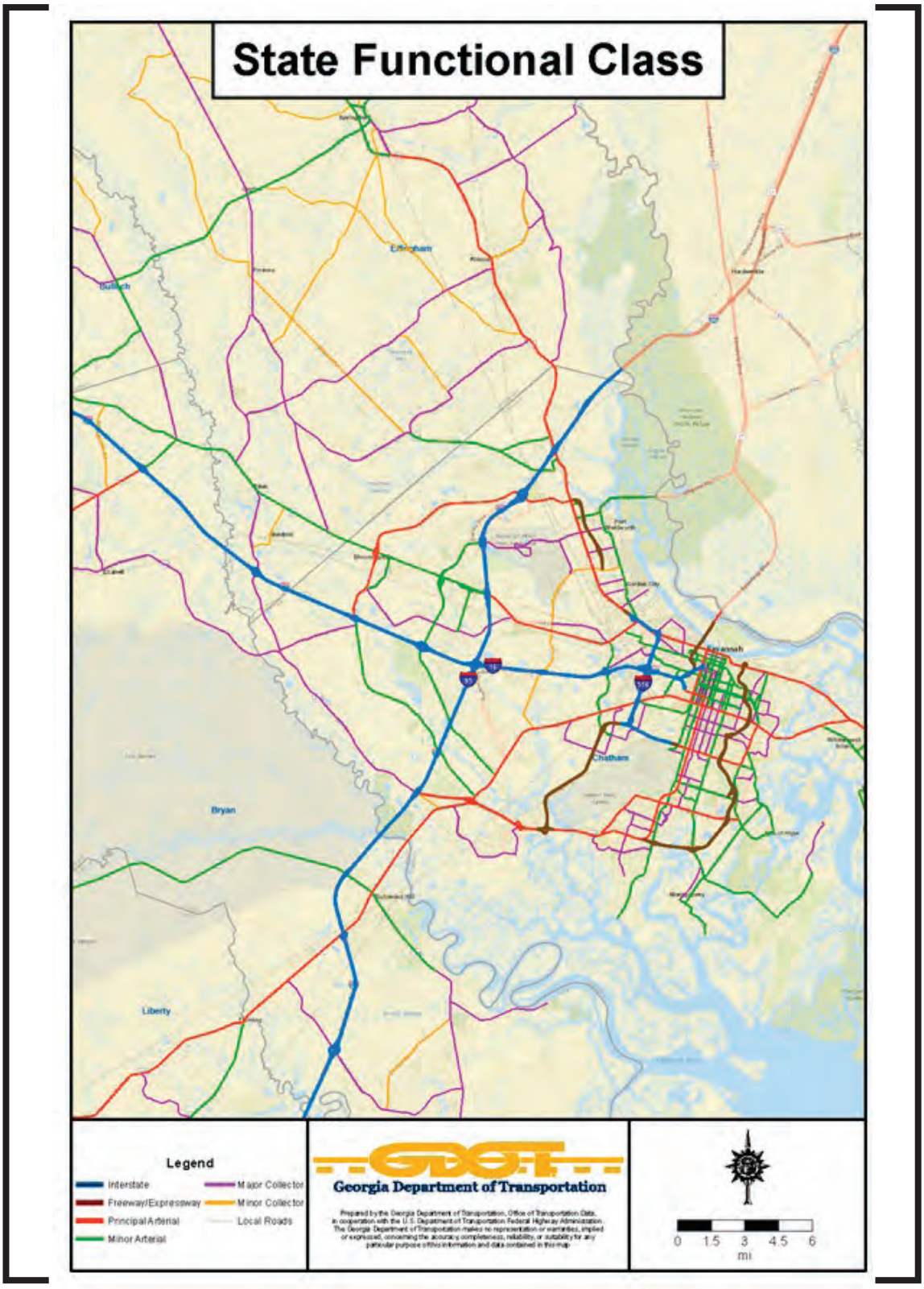
Roads that are designed to carry less traffic at lower levels of speed for shorter distances. These roadways typically "collect" traffic from the local roadways and provide access to arterials. An example of collectors is Old Louisville Road.

Local Roadways

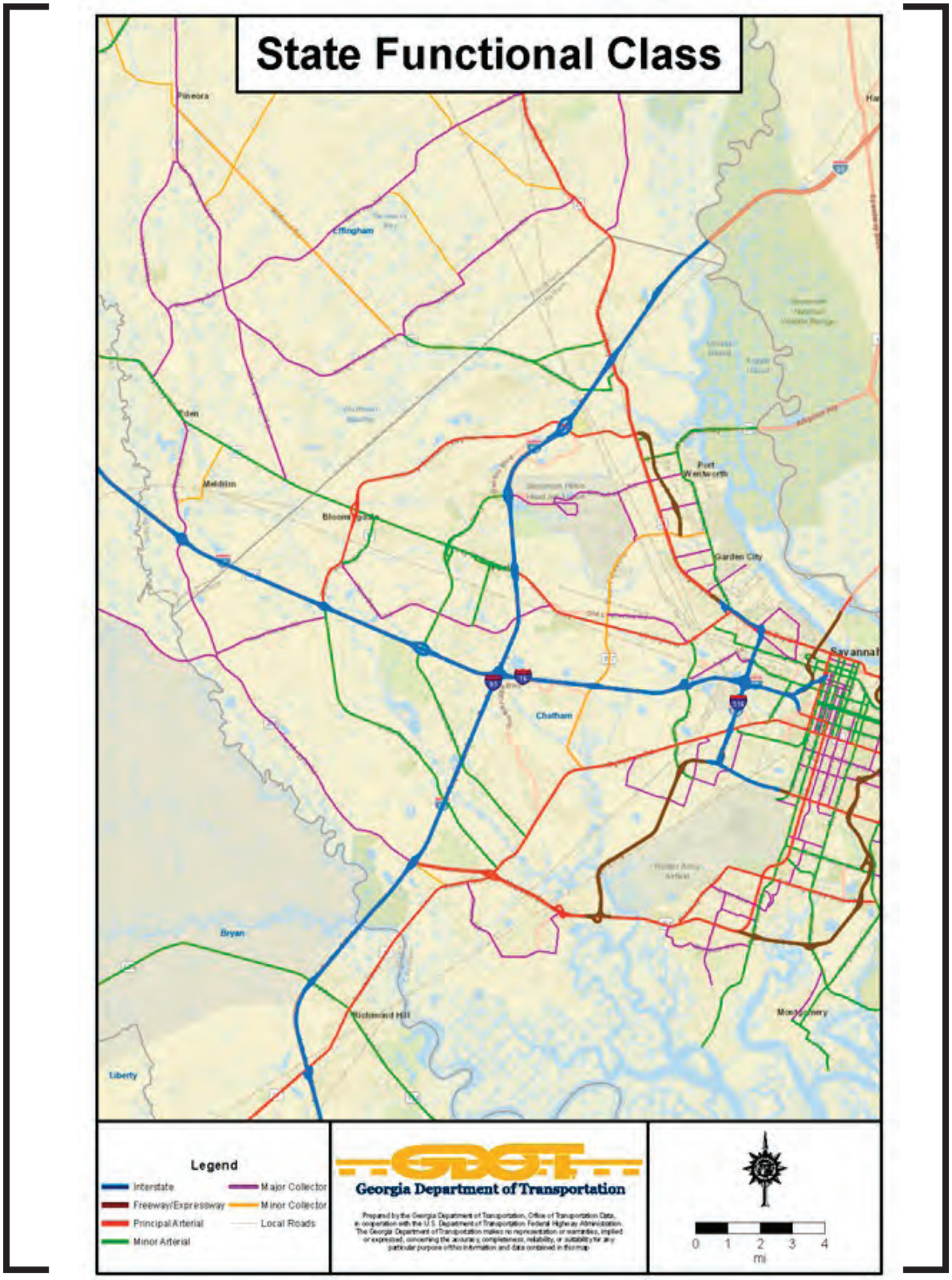
Local roadways are those not otherwise classified and tend to serve short, local trips or connect with the collectors to access the broader roadway network.

—CORE MPO





Map 5.3–Savannah MSA Functional Roadway Classification, Savannah MSA (Regional)
Georgia Department of Transportation, 2025



Map 5.4–Functional Roadway Classification, Pooler
Georgia Department of Transportation, 2025

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).

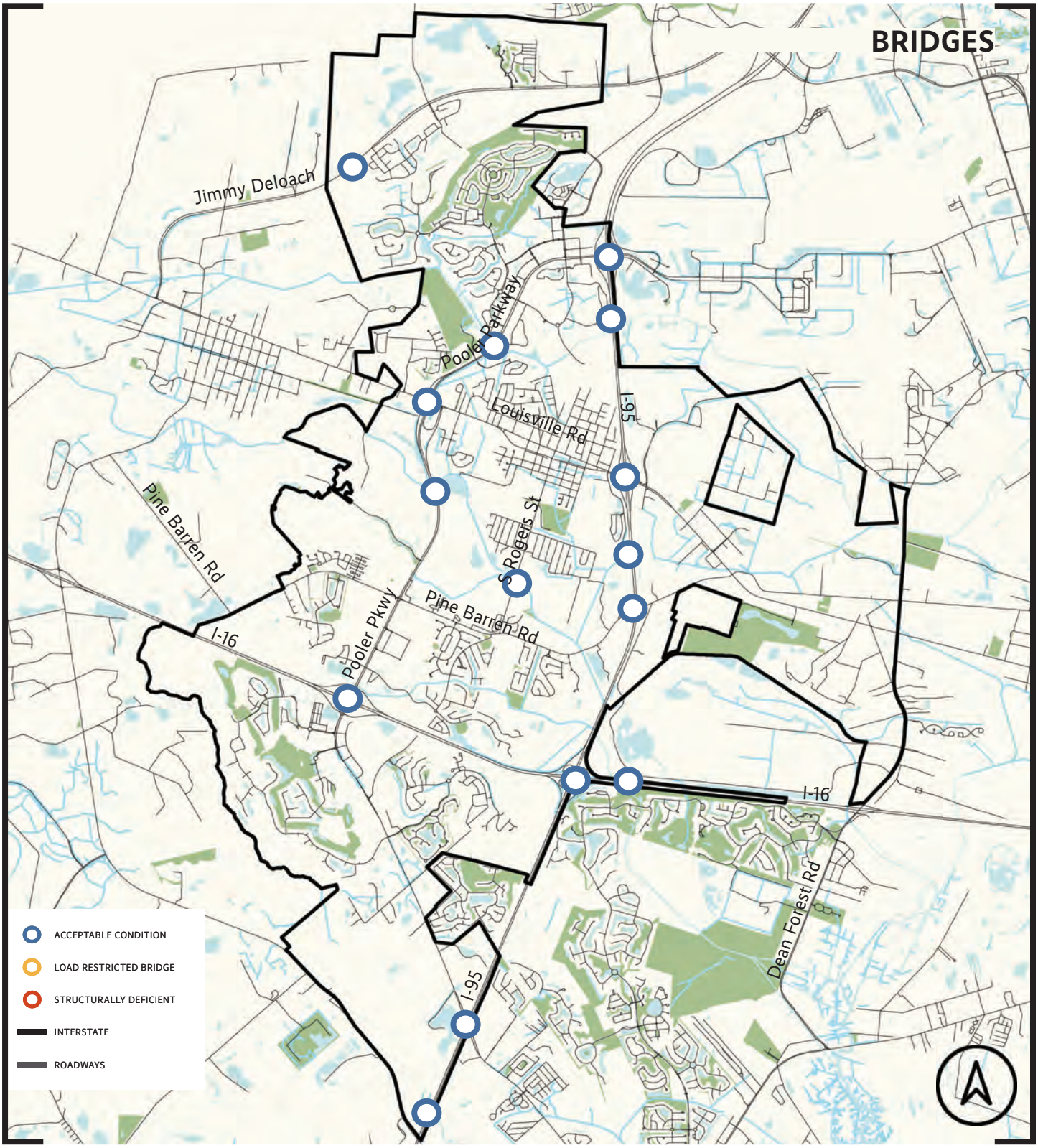
As shown by Map 5.5, there are currently no bridges in Pooler labeled structurally deficient.

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



Map 5.5–Bridge Locations and Conditions, Pooler
Coastal Region Metropolitan Planning Organization (CORE MPO)

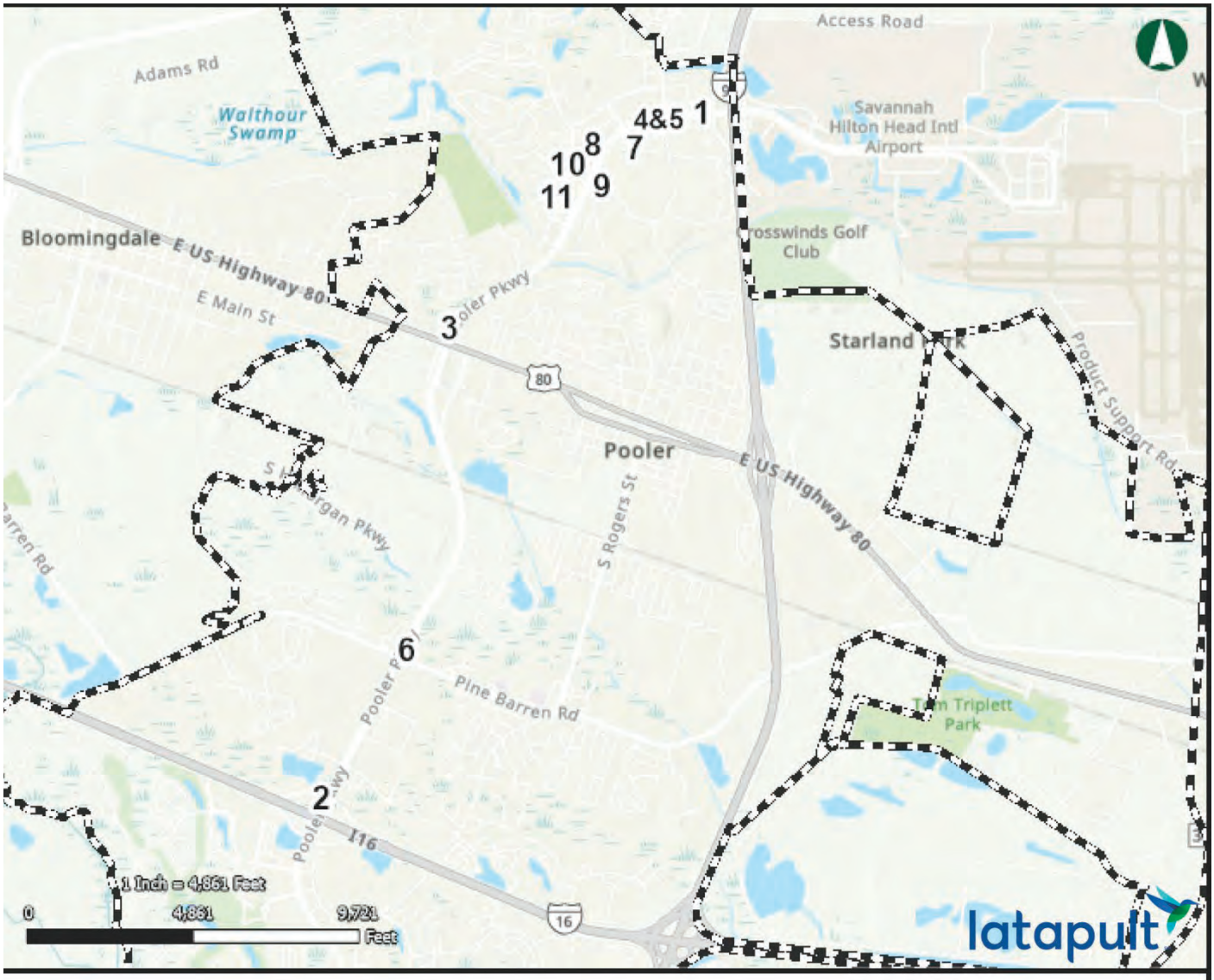
VEHICULAR ACCIDENTS

According to Pooler Police data from 2020 - 2025, vehicle wrecks have increased year after year. According to data, from January 1, 2020, to September 18, 2025, there were 3,415 vehicle wrecks.

This information reveals a major need for alternative solutions to accommodate 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.

Ranking	Intersection	Vehicular Wrecks
1	Pooler Parkway & I-95	921
2	Pooler Parkway & I-16	710
3	Pooler Parkway & US Highway 80	345
4	Pooler Parkway & Mill Creek Circle	319
5	Pooler Parkway & Benton Boulevard	263
6	Pooler Parkway & Pine Barren Road	224
7	Pooler Parkway & Tanger Outlets Boulevard	201
8	Pooler Parkway & Godley Station Boulevard	178
9	Pooler Parkway & Park Avenue	111
10	Pooler Parkway & Maxwell Drive	87
11	Pooler Parkway & Isaac G. Laroche Drive	56

Figure 5.8–Major Vehicular Wrecks by Roadway Intersection, 2020-2025
Police Department, Pooler



Vehicular Wrecks by Roadway 2020 - 2025

Map 5.6–Vehicular Wrecks by Roadway Intersection, 2020-2025
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 are taken into account when land development decisions are being made by the City's Planning and Zoning Commission 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	Pooler Parkway/Quacco Road Widening 4 to 6 lanes	$41,342,167
2	US Highway 80 at Pooler Parkway Interchange	Unknown
3	Raised Median & Pedestrian Accommodations Pooler Parkway to I-95	Unknown
4	I-16 at Pooler Parkway Interchange Improvement	Unknown
5	Pooler Parkway Operational Improvements	Unknown
6	I-95 Park and Ride Lots (Pooler Parkway and SR 21)	Unknown
7	SR 26/Pooler Parkway to Jimmy DeLoach - Savannah Regional Traffic Operations Program (SRTOP)	Unknown
8	I-16 Ramps at Pooler Parkway (SRTOP)	Unknown
9	Memorial Blvd from Pooler Parkway to Quacco Road Bike Facility	$157,080
10	Pooler Parkway from Durham Park Blvd to Benton Blvd Path	$795,453
11	Coastal Georgia Greenway along Pine Barren Road from Pooler Parkway to Cross Creek Drive Path	$809,660

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)

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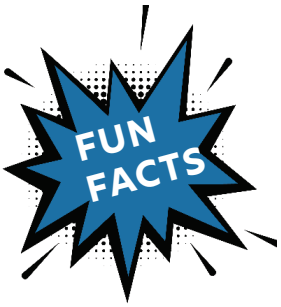
INTERMODAL TRANSPORTATION

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 third busiest container exporter in the United States, moving nearly 5.7 million twenty-foot equivalent units (TEUs) of containerized cargo in 2025.

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 Ocean Terminal is undergoing renovations and phase 1 was completed in 2025 with phase 2 scheduled for completion in 2026. These renovations will allow two large container ships to be served at the same time. The project also includes expanded truck gates, and a new exit ramp for trucks. The Port is a major economic engine for Pooler as well as the State of Georgia.



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 in the final phase 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 1,800 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 $77 billion. The Georgia Ports Authority supports more than 651,000 jobs and approximately $43 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. 2050 Moving Forward Together includes numerous projects.

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 Avelo, Breeze, Delta (and Delta Connection carrier Shuttle America), JetBlue, United Airlines, American Airlines, Air Canada, Allegiant Air, Frontier, Southwest, Spirit 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 2025, the Airport handled a record 4,234,531 commercial airline passengers (2,113,972 enplanements and 2,120,559 deplanements), a 2.4% increase over 2024. The Airport has also begun a comprehensive capital expansion program with the construction of a new air cargo facility, Taxiway G extension and terminal concourse expansion all scheduled for completion in the coming years. Recently completed projects include auxiliary parking lots and security checkpoint expansion.



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 with an additional amendment in 2025. 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.

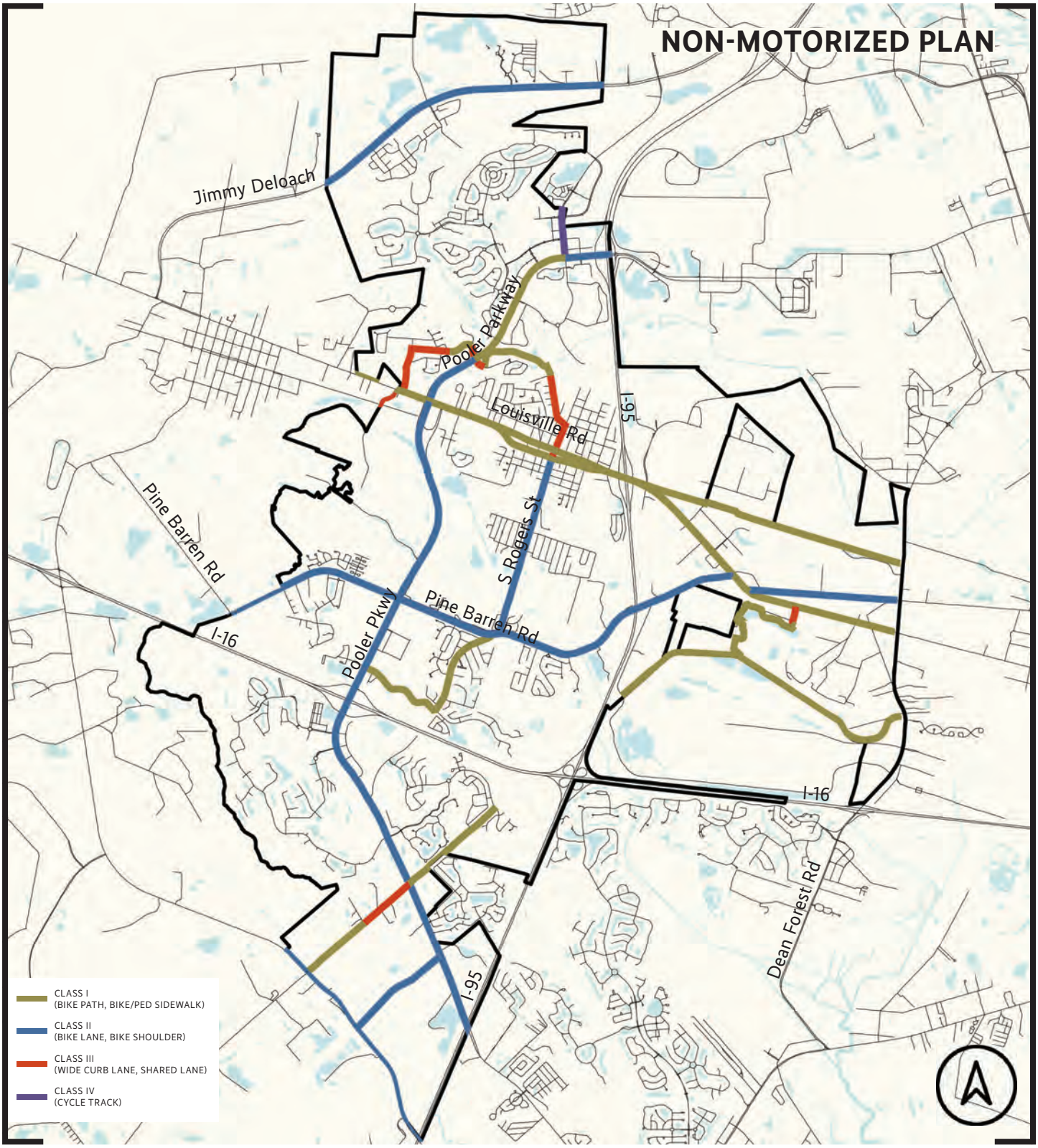
NON-MOTORIZED TRANSPORTATION

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

—CORE MPO

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.



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.

TIDE TO TOWN

East Coast Greenway

The 2020 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.

East Coast Greenway® ALLIANCE

US

USBRS

U.S. BICYCLE ROUTE SYSTEM

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 47 fixed route buses and 43 on demand 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 17 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.

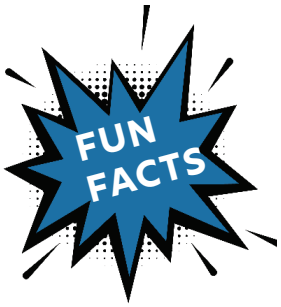
There are plans to expand SRTOP to include the intersections in Pooler on the following corridors:

- 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.



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 as 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.



Photo Credit: SCAD District

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.

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 attractions, 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 2046 Survey

Twenty-eight percent (28%) 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 2046 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 2046 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 2023 5-Year ACS, there are approximately 12,000 housing units in the city of Pooler. Pooler has a high occupancy at 92%, with the vacancy rate continually decreasing since 2019 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 2019. 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, 2019-2023

Year	Number of Housing Units
2019	9,245
2020	9,978
2021	10,787
2022	11,453
2023	12,008

Figure 6.1–Housing Units, Pooler

U.S. Census Bureau 2023 American Community Survey 5-year estimates

Housing Occupancy, 2023

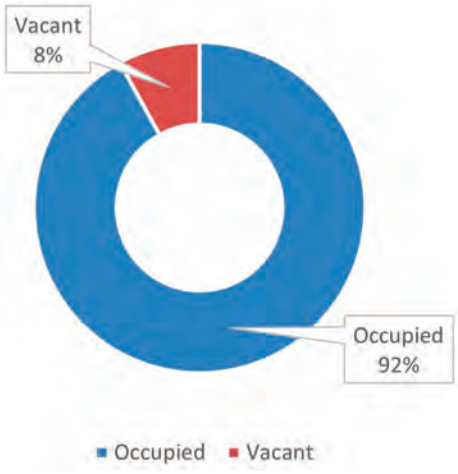


Figure 6.2–Housing Occupancy, Pooler

U.S. Census Bureau 2023 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 62% of the total housing stock. The second most common form of housing in Pooler are apartments with 20 or more units, at 13.5%. There are smaller amounts of other types of housing units, such as townhomes, small multi-family units, and mobile homes, but they are small 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, 62% of all housing is single-family detached*
> *—American Community Survey, 2023*

Housing Types, 2019-2023

Housing Type	Number of Units	Percentage
1 unit, detached	7,406	61.68%
1 unit, attached	785	6.54%
2 units	129	1.07%
3 or 4 units	708	5.90%
5 to 9 units	118	0.98%
10 to 19 units	724	6.03%
20 to 49 units	1,174	9.78%
50 or more units	456	3.80%
Mobile home	508	4.23%
Boat, RV, van, etc.	0	0.00%
Total	12,008	100.00%

Figure 6.3–Housing Types, Pooler

U.S. Census Bureau 2023 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 74% of structures being built within the last 23 years. Still 26% of housing is over the age of 30 years old and by 2046, houses built between 2007 to 2016 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 74% of housing in Pooler was built within the last 23 years
—American Community Survey, 2023

Year Housing Structure Built, 2019-2023

Year Built	Number	Percentage
Built 2020 or later	445	4%
Built 2010 to 2019	3,828	32%
Built 2000 to 2009	4,606	38%
Built 1990 to 1999	810	7%
Built 1980 to 1989	907	8%
Built 1970 to 1979	768	6%
Built 1960 to 1969	152	1%
Built 1950 to 1959	173	1%
Built 1940 to 1949	120	1%
Built 1939 or earlier	199	2%
Total	12,008	100%



Figure 6.4–Age of Housing Structure, Pooler

U.S. Census Bureau 2023 American Community Survey 5-year estimates

Housing Tenure

The majority of houses are owner-occupied in Pooler with 60% of homes being owned. The percentage of renter- occupied housing has remained in the 35% to 43% range from 2016 to 2024, which is in line with the national estimate of 31% in 2025. 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, 2019-2023

Year	Homeowner Vacancy Rate	Rental Vacancy Rate
2019	0.7	1.5
2020	2	1.7
2021	2	1.7
2022	2.9	3.4
2023	3.1	4.4

Figure 6.5– Housing Vacancy, Pooler

Housing Tenure, 2019-2023

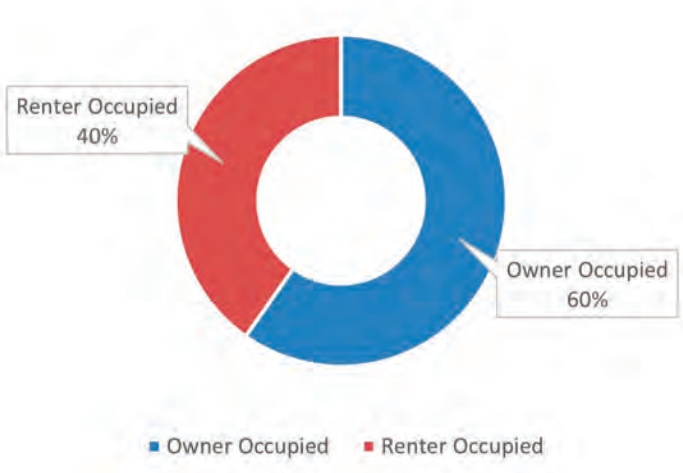


Figure 6.6–Housing Tenure, Pooler

U.S. Census Bureau 2023 American Community Survey 5-year estimates



Housing Values

Overall, home values have been increasing in Pooler since 2000; prior to the Covid-19 pandemic there was steady growth in home values. During the pandemic and through 2024 there was a significant increase in home values. The Census Bureau American Community Survey for 2023 show the majority of home values are between $300,000 to $499,99, with another 22% being between $200,000 to $299,999.

The Median home value in Pooler is $289,000 and has increased 34% since the year 2018.
—American Community Survey, 2023

Year Moved In

The majority of residents moved into their houses between 2018 - 2020. Another 25% moved in between 2010– 2017 while 17% moved in between 2000 to 2009.

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.

Year Moved In 2019-2023

2021 or later	1,372	12%
2018 to 2020	4,235	38%
2010 to 2017	2,757	25%
2000 to 2009	1,871	17%
1990 to 1999	425	4%
1989 or earlier	539	5%
Total	11,199	100%

Figure 6.8 - Years Moved In, Pooler

U.S. Census Bureau 2023 American Community Survey 5-year estimates

Home Values 2019-2023

Value	Number	Percentage
Less than $50,000	100	1%
$50,000 to $99,999	136	2%
$100,000 to $149,999	80	1%
$150,000 to $199,999	857	11%
$200,000 to $299,999	1,609	22%
$300,000 to $499,999	2,867	38%
$500,000 to $999,999	1,541	21%
$1,000,000 or more	272	4%
Total	7,462	100%

Figure 6.7–Housing Values, Pooler

U.S. Census Bureau 2023 American Community Survey 5-year estimates

Monthly Mortgage

The majority of homeowners with a mortgage are paying either $1,500 to $1,999 (35%) or $1,000 to $1,499 (26%). The median mortgage is $1,812 and has increased 13% since 2019.

Monthly Rent

The median rent is $1,625 and has increased 33% since 2019. With such steady increases in rent throughout the years, efforts to ensure that housing is affordable to all Pooler residents must be explored.

Monthly Mortgage Costs 2019-2023

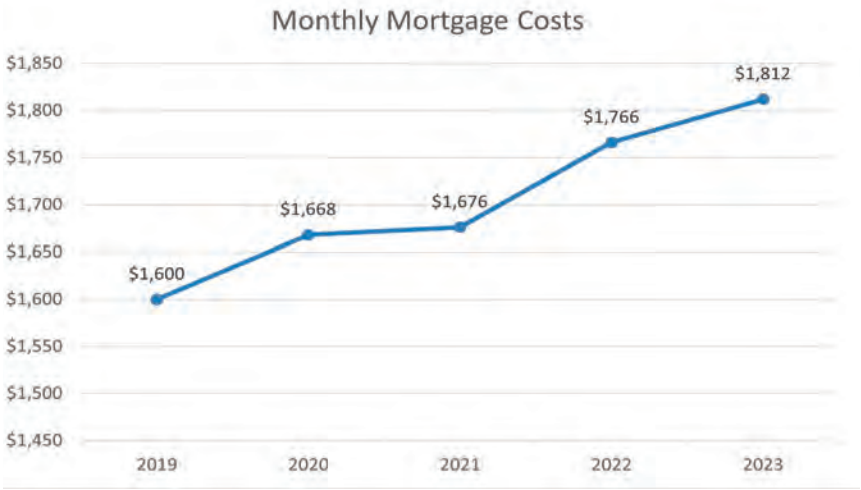


Figure 6.9 - Monthly Mortgage Costs, Pooler

U.S. Census Bureau 2023 American Community Survey 5-year estimates

Median gross rent is $1,625 in Pooler, representing a 33% increase since 2019 —American Community Survey, 2023

Monthly Renter Housing Costs 2019-2023

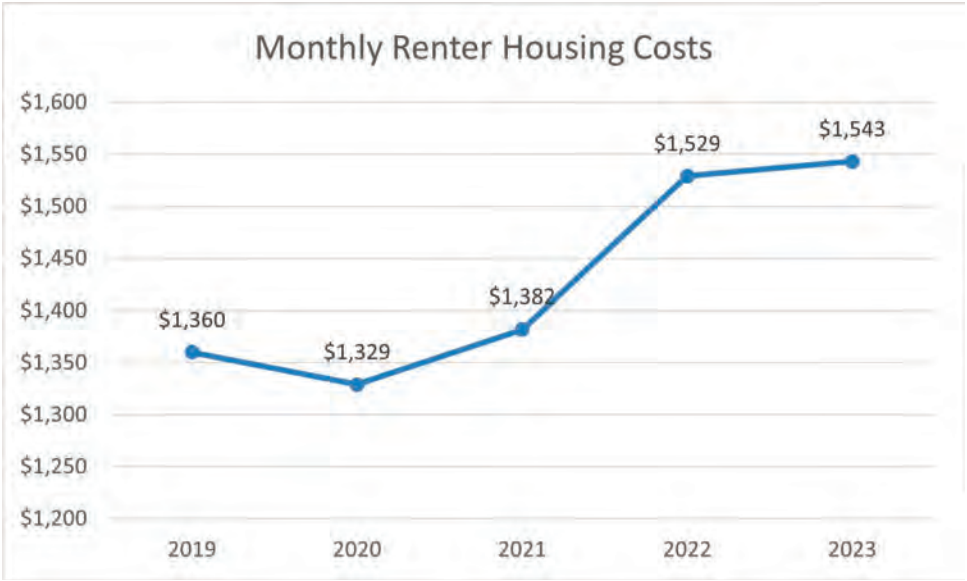


Figure 6.10 - Monthly Rent Costs, Pooler

U.S. Census Bureau 2023 American Community Survey 5-year estimates

AGE & HOUSING DEMAND

Aging & Multi-Family

The median age of Pooler residents is 39.3, which is slightly older than the national median age. 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 is established in retirement and "Generation Xers" approach retirement. 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 communitieslocation, 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 20 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 projected to increase 33% between 2026 and 2046, the 55 to 64-year-old age category increasing 25% and individuals who are over 65 increasing by almost 40% during that same 20-year period. Younger age groups, by contrast, are projected to experience either modest growth or reductions during that same 20-year period.

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	2026	2036	2046	% Change 2026 - 2046
Under 5	18,211	16,929	16,241	-10.82%
5 to 14	35,035	38,377	34,432	-1.72%
15 to 24	43,870	48,367	51,207	16.72%
25 to 34	45,541	38,935	43,607	-4.25%
35 to 44	42,905	45,995	39,074	-8.93%
45 to 54	35,626	44,165	47,367	32.96%
55 to 64	36,469	37,248	45,730	25.39%
65 and Over	56,117	69,563	78,375	39.66%

Figure 6.11–Chatham County Population Projections by Age Cohort

Georgia Office of Planning and Budeget

COST-BURDEN

Housing Costs

AAs discussed earlier in this element, home values, monthly mortgage, and monthly rent have been increasing in the City of Pooler. 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 22% of homeowners in Pooler are cost-burdened by housing costs. While cost-burden has been declining for homeowners, it is still significant. More than 37% of renters are cost burdened, which is an overall increase of 37% 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.
—American Community Survey, 2023

Mortgage and Rent Cost Burden 2019-2023

Year	Mortgage Cost-Burden	Rent Cost-Burden
2023	22.26%	37.66%
2022	18.78%	35.84%
2021	22.09%	36.56%
2020	29.30%	28.46%
2019	25.94%	36.72%

Figure 6.12–Mortgage and Rent Cost Burden

U.S. Census Bureau 2023 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 & healthcare 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 $91,497 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.

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, 6% 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 2046 Survey

The MPC's Plan 2046 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-eight percent (48%) 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 2046 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, 13.4% 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 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.

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

Nearly 13% of the population in Pooler is living with a disability
—American Community Survey, 2023



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, Figures 6.13 and 6.14 below display the percentage or residents within Pooler with a disability as defined by the American Community Survey (2023) that may have special housing needs

Disabled by Age Group, 2023

Age	Percent with a disability
Under 5 years	0.00%
5 to 17 years	2.30%
18 to 34 years	8.20%
35 to 64 years	15.70%
65 to 74 years	24.80%
75 years and over	54.20%

Figure 6.13 - Percent Disability by Age, Pooler

U.S. Census Bureau 2023 American Community Survey 5-year estimates

Disability Type, 2023

Disability Type	Percent with a disability
Hearing Difficulty	3.60%
Vision Difficulty	2.80%
Cognitive Difficulty	6.50%
Ambulatory Difficulty	8.70%
Self-Care Difficulty	4.10%
Independent Living Difficulty	7.20%

Figure 6.14 - Percent Disability by Type, Pooler

U.S. Census Bureau 2023 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. In 2025, Pooler adopted higher regulatory flood standards to ensure new construction is more flood resilient. 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 2046 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.

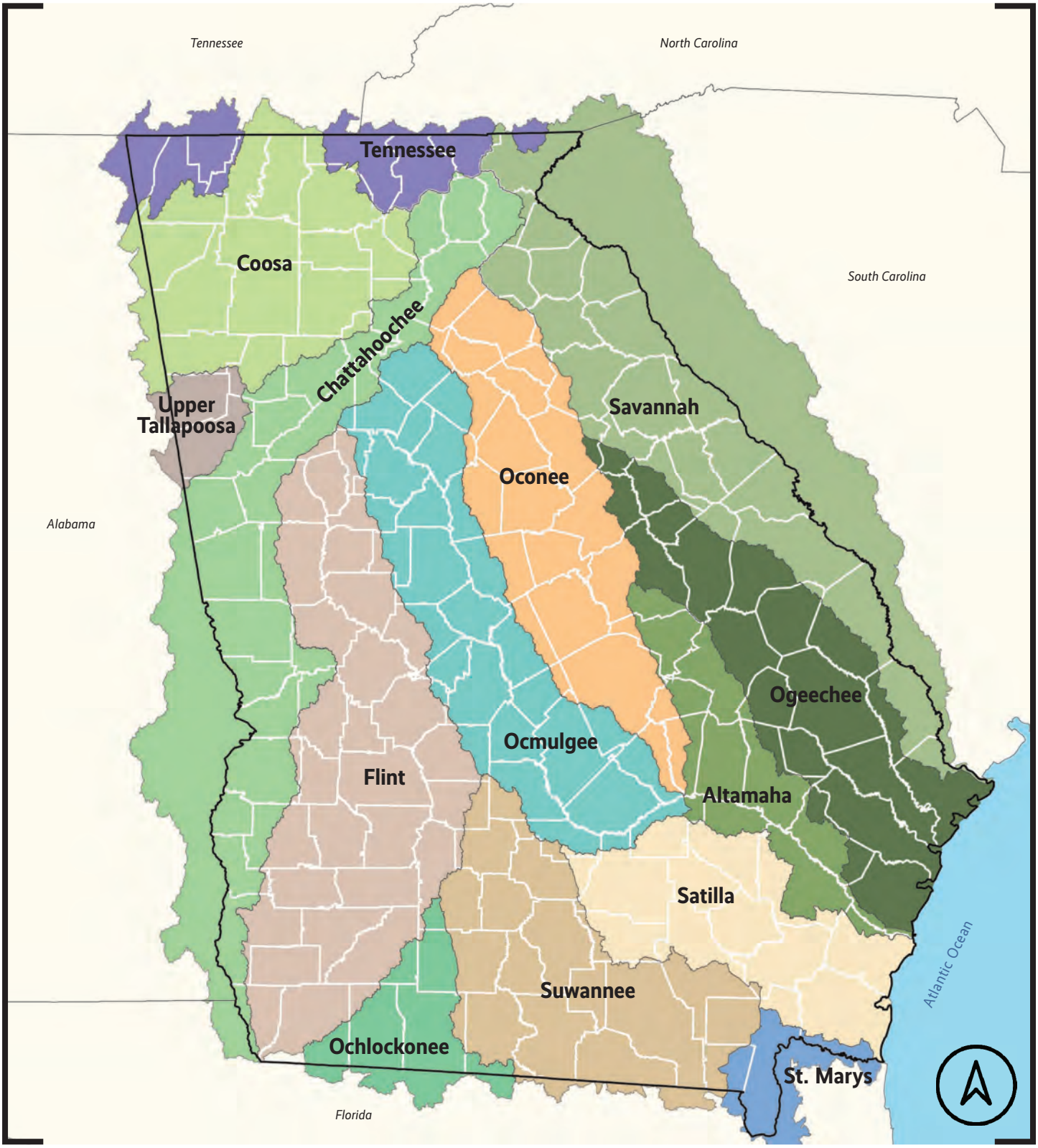
WATERSHEDS

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.

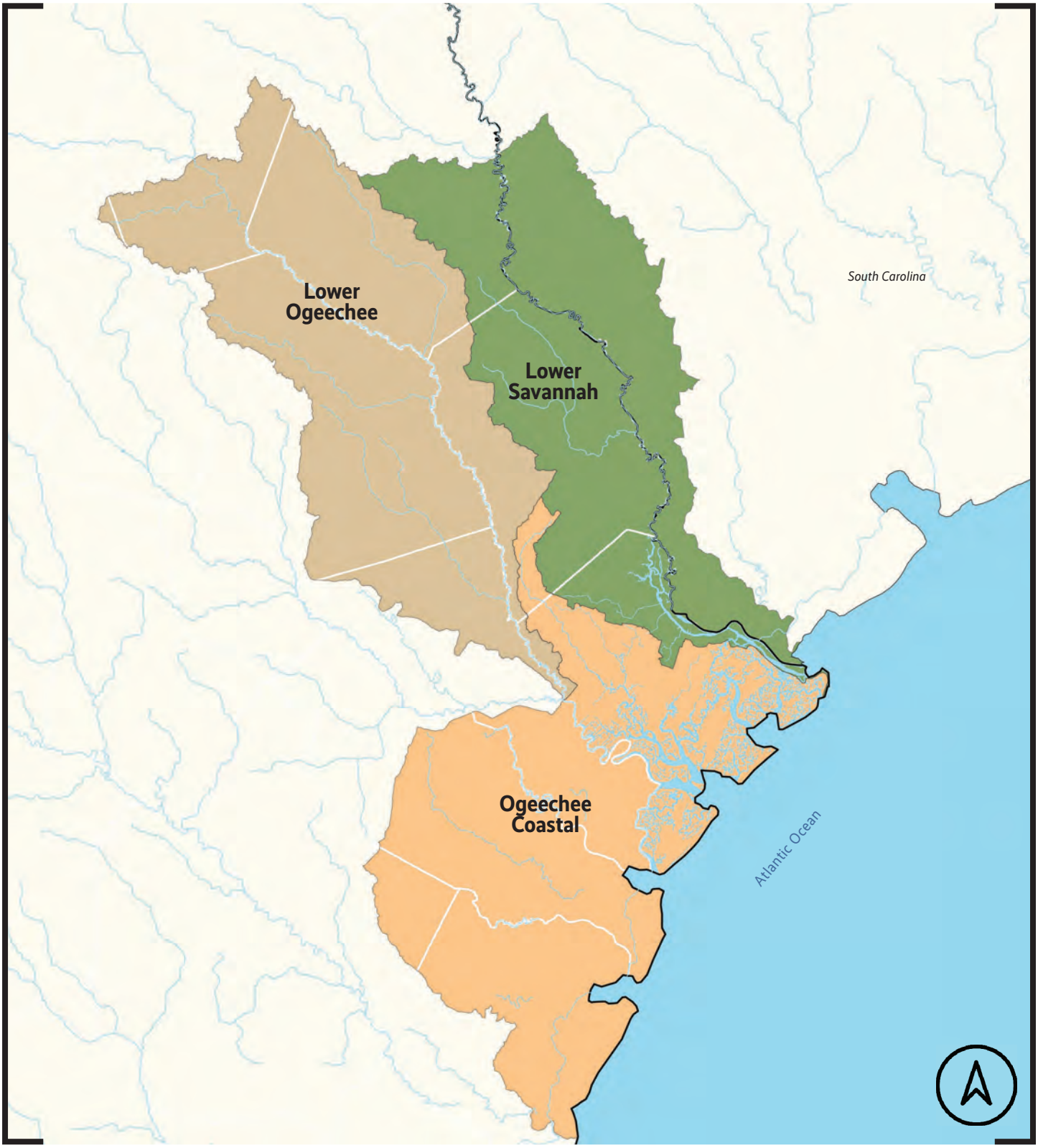
Measures to reduce the amount of groundwater pumped from the Floridan Aquifer were instituted in 1995 when the Comprehensive Water Supply Management Plan for Chatham County was adopted. The Plan was the result of a cooperative effort by the local municipalities, major domestic water companies, and major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

SALTWATER INTRUSION

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

—USGS

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.

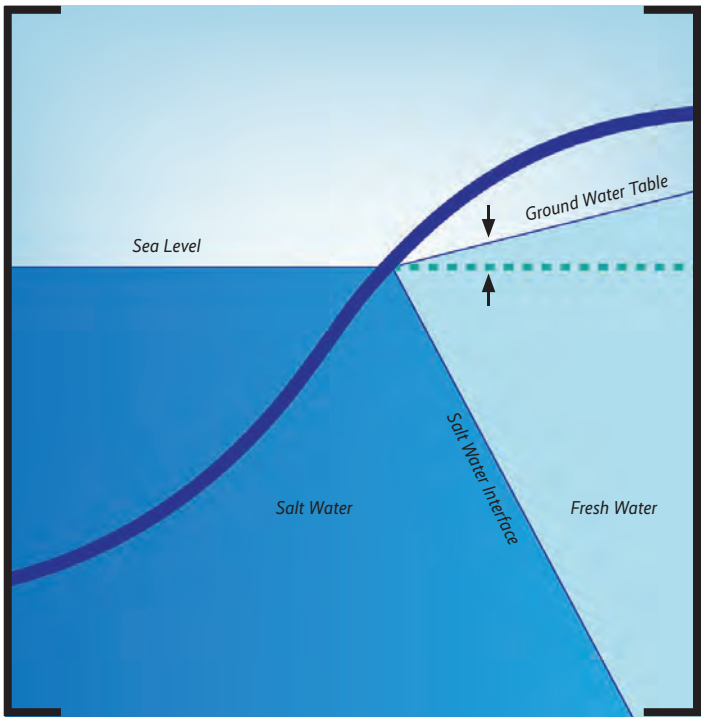
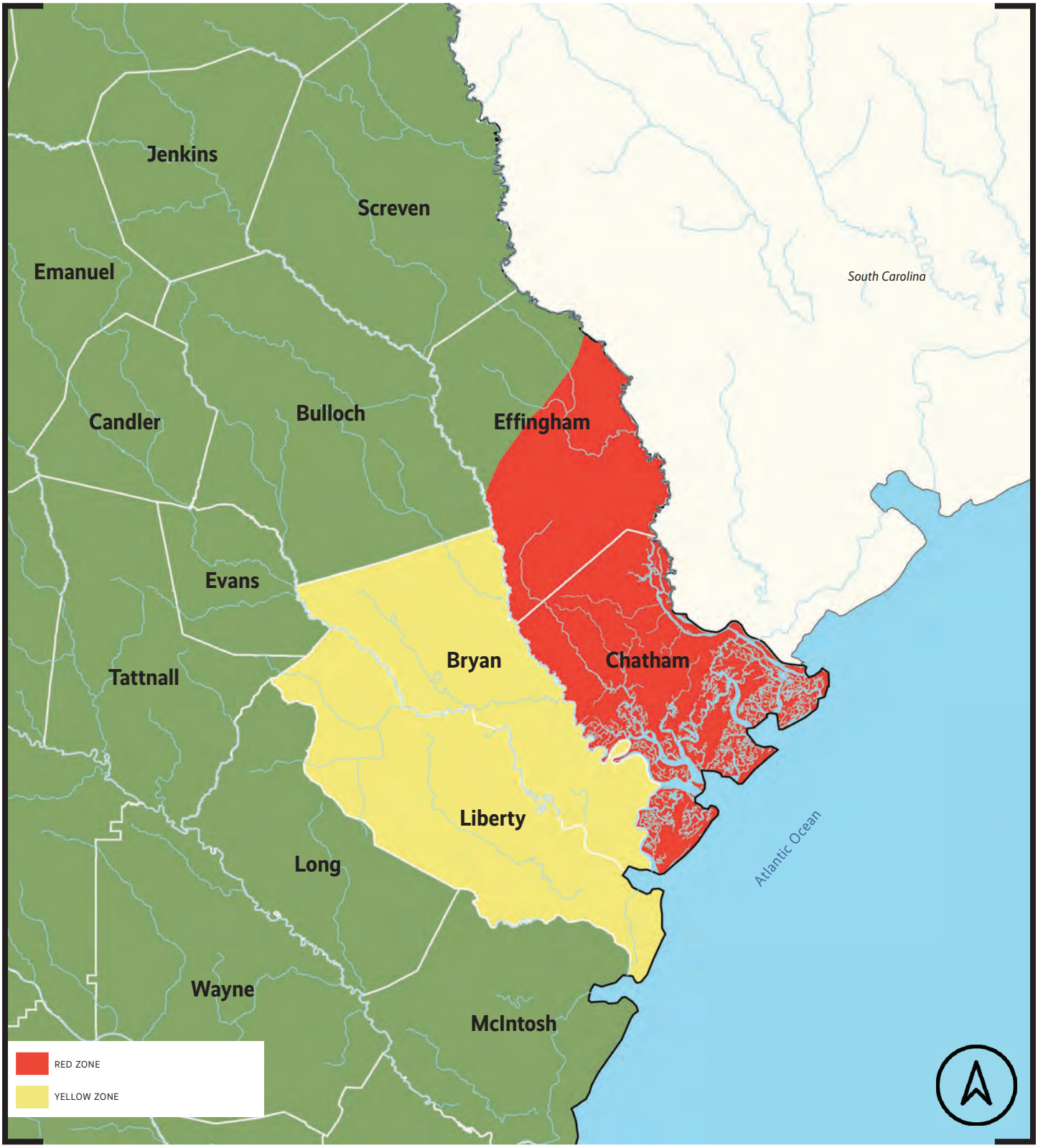


Figure 7.1–Aquifer Impact Diagram



Map 7.4–Chatham County's "Red Zone" Water Management Area

Groundwater Recharge Areas

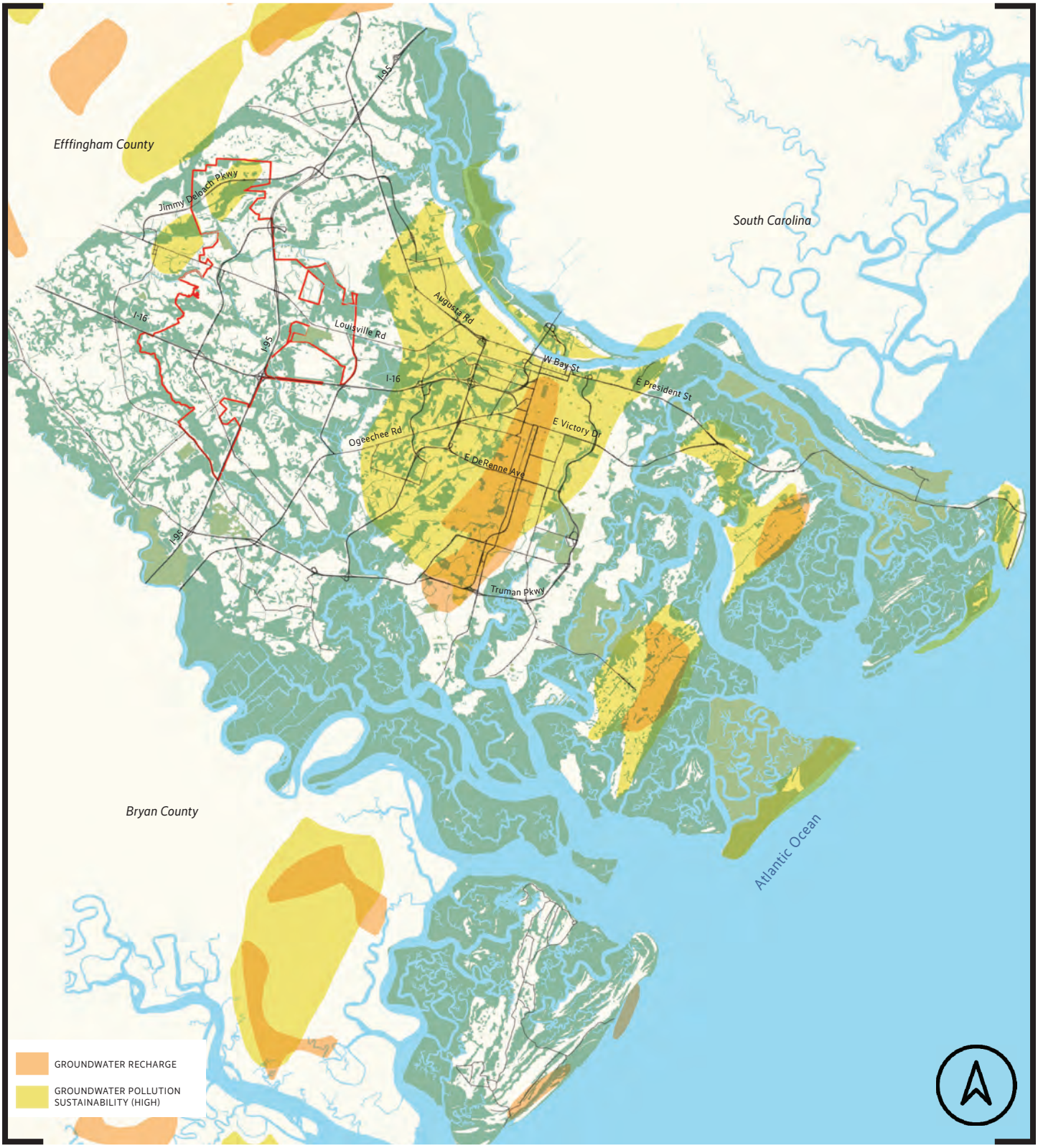
A groundwater recharge area is the land where the water that eventually seeps down into an aquifer first enters the ground. Groundwater can move readily through soils and rocks that have large pore spaces (porous) such as sand, gravel, sandstone, or limestone. However, soils and rocks with small pore 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, staff 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

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.

ARE YOU LOOKING FOR MORE INFORMATION?

The most current 303(d) list for the State of Georgia and Pooler can be found at the link below...

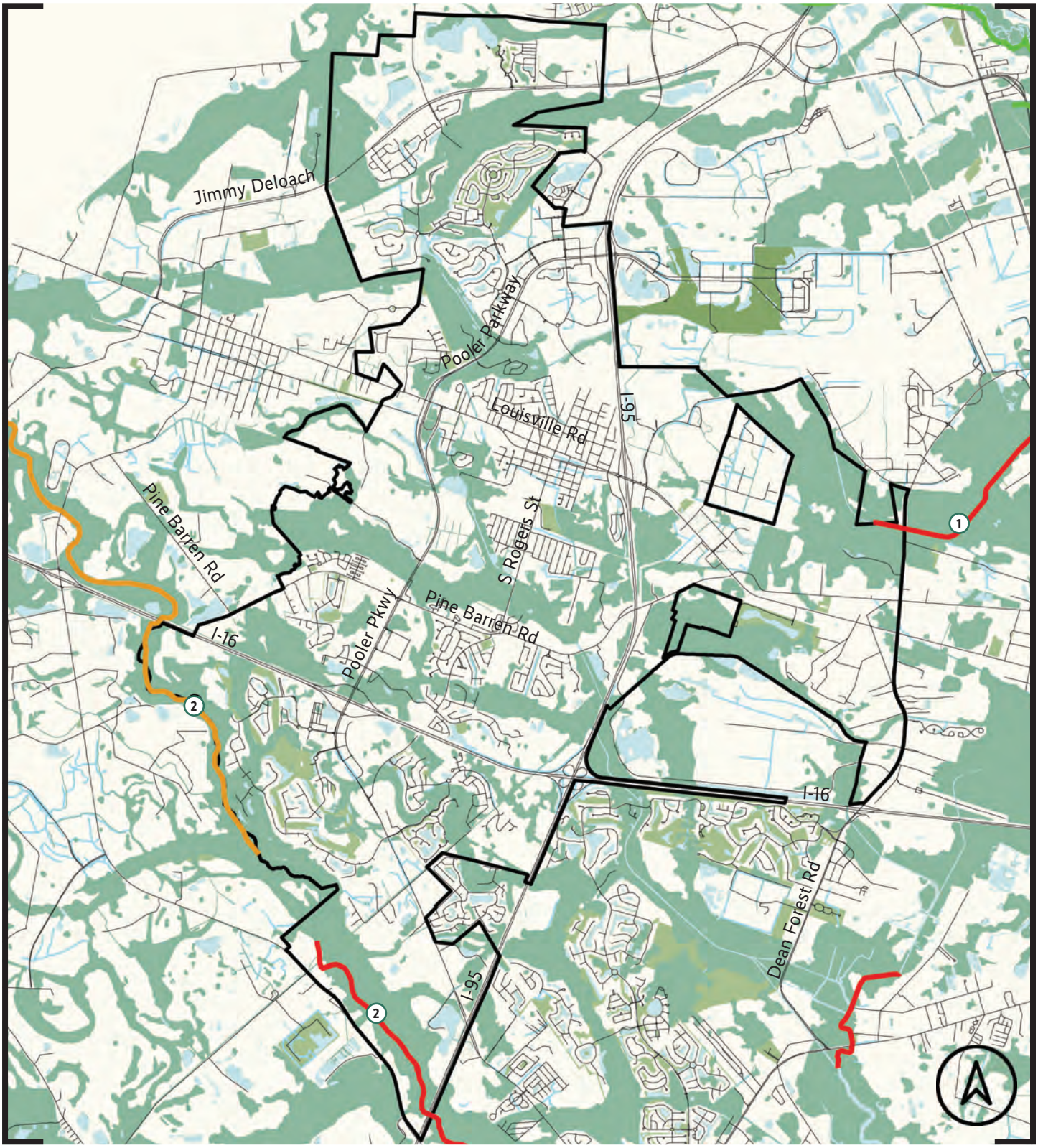
https://epd.georgia.gov/watershed-protection-branch/watershed-planning-and-monitoring-program/water-quality-georgia

Impaired Waters 305(b)/303(d) List 2024

	Name
1	Pipemakers Canal
2	Little Ogeechee River

Figure 7.2–Impaired Water Bodies, Pooler





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

GEORGIA
DEPARTMENT OF NATURAL RESOURCES
ENVIRONMENTAL PROTECTION DIVISION

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, roof-tops 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





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.

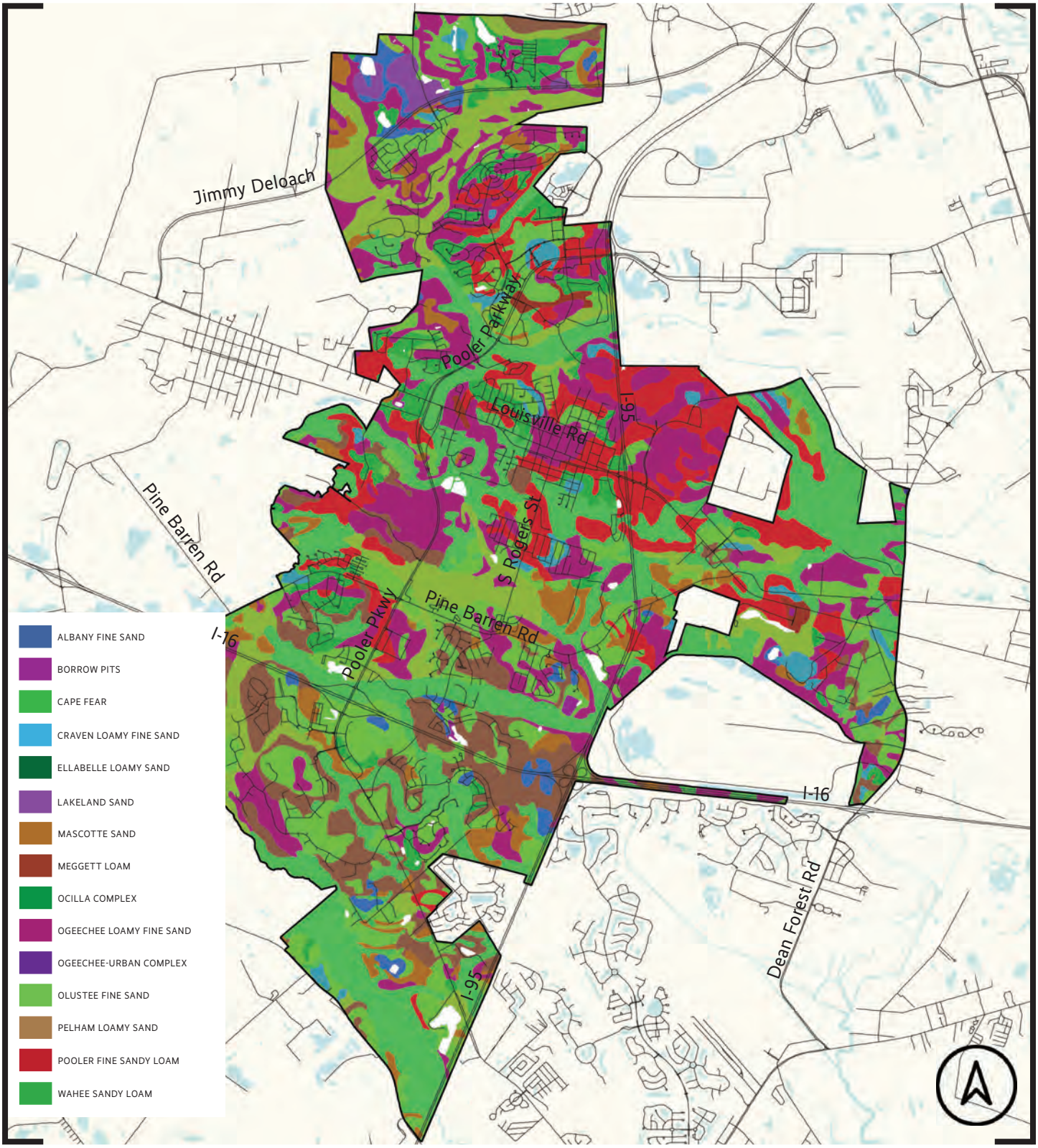
NATIONAL COMMODITY CROP PRODUCTIVITY

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

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.

BENEFITS OF WETLANDS

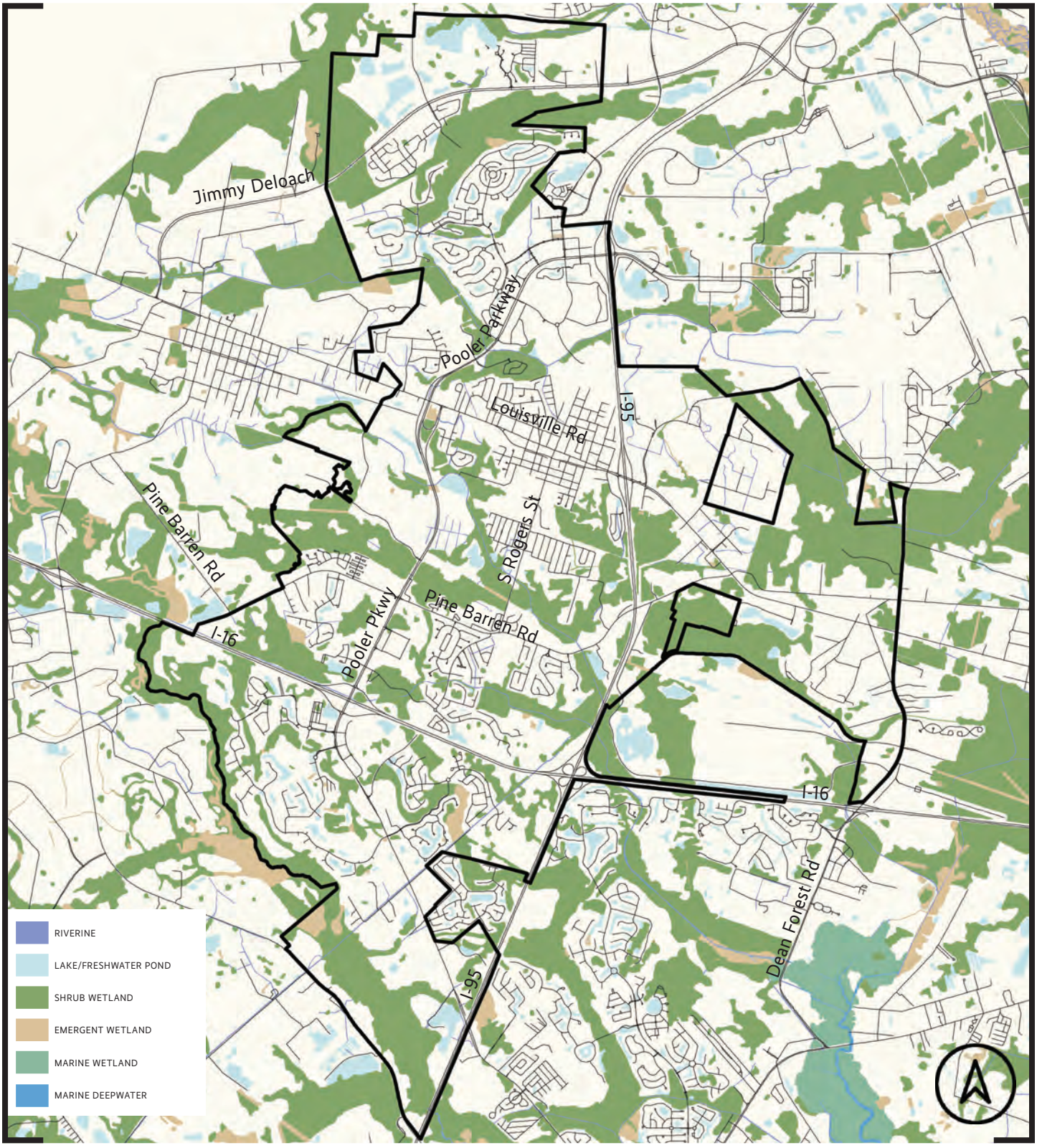
Among the numerous functions of wetlands, the following roles are the most critical:

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

—US EPA

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.





Map 7.8–Wetland Classification, Pooler

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 city should explore opportunities to revise the wetland protection ordinance to protect non- jurisdictional wetlands in light of the federal government changing the definition of a jurisdictional wetland, which resulted in many wetland areas becoming non-jurisdictional and not protected by the Army Corps of Engineers

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, 9.91% of total area in Chatham County changed land cover from 2001 - 2021. This includes a net loss of 6 square miles of wetlands and 17.59 square miles of forested land, and a net gain of 27.1 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	2001 Area (sq.mi)	Area Lost (sq.mi)	Area Gained (sq.mi)	2021 Area (sq.mi)	Net Change (sq.mi)	Percent Change
Developed (High Intensity)	19.95	-0.06	14.32	34.21	14.26	71.51
Developed (Low Intensity)	39.73	-0.98	9.67	48.42	8.69	21.88
Developed (Open Space)	23.53	-1.59	5.74	27.68	4.15	17.65
Grassland	9.06	-5.69	4.51	7.88	-1.18	-13.03
Agriculture	3.65	-1.02	0.46	3.09	-0.56	-15.29
Forested	84.96	-21.97	4.38	67.37	-17.59	-20.71
Scrub/Shrub	9.91	-6.51	4.06	7.45	-2.46	-24.79
Woody Wetland	76.23	-10.57	1.95	67.60	-8.63	-11.31
Emergent Wetland	157.00	-2.84	5.39	159.55	2.55	1.63
Barren Land	10.17	-1.97	2.96	11.16	1.00	9.79
Open Water	198.12	-2.88	2.64	197.88	-0.24	-0.12

Figure 7.4–Chatham County Land Cover Changes 2001-2021

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 offloodplains, 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, the natural migration of waters along the coast and to provide further protection from rising waters due to changes in the environment. Pooler will continue to evaluate its ordinances for additional flood protection measures.

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.

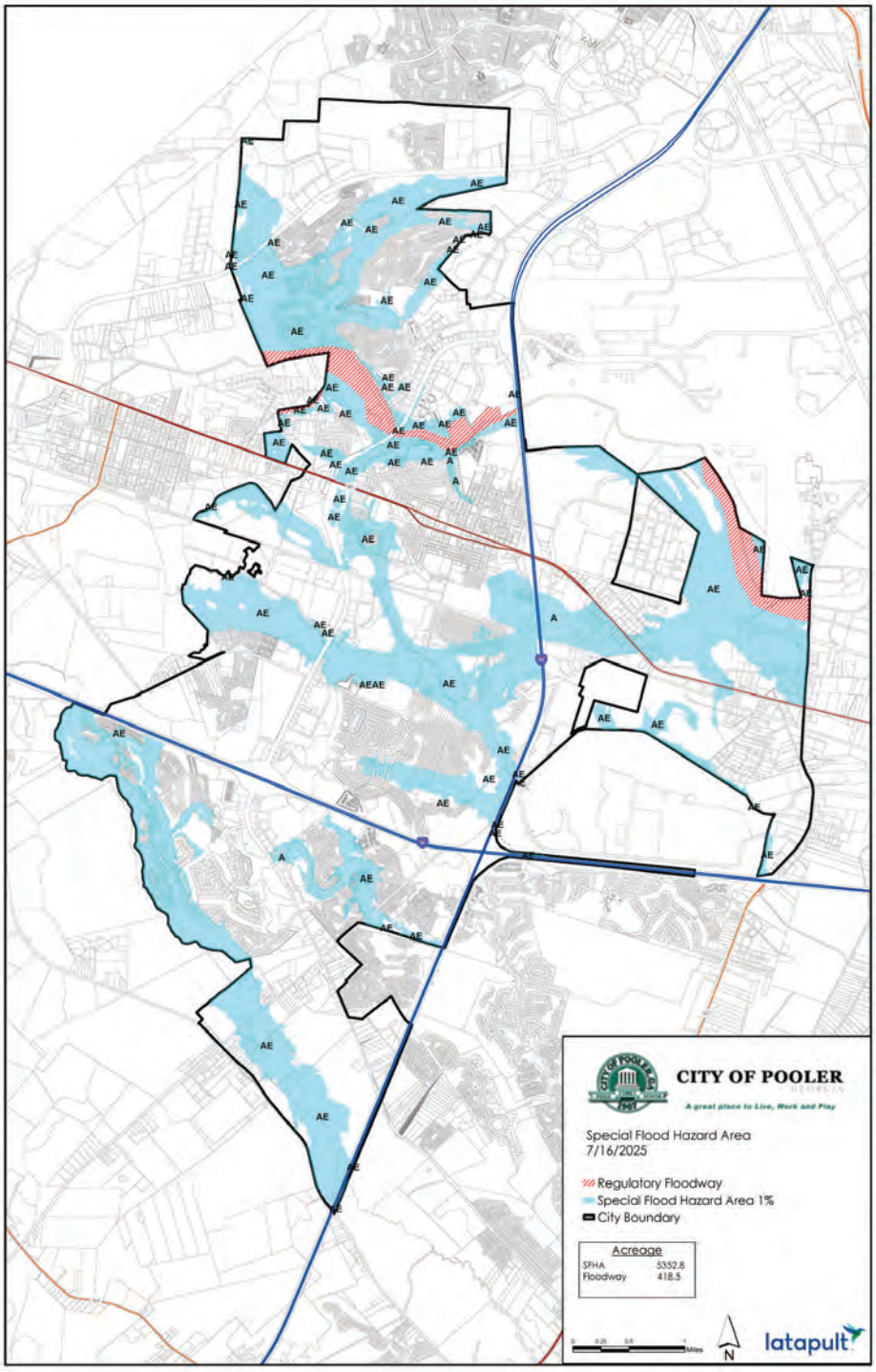
—FEMA

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.





Map 7.9–Flood Zones 2025, Pooler

PARKS, RECREATION, & CONSERVATION AREAS

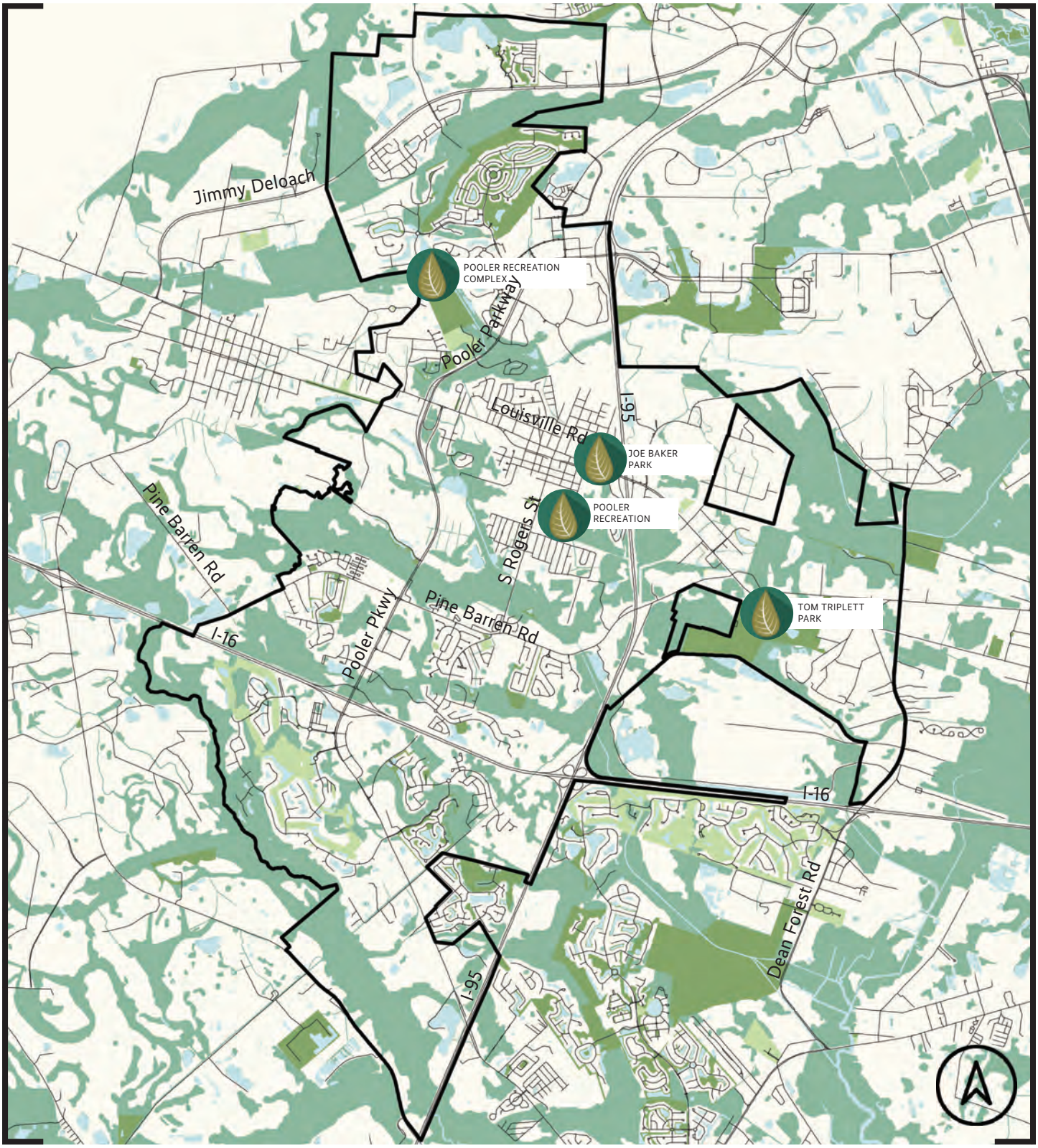
The natural and scenic amenities of Pooler offer many recreational and cultural opportunities. As open space in the city continues to be lost to development, it is imperative to explore all available means for land conservation before it is too late. Pooler recently revised the Tree Protection Ordinance to allow funds from the Tree Fund to be utilized to purchase green space to keep property in conservation areas. 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



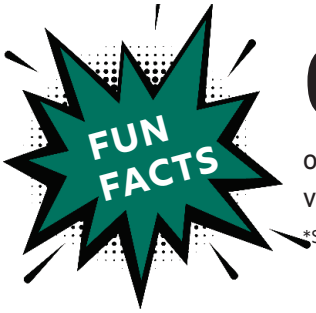
Map 7.10–Parks, Recreation, and Conservation Areas, Pooler

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 2017 and 2022 there was a 39% decrease in the number of farms in Chatham County from 67 to 41 farms totaling 7,742 acres. Chatham County's average farm area in 2020 was 189 acres. The decrease in number of farms in the county between 2017 and 2022 may be due to consolidating into larger farms due to the farm acreage increasing from 4,677 acres in 2017 to 7,742 acres in 2022.

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.



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 6% increase in population since 2020. This is higher than Chatham County's population growth of about 4% during the same 2020 – 2024 time frame. This 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 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. There were 159 trees planted via the Savannah Tree Foundation tree planting projects within the City of Pooler from 2020 through 2025.

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 found nearby in South Carolina, in 2020.

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

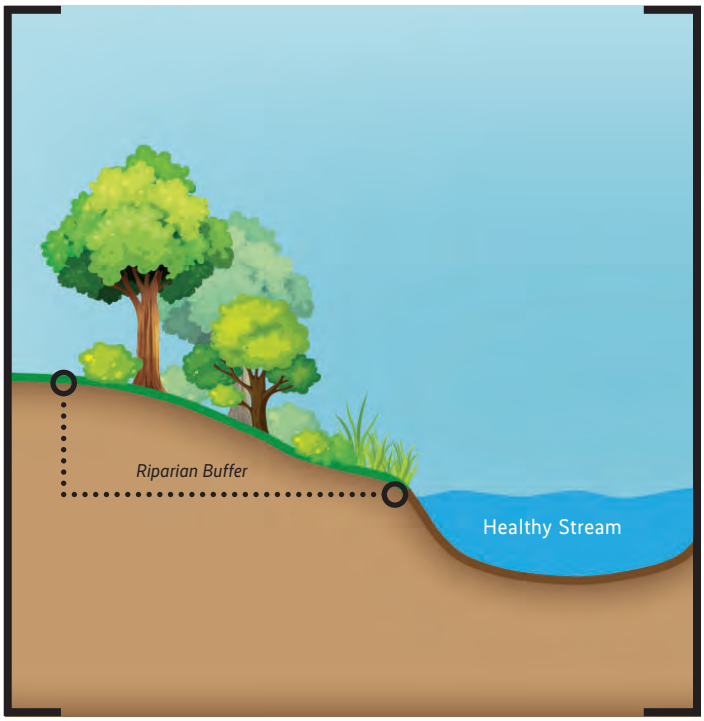


Figure 7.6–Riparian Buffer

RIPARIAN BUFFER

A riparian buffer or stream buffer is a vegetated area (a buffer strip) near a stream, usually forested, which helps shade and partially protect the stream from the impact of adjacent land uses.

—EPA



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.

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 Dean Forest Landfill went through a significant expansion in recent years which added 15 to 20 years of additional disposal capacity.

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 (MSWL)	Municipal Solid Waste Landfill	267	126,357	405	31	8/17/2055	312
Savannah - Superior Landfill & Recycling Center (MSWL)	Municipal Solid Waste Landfill	2,937	913,733	3,263	5	10/24/2029	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.



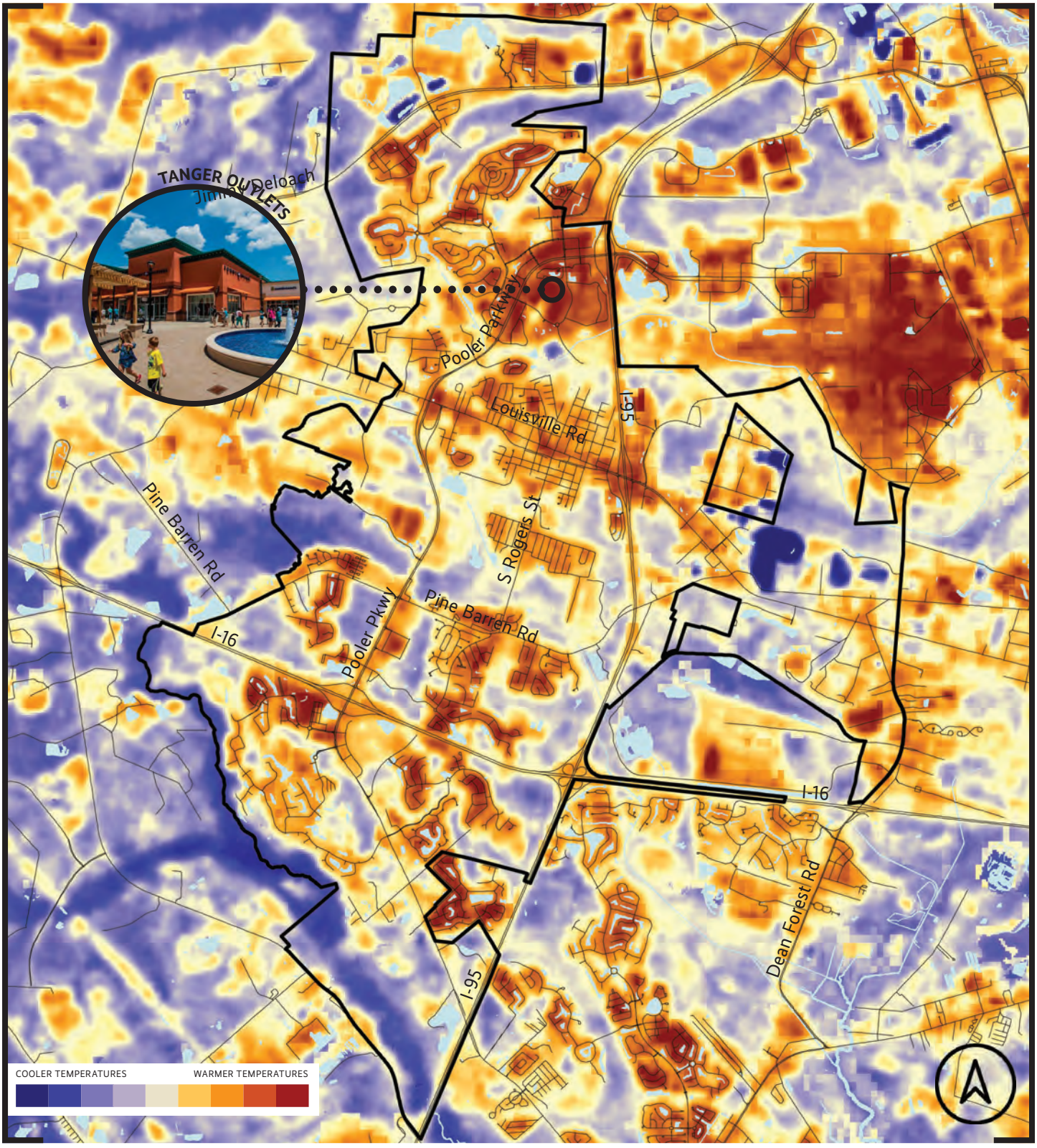
URBAN HEAT ISLAND EFFECT

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 2046 SURVEY

The MPC's Plan 2046 survey asked how important was "Protecting the community from environmental hazards and climate change?"

Eighty-seven percent (87%) 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 2046 Appendix.

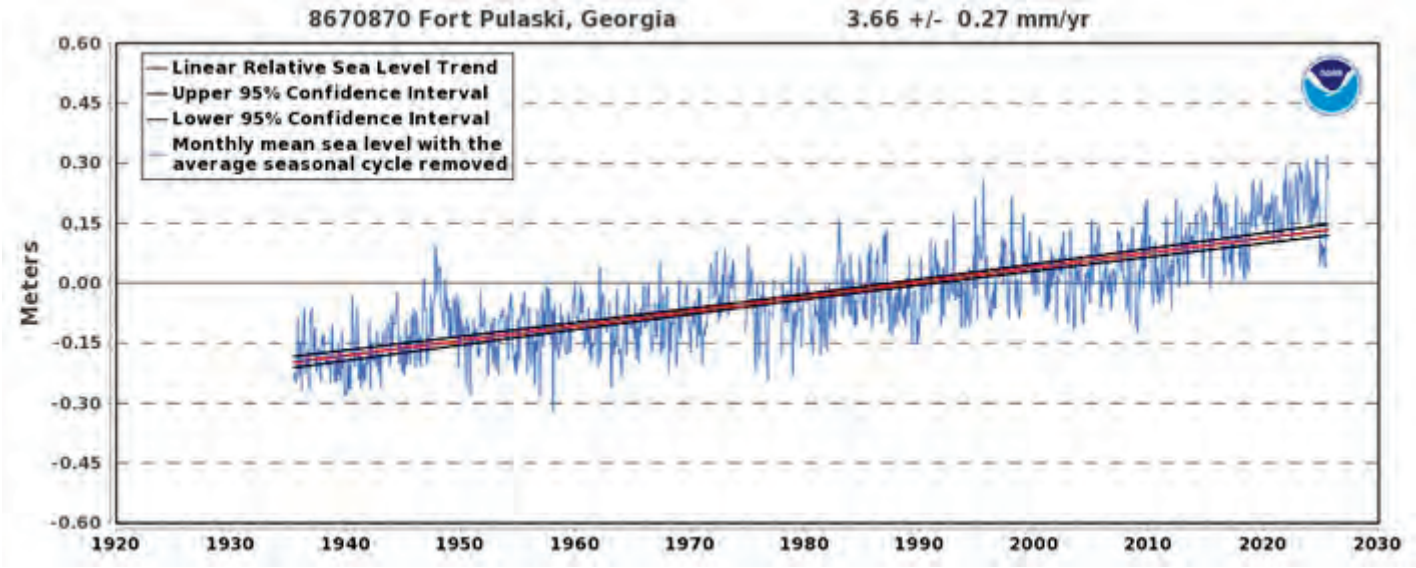


Figure 7.8–Local Sea Level Trend

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*

65% 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 2023 with Hurricane Idalia (category 4) and Hurricane Debby in 2024 (category 1).

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.

Hurricane and Tropical Storm List 2021-2024

Storm Name	Date Range	Max Wind Speed	Min Pressure	Max Category
Hurricane Debby	8.02.24 - 8.10.24	70 mph	979 mb	1
Hurricane Idalia	8.26.23 - 9.08.23	115 mph	942 mb	4
Tropical Storm Colin	7.02.22 - 7.02.22	35 mph	1011	TS
Tropical Storm Mindy	9.08.21 - 9.10.21	50 mph	1000	TS
Hurricane Elsa	6.30.21 - 7.10.21	75 mph	991	1
Tropical Storm Danny	6.27.21 - 6.29.21	40 mph	1009	TS

Figure 7.9–Hurricanes Impacting Chatham County

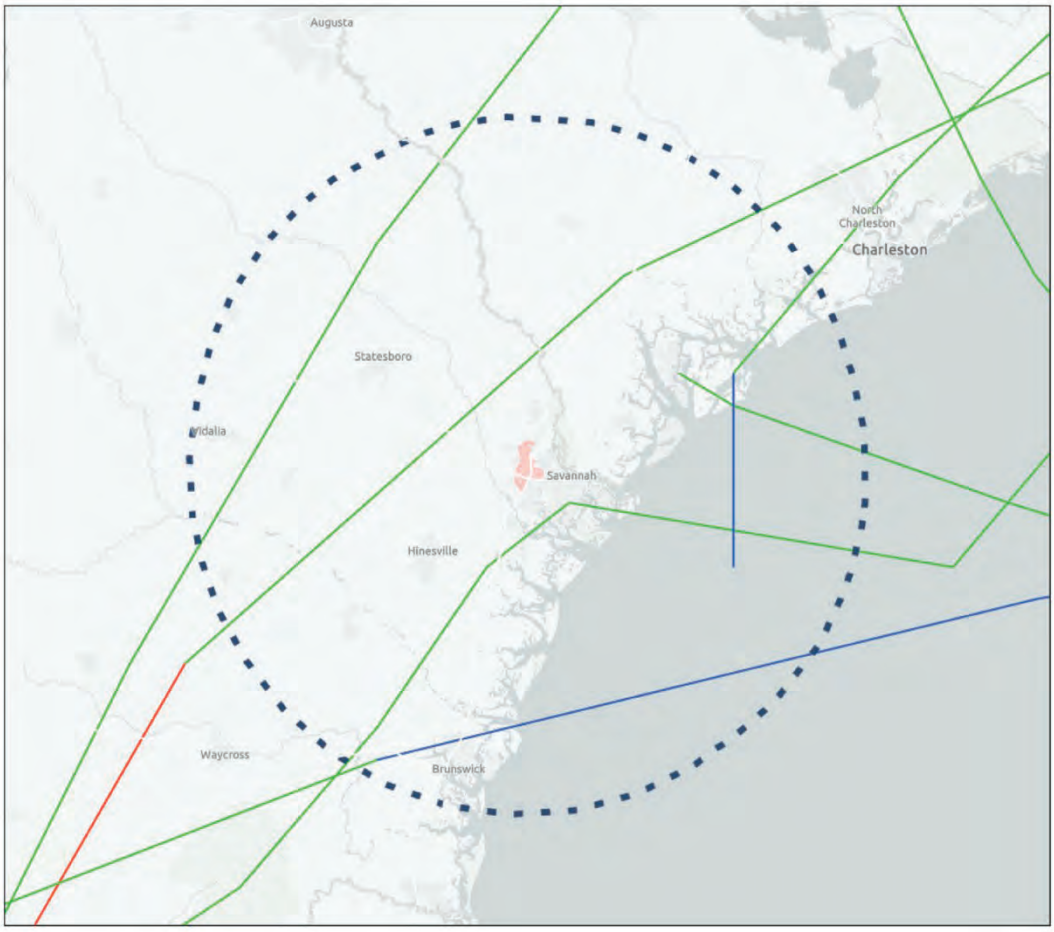


HURRICANES

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



12/24/25, 12:36 PM Historical Hurricane Tracks

STORM NAME	DATE RANGE	MAX WIND SPEED	MIN PRESSURE	MAX CATEGORY
DEBBY 2024	Aug 02, 2024 to Aug 10, 2024	70	979	H1
IDALIA 2023	Aug 26, 2023 to Sep 08, 2023	115	942	H4
COLIN 2022	Jul 01, 2022 to Jul 02, 2022	35	1011	TS
MINDY 2021	Sep 08, 2021 to Sep 10, 2021	50	1000	TS
ELSA 2021	Jun 30, 2021 to Jul 10, 2021	75	991	H1
DANNY 2021	Jun 27, 2021 to Jun 29, 2021	40	1009	TS

Map 7.12–Hurricane & Tropical Storm Tracks

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 and wetland 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.

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.

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.



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.



Photo Credit: Hussey Gay Bell

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:

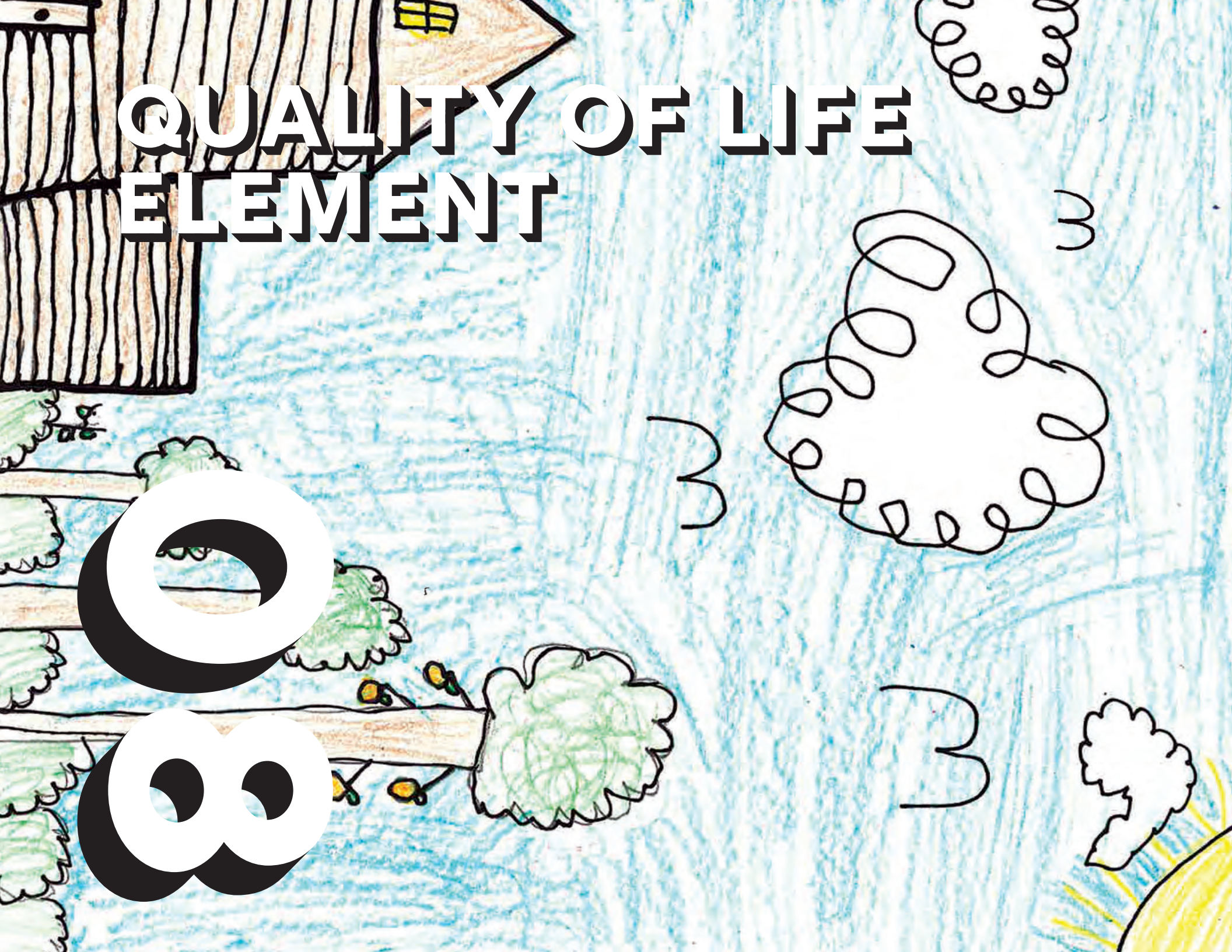
Chatham County's Disaster Recovery Plan (DRP), overseen by the Chatham Emergency Management Agency (CEMA), is a multi-phase effort to help the County address the complications that can arise following a disaster as the community attempts to rebuild and recover. The DRP is a tool that can identify and 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.

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





QUALITY OF LIFE

Introduction

The Quality of Life element of Pooler 2046 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



Public Safety



Education



Broadband



Community Health

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.



1993

When the last known historic resource survey was conducted by the MPC



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.

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. There is a marker that was erected by the Georgia Civil War Heritage Trails in Tom Triplett Park and describes a more detailed history of this event.



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 one of the finest fully examples of its kind 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.

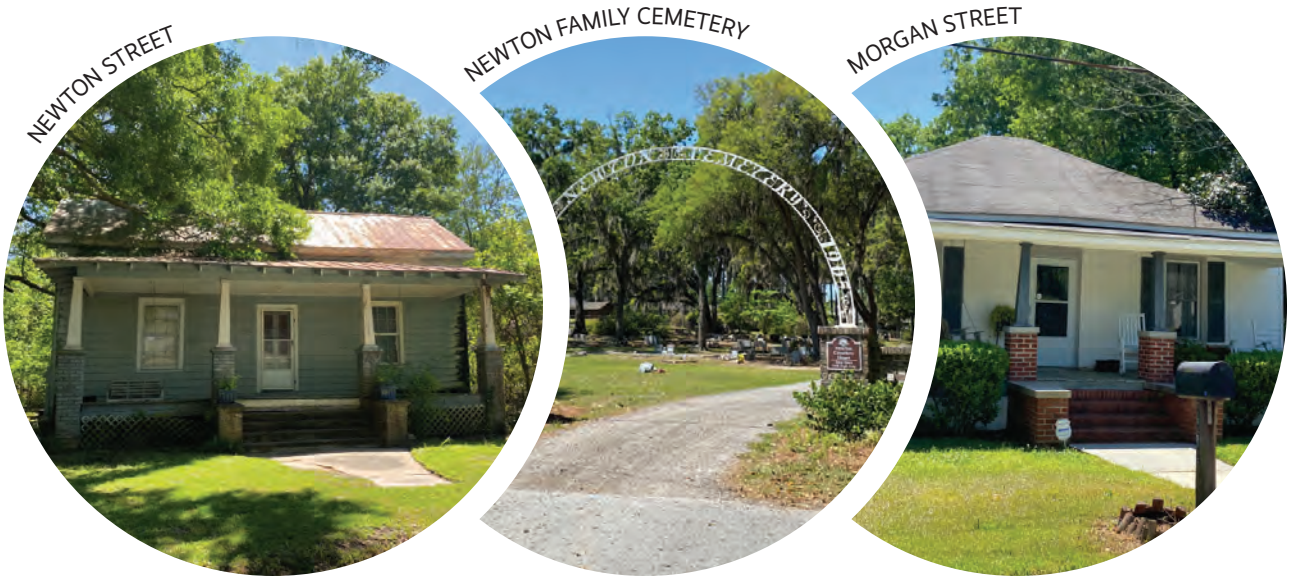
The last known historic resources survey to take place in Pooler was in 1992/1993, in which 38 resources in an area bounded by Collins Street, Chestnut Street, Holly (Traver) Street, and Read Street were surveyed. Of these 38, two were determined to potentially meet the criteria for eligibility for the 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
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

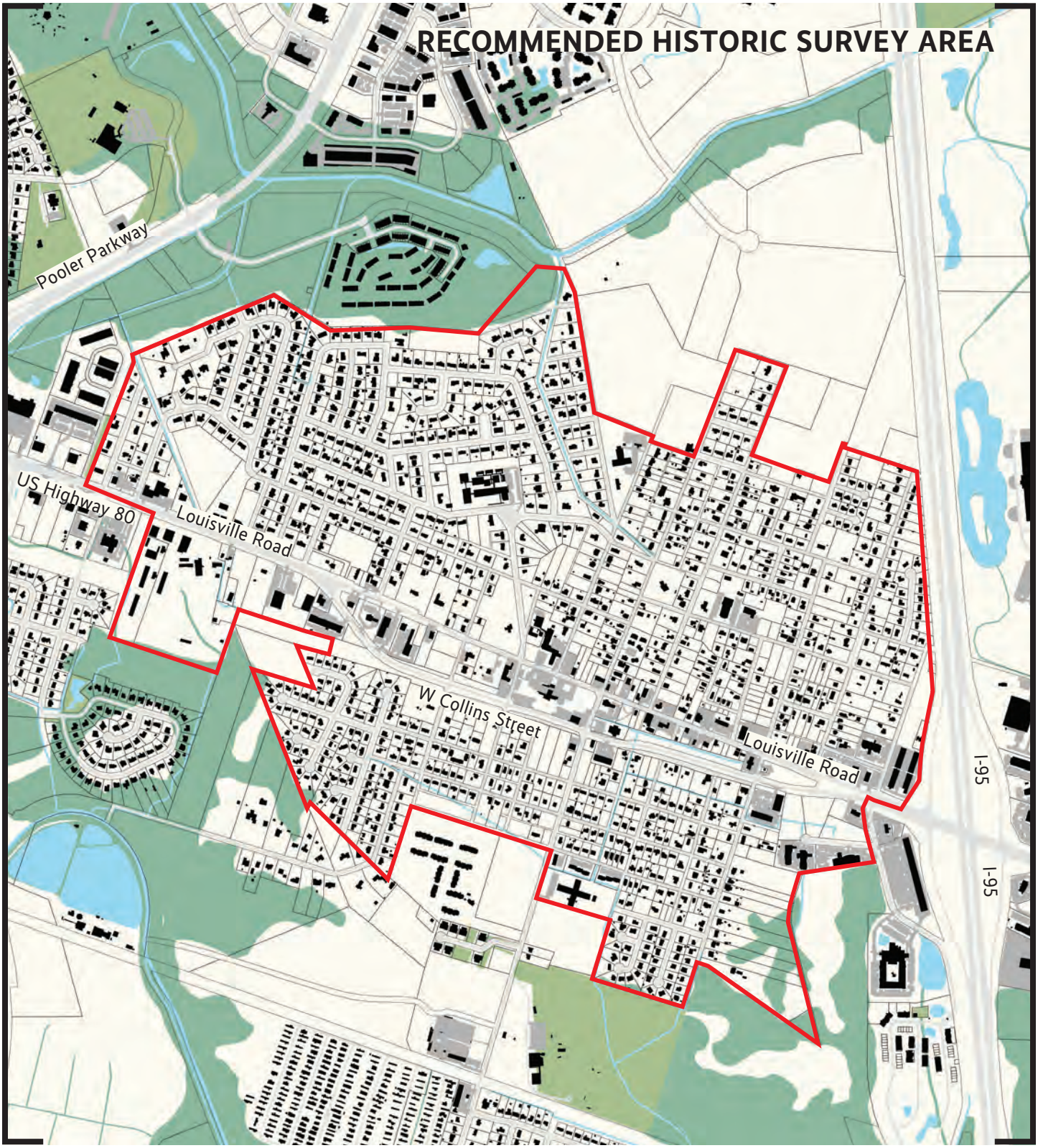
RECOMMENDED HISTORIC RESOURCES SURVEY

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.





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 Chatham County are managed and operated by the Savannah—Chatham County Public School System (SCCPSS). As of 2025, the school system consists of 20 elementary schools, nine K-8 schools, eight middle schools, 11 high schools, five charter schools, six alternative learning centers, and one e-Learning academy. In 2025 the school district had approximately 36,000 students enrolled with a 15:1 student to teacher ratio. In Pooler there are three schools, Pooler Elementary, West Chatham Elementary, and West Chatham Middle School. The College and Career Ready Performance Index (CCRPI) scores and Governor's Office of Student Achievement (GOSA) overall scores have been provided below for each school in Pooler for the 2023 and 2024 school years.

- Pooler Elementary School received a GOSA score of 70.8, or C grade for the 2024 school year.
- West Chatham Elementary School received a GOSA score of 65.3, or D grade for the 2024 school year.
- West Chatham Middle School received a GOSAI score of 65, or D

CCRPI AND GOSA

The CCRPI single scores were discontinued and replaced with the Governor's Office of Student Achievement (GOSA) overall score. This change occurred in 2023 and the GOSA overall scores began in Feb. 2025. In 2020 and 2021 there is no data due to pandemic related issues.

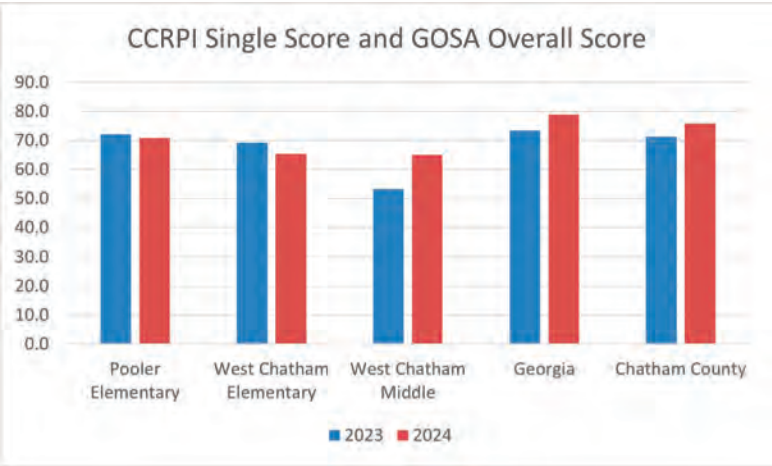


Figure 8.2–CCRPI Single Score and GOSA Overal Score 2023-2024

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-eight (38) 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 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 fluctuation in the past five years, perhaps due to the impacts of the Covid-19 pandemic on education and instruction practices. Figure 8.3 shows that the high school graduation rate in the county has decreased approximately 2.5% in the past five years.

In Pooler, most people over age 25 held a high school diploma (including high school equivalency degree) or higher in 2019 - 2023 (92.9%), while 40.2% held a bachelor's, graduate, or professional degree.

These percentages are slightly higher than in 2014 - 2028, when an estimated 91.4% of residents had at least a high school diploma and an estimated 37.1% had a bachelor's degree or higher. Figure 8.4 below illustrates the breakdown of educational attainment in Pooler.

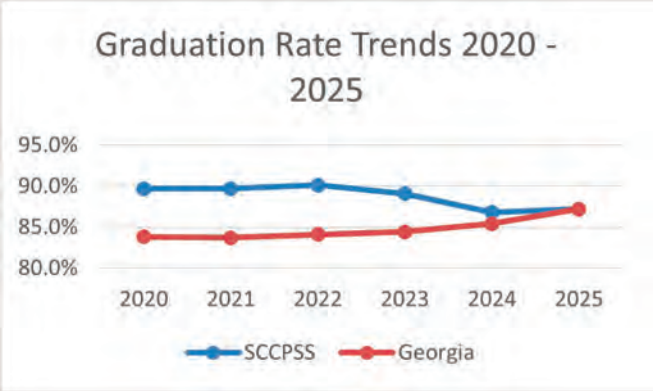


Figure 8.3 - Graduation Rate Trend Chart 2020 -2025

Savannah Chatham County Public School System

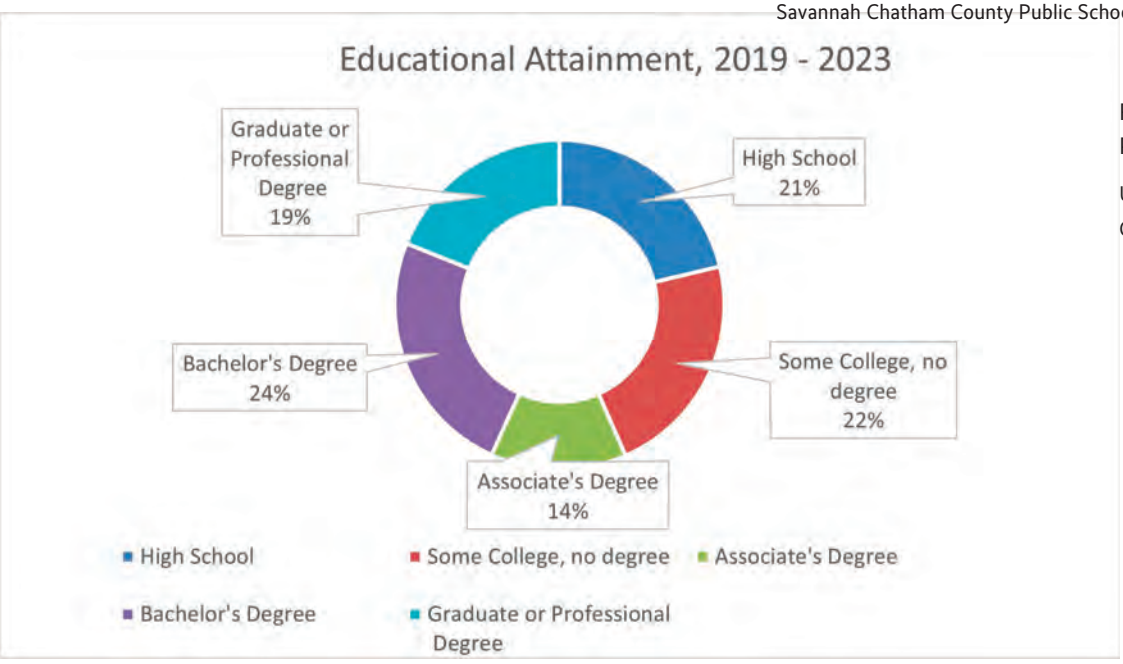
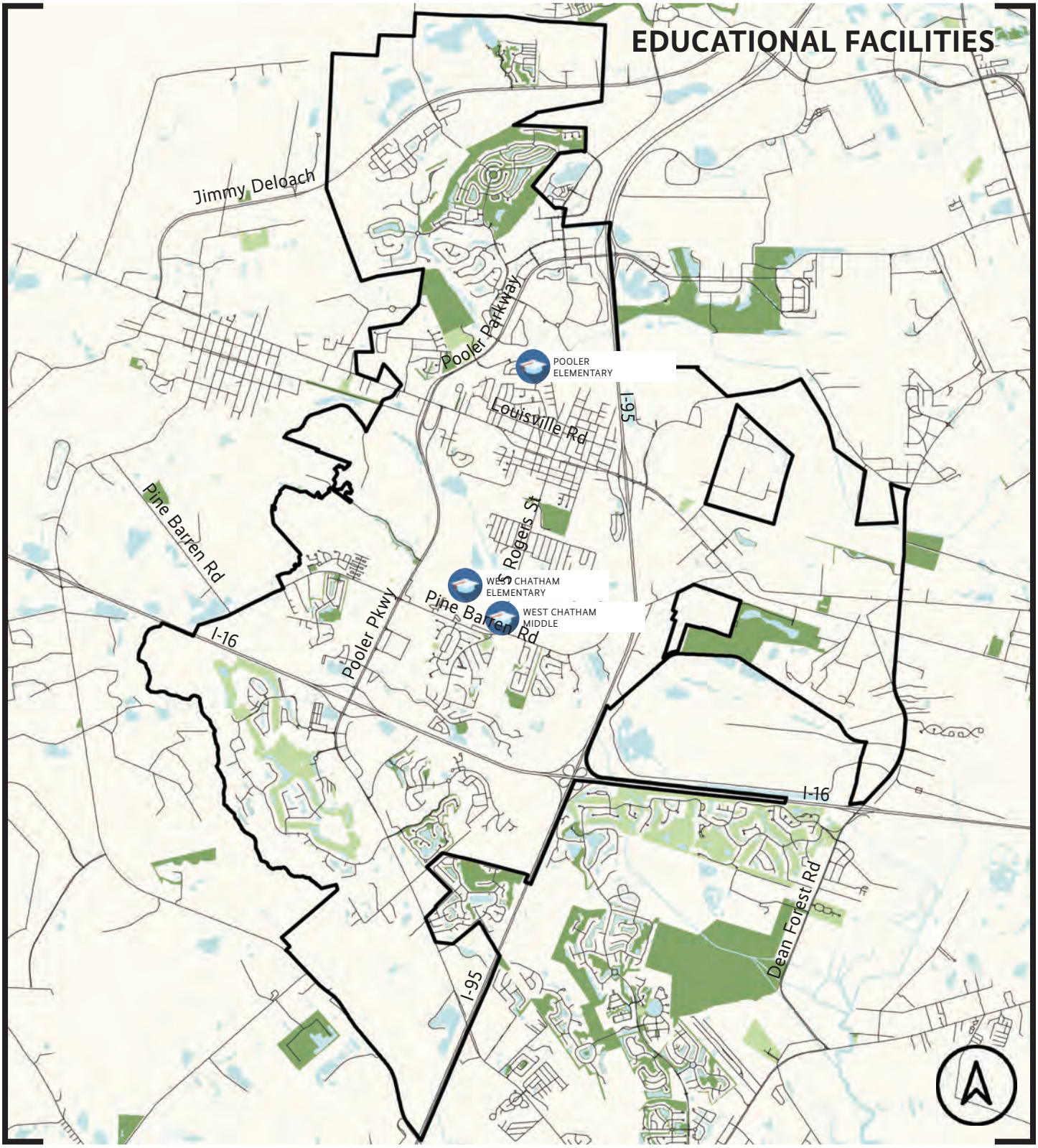


Figure 8.4 - Educational Attainment, Pooler

U.S. Census Bureau 2023 American Community Survey 5-Year Estimates



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 offers over 100 undergraduate and graduate degree programs. 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 3,200 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, consolidated in 2018 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 approximately 5,000 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 3,500 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.



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 Short Term Work Program projects is to support the construction of a new library.



Public Library Visits and Wireless Internet Use

Year	Public Library Visits	Public Library Wireless Internet Use	Public Library Computer Internet
2021	33,260	55,123	4,804
2022	34,941	28,540	5,239
2023	46,609	72,663	5,595
2024	46,609	72,663	5,595
2025	47,426	40,186	5,760
Total	**208,845**	**269,175**	**26,993**

Figure 8.5–Library Visit & Wireless Internet Usage Trends
Live Oak Public Library

In 2023 and 2024 the large increase to wireless internet usage is attributed to patrons parking at the library to use its wireless service.

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, are considered to be one of the leading causes of death in Pooler and worldwide.

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 December 2025, Healthy Savannah, and the YMCA of Coastal Georgia, announced the continuation of the five-year $5.1 million REACH grant 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) statistics for 2023 revealed that nearly 23% 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 SAMHSA statistics nearly 23% 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 430 households in Pooler received SNAP benefits in 2019–2023

This is an 18.25% reduction from the 526 households that received SNAP benefits in 2014 – 2019. Furthermore, roughly 49.5% 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.

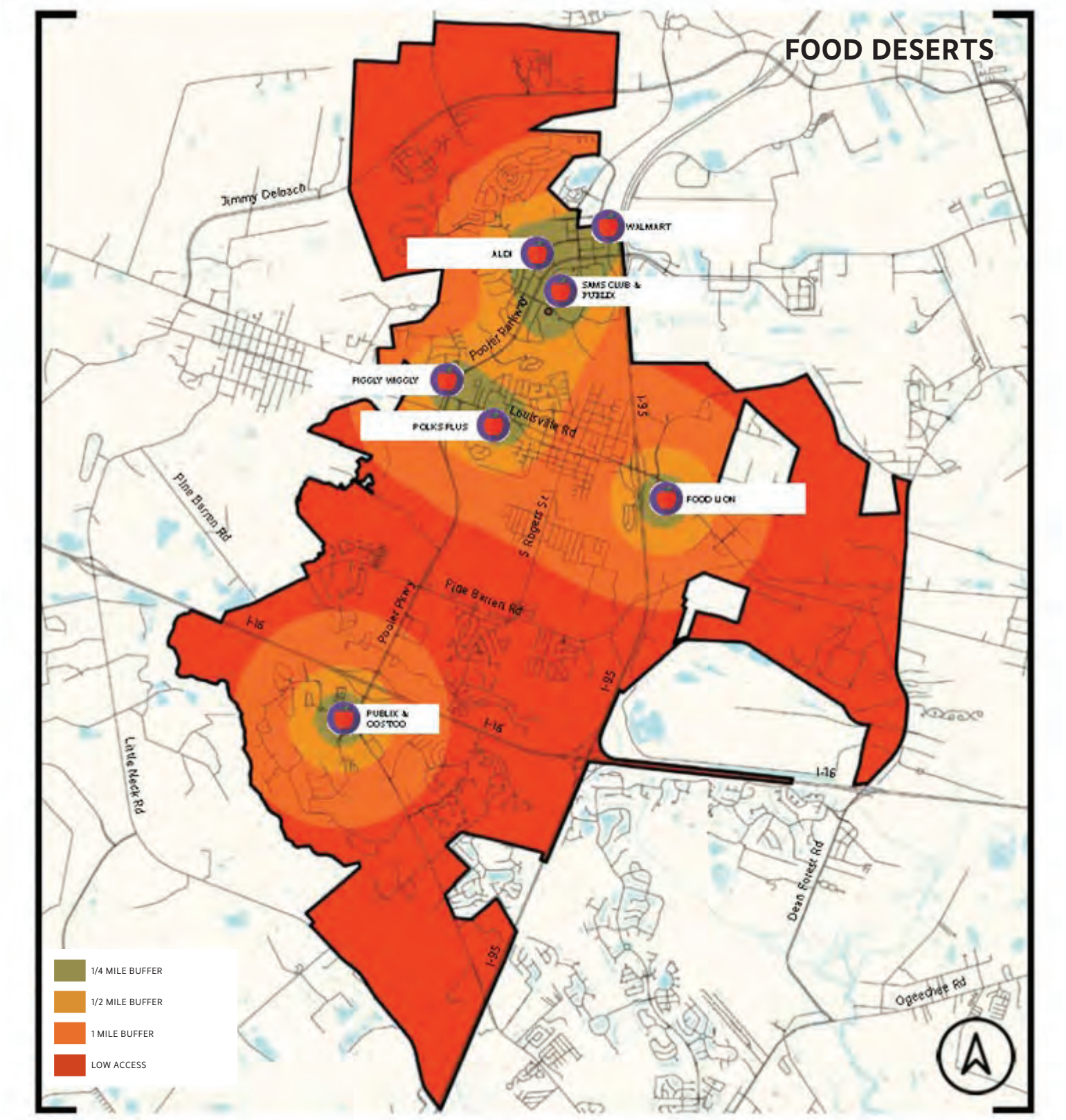
Pooler's evaluation of areas not having a grocery store within a one mile radius reveals that for the most part, Pooler is food rich with a diverse range of healthy food options. While it is a food rich community overall, there are two areas in particular that lack healthy food access: the Pine Barren 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 $25 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.





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 has declined since 2020 when the pandemic occurred.

COVID-19

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 4.5% by the end of 2020.

Unemployment Rates 2020–2025

	2020	2021	2022	2023	2024	2025
Pooler	4.5	2.3	2.3	2.3	2.7	2.6

Figure 8.7–Unemployment Rates, Chatham County & Pooler
U.S. Bureau of Labor Statistics, Local Area Unemplloyment Statistics

Annual Average Employment Statistics

Year	Labor Force	Employment	Unemployment	Rate (%)
2020	13,473	12,864	609	4.5
2021	14,236	13,905	331	2.3
2022	14,918	14,570	348	2.3
2023	15,460	15,100	360	2.3
2024	15,502	15,089	413	2.7
2025	15,493	15,085	408	2.6

Figure 8.7–Annual Average Employment Statistics, Pooler
U.S. Bureau of Labor Statistics, Local Area Unemplloyment Statistics

ARE YOU LOOKING FOR MORE INFORMATION?

For more information about unemployment please check our Economic Development Element.



Climate Change

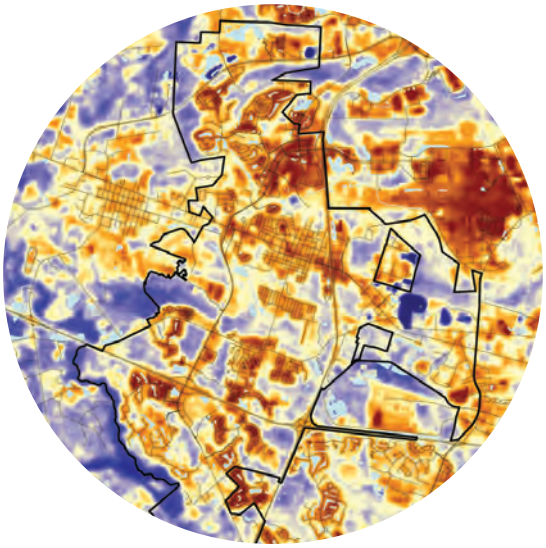
As the nation continues to experience drastic changes in weather patterns due to climate change, the consequences will be felt by individuals, economies, and governments alike.

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.

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.

Pooler has also developed its own Substantial Damage Management Plan, Flood Response Plan and Continuity of Operations Plan to assist the residents with property protection and disaster response measures.



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

EMERGENCY MANAGEMENT
CHATHAM COUNTY

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 has 65 sworn positions.

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.

Part I Crime Records



Figure 8.8–Part I Reported Crime Records, Pooler
Pooler Police Department

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 over the past two years.

Although part I crimes are decreasing, traffic accidents and hazards associated with vehicles on Pooler's roadway systems have increased in recent years. According to Pooler police data, there were a total of 3,415 vehicle wrecks from January 1, 2020 to September 18, 2025.

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.

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 32,000 and encompass an area of 29 square miles. During the day, the population can swell to greater than 75,000 people thanks to the City's position as a commercial and logistics hub along Interstate 95 and Interstate 16, which collectively bring over 53 million vehicles through the city each year. There are over 13,000 residential dwelling units, roughly 40% of which are rental units. There are also more than 1,200 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 76 members and 5 fire stations that provide fire suppression, rescue, and prevention services to the city.

Although Pooler currently only has fire fees in the unincorporated district, the City should evaluate the need to establish a fire fee throughout the city as a funding option to provide an equitable, stable and dedicated revenue source to support fire services well into the future.

Total Fire Calls

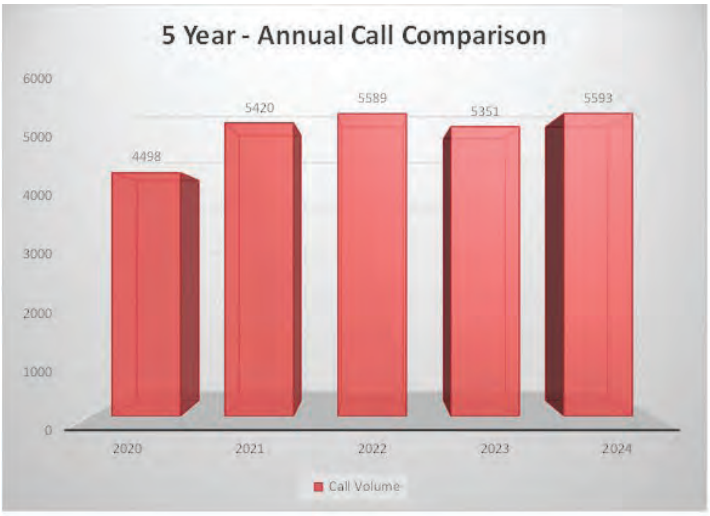


Figure 8.9–Total Fire Calls, Pooler
Pooler Fire Department

Structure Fires

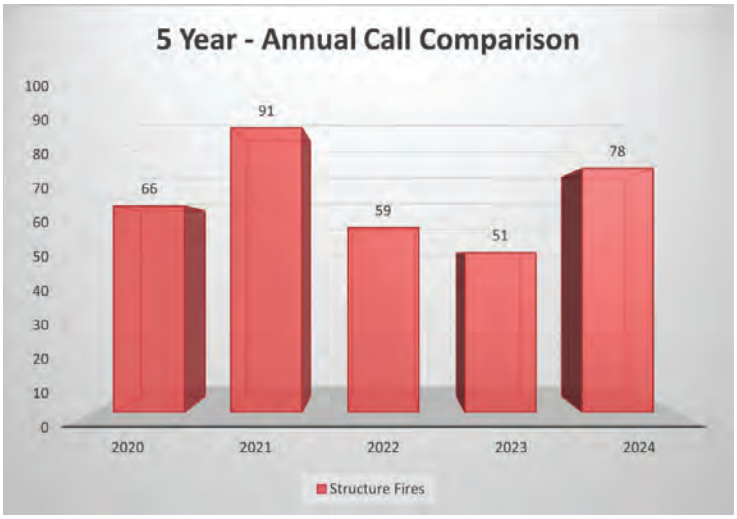


Figure 8.10–Structure Fires, Pooler
Pooler Fire Department


THANK YOU FOR YOUR SERVICE!
We appreciate all that you do!
Fort Wentworth Alliance Church

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 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.

INTERNET ACCESS

The COVID-19 pandemic reinforced the importance of having reliable internet access at home. Many Chatham County residents continue to depend on the internet to work and learn remotely, purchase essential items, access telehealth services, and connect with friends and family from afar.

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.

Top Reasons for Non-Subcribership

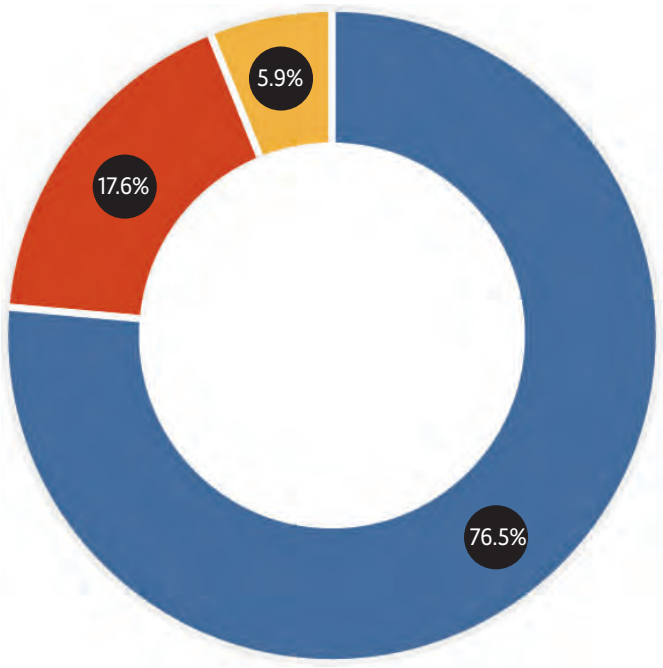


Figure 8.11–Most Important Reason for Not Subscribing to Internet

SERVICE TOO EXPENSIVE
NOT AVAILABLE AT MY HOME
TOO SLOW OR UNRELIABLE

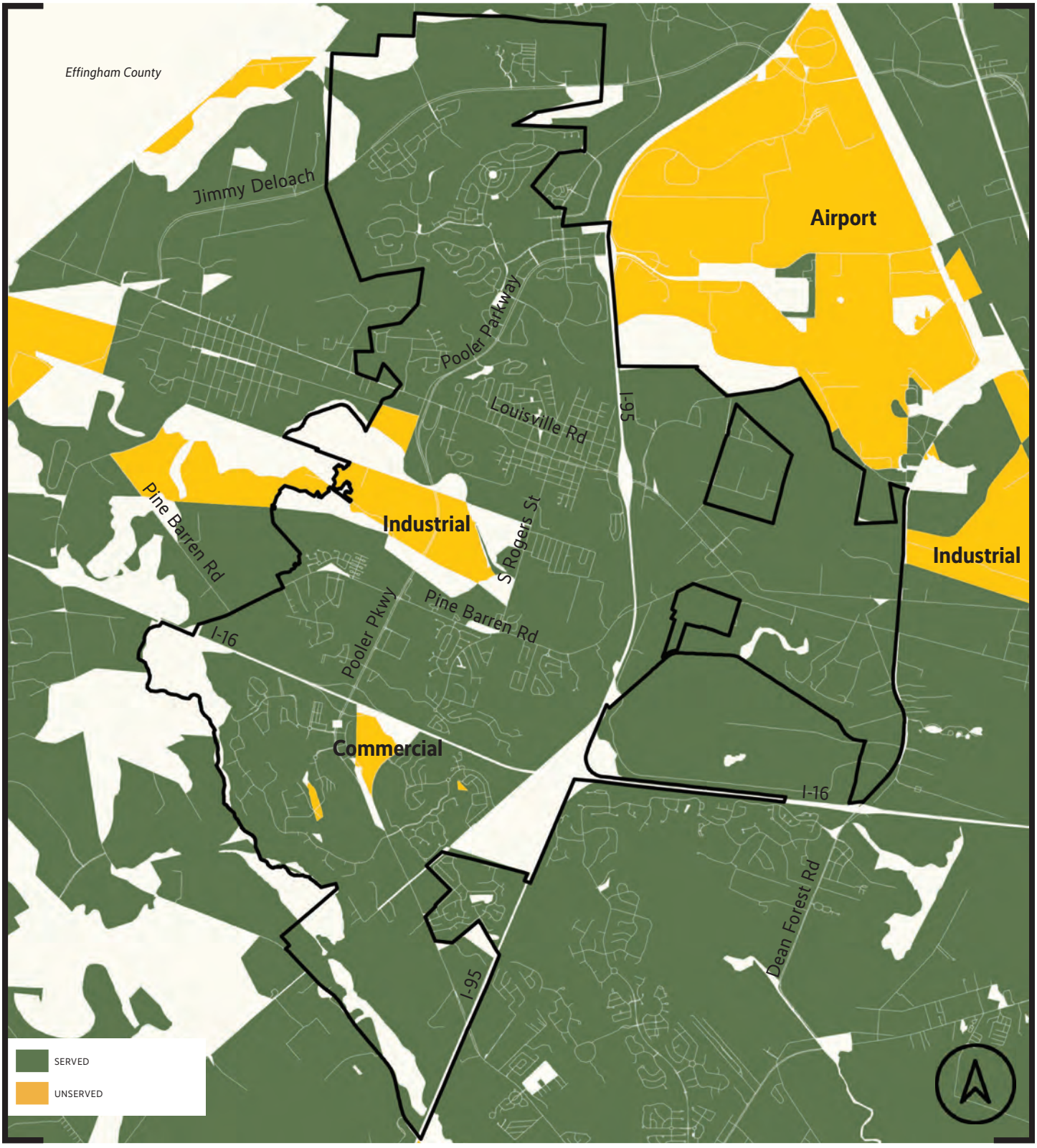
From a quality of service perspective, 5.9% of non-subscribing households say that available services are too slow or unreliable, perhaps dropping service from poor previous experience. However, every household responding to a 2016 survey recognized a need for the internet.



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.



Map 8.4–Broadband Availability Map, Pooler

Still, survey responses show that Chatham County households recognize a need for internet access in the home. As seen in Figure 8.11, 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.

Household Survey Findings

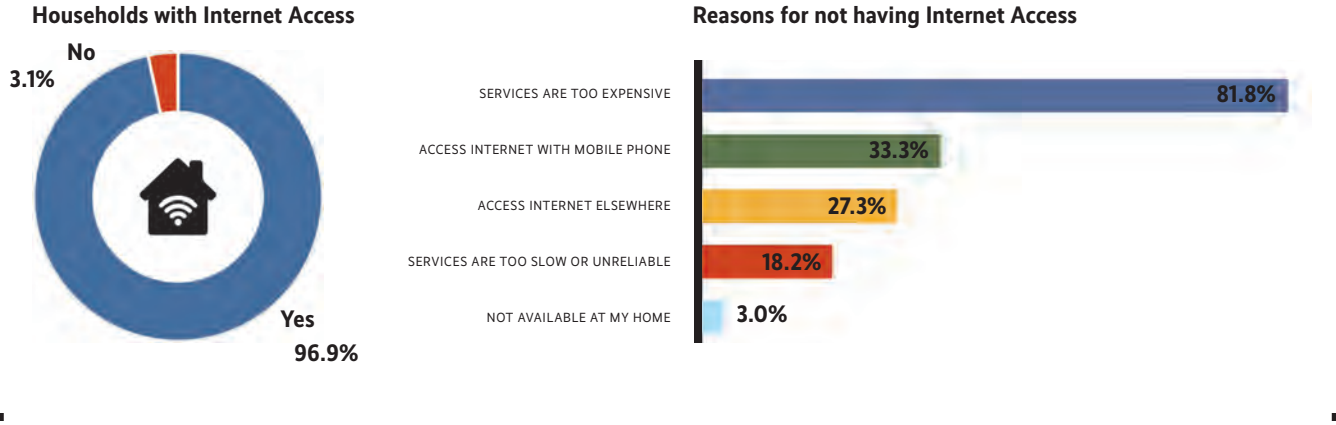
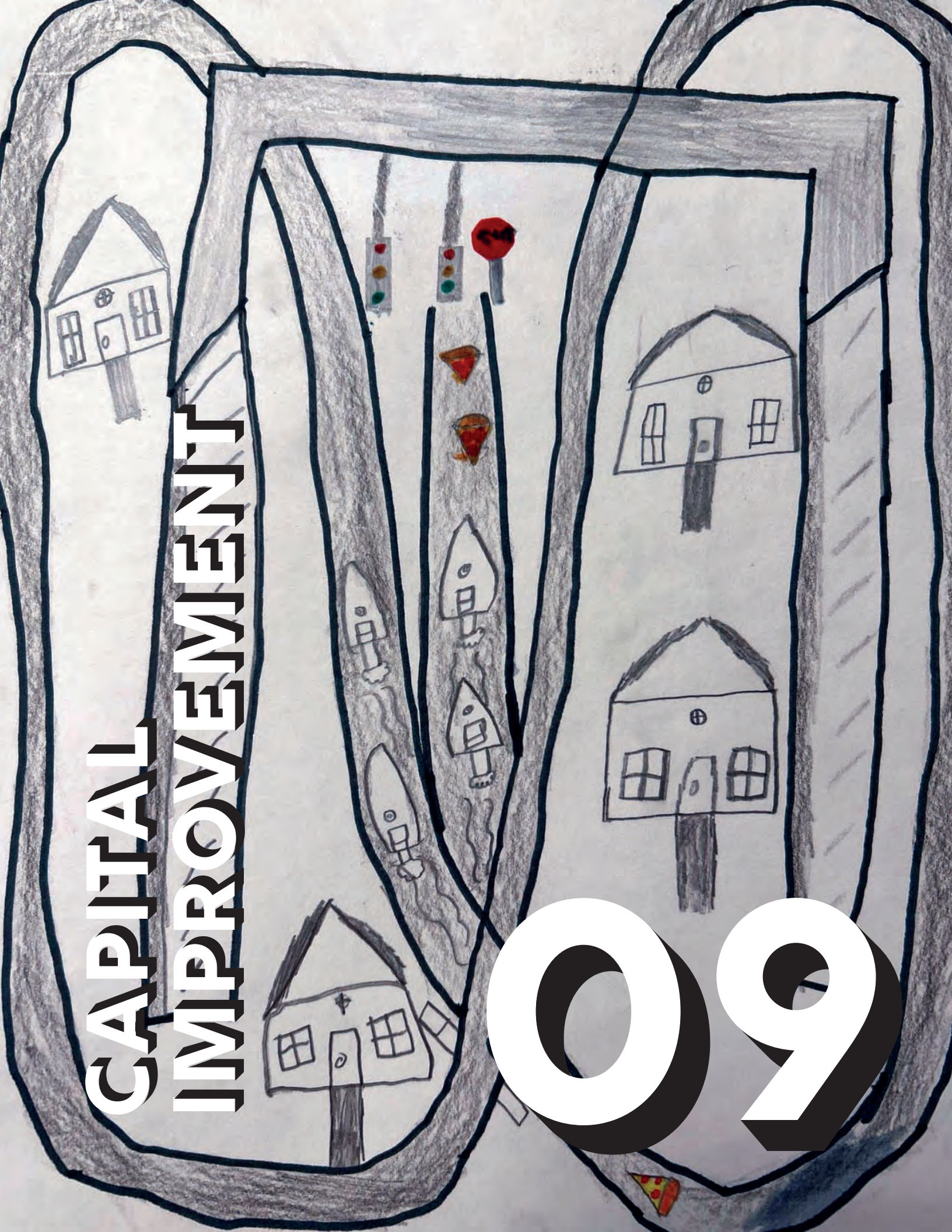


Figure 8.12–Household Survey Findings

CAPITAL IMPROVEMENT

09





SHORT TERM WORK PROGRAM

Introduction

The Short-Term Work Program (STWP) is comprised of projects that are ongoing or should be implemented 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. The projects and ongoing activities have been listed separately in this section. This format was developed for the 2020 Comprehensive Plan Update and for consistency and ease of tracking project status this format was continued in the 2026 Comprehensive Plan Update.

Progress on the activities and goals established in this section will be tracked and reported on an annual basis.

LAND USE PROJECTS FOR YEARS 2026–2031

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
LU.1	Update Comprehensive Plan (2031 Five Year Update).	2029 – 2031	Administration	General Fund	Staff Time
LU.2	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).	2026 - 2027	Planning & Zoning	General Fund	Staff Time
LU.3	Evaluate and amend the city's Landscape and Tree Protection Ordinance.	2026 - 2027	Planning & Zoning	General Fund	Staff Time
LU.4	Review and amend Future Land Use Map to include areas surrounding impaired waterways.	2028–2031	Planning & Zoning	General Fund	Staff Time
LU.5	Develop policy and guidelines to support implementation and maintenance of community gardens on both public and private property and reduce regulatory barriers to urban agriculture.	2028 - 2029	Planning & Zoning	General Fund	Staff Time
LU.6	Evaluate the need for city sub-area use plans to better define growth and needed area/neighborhood improvements (e.g. Main Street Pooler, Quacco Road to I-95, the area surrounding the impaired Pipemakers Canal).	2028–2031	Planning & Zoning	General Fund	$40,000
LU.7	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 and adopt design guidelines for major corridors to include parking lot locations (in rear or side) and access management (fewer curb cuts).	2026 - 2027	Planning & Zoning	General Fund	$100,000
LU.8	Review and amend subdivision regulations.	2026 -2027	Planning & Zoning	General Fund	Staff Time
LU.9	Assess and update the Zoning Ordinance as needed to review land use and zoning regulations.	2026 - 2027	Planning & Zoning	General Fund	Staff Time
LU.10	Explore and identify historic properties in the City of Pooler.	2028 - 2029	Planning & Zoning	General Fund	Staff Time
LU.11	Create a Sea Level Rise checklist for development projects.	2028 - 2031	Planning & Zoning	General Fund	Staff Time

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
LU.14	Explore and consider enhancements of Highway 80 corridor.	2027–2031	Planning & Zoning; Public Works	General Fund; Tree Fund	Project based/case-by-case basis
LU.15	Purchase and installation of surveying/benchmarks.	2027–2028	Planning & Zoning; Public Works	General Fund	$15,000
LU.16	Acquire land for green space, conservation areas, and nature based recreational use.	2027–2031	Planning & Zoning	General Fund; Tree Fund	Project based/case-by-case basis

TRANSPORTATION PROJECTS FOR YEARS 2026–2031

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
T.1	Complete Quacco Road Upgrades - 1st phase: Quacco Rd. widening from Blue Moon to Canal Bank. 2nd phase: Canal Bank to I-95.	2026 - 2031	Planning & Zoning; Public Works	General Fund; SPLOST; grant	$28 Million
T.2	Explore N. Rogers Street & Hwy 80 connector to include resurfacing, traffic circle, widening, & sidewalk project.	2026–2031	Planning & Zoning; Public Works	General Fund; SPLOST	$7.2 Million
T.3	Complete North Godley Station Boulevard traffic circle construction at Forest Lakes Drive.	2026–2031	Planning & Zoning; Public Works	General Fund; T-SPLOST; SPLOST	$2.8 Million
T.4	Complete Towne Center Boulevard at Maxwell Drive and Traders Way median and traffic circle/ roundabout construction.	2026–2031	Planning & Zoning; Public Works	General Fund; T-SPLOST	$3.5 Million
T.5	Track and implement local road resurfacing projects (GIS).	2026–2031	Public Works	LMIG	$503,600
T.6	Complete Pine Barren Road widening & traffic circle (based on 2021 Kimley Horn study).	2026–2031	Planning & Zoning Public Works	General Fund; SPLOST; T-SPLOST; Impact Fees	$24,250,000
T.7	Complete Pooler Parkway pavement overlay construction.	2026–2031	Planning & Zoning	General Fund; SPLOST	$5,000,000
T.8	Explore ways to encourage the development and implementation of bike paths to connect commercial and residential areas.	2026–2031	Planning & Zoning; Public Works	General Fund	Staff Time
T.9	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 based on T&H recommendations).	2026-2027	Planning & Zoning; Public Works	General Fund; SPLOST; T-SPLOST; Impact Fees	$6 Million
T.10	Complete S. Rogers Street widening project.	2026-2036	Planning & Zoning; Public Works	General Fund; SPLOST;	$13,400,000
T.11	Construct a Pooler multi-use trail (GIS).	2026–2031	Public Works	General Fund; SPLOST; T-SPLOST	$1.5 Million

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HOUSING PROJECTS FOR YEARS 2026–2031

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
H.1	Explore conducting 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.	2026 - 2028	Planning & Zoning	General Fund	$35,000

ECONOMIC DEVELOPMENT PROJECTS FOR YEARS 2026–2031

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
E.1	Collaborate with business, industry, and planning of educational entities that provide necessary workforce skills to enhance workforce development.	2026–2031	Administration	General Fund	Staff Time

NATURAL RESOURCES PROJECTS FOR YEARS 2026–2031

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
NR.1	Analyze the need to strengthen wetland ordinance and implement wetland buffer ordinance as applicable.	2026 - 2027	Planning & Zoning	General Fund	Staff Time
NR.2	Analyze impacts and then implement impaired waters ordinance.	2028–2031	Planning & Zoning; Stormwater	General Fund	$25,000
NR.3	Improve participation in the current Recycling Program.	2026–2031	Sanitation	General Fund	Staff Time
NR.4	Conduct tree canopy study.	2027–2028	Planning and Zoning	General Fund	To Be Determined

CAPITAL PROJECTS FOR YEARS 2026–2031

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.	2026–2031	Public Works	Water & Sewer Fund	$75,000
PWW.2	Complete survey of old sewer system to determine condition of mains/manholes (GIS).	2026 -2031	Public Works	General Fund	$25,000
PWW.3	Develop sewer replacement program.	2026–2031	Public Works	Water & Sewer Fund	$400,000
PWW.4	Identify future sites and customers for water reuse program.	2026–2031	Public Works	Water & Sewer Fund	Based on Project Site
PWW.5	Complete water tower and pump maintenance program requirements (under contract general maintenance).	2026–2031	Public Works	Water & Sewer Fund	$35,000
PWW.6	Complete evaluation and implement water/sewer improvements and/or upgrades.	2026–2031	Public Works; Planning & Zoning	General Fund; Water & Sewer Fund	Based on Project Site
PWW.7	Complete a water/sewer rate study.	2026–2031	Public Works; Planning & Zoning	General Fund; Water & Sewer Fund	Ongoing 2.5% Increase Annually; Staff Time
PWW.8	Complete an inflow & Infiltration evaluation for sanitary sewer system.	2026–2031	Public Works; Planning & Zoning	General Fund; Water & Sewer Fund	Ongoing $500K/Year
PWW.9	Construct second elevated storage tank.	2026–2031	Public Works	Water & Sewer Fund	$1,200,000
PWW.10	Construct Pooler Middle School lift station.	2026–2031	Public Works	Water & Sewer Fund	$4,200,000
PWW.11	Complete Highway 80 water line replacement (replacement of Permastrand water main).	2024–2026	Public Works	Water & Sewer Fund	$2,500,000
PWW.12	Complete an alternative water source feasibility study.	2026 – 2031	Public Works	Water & Sewer Fund	$50,000

Public Works–Water & Sewer

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PWW.13	Rebuild Savannah supply point valve stations.	2026–2031	Public Works	Water & Sewer Fund	$25,000
PWW.14	Implement GIS system mapping updates for water/sewer.	2026–2031	Public Works	Water & Sewer	$200,000
PWW.15	Develop and implement a mass meter replacement plan.	2026–2031	Public Works	Water	$400,000
PWW.16	Explore a monitoring process for P.F.A.S. at wells and valve stations.	2026–2031	Public Works	Water	$300,000
PWW.17	Purchase 4 replacement vehicles, 1 new VAC truck, and new mini excavator.	2026–2031	Public Works	Water	$1,000,000
PWW.18	Develop and implement a fire hydrant replacement program.	2026–2031	Public Works	Water	$300,000
PWW.19	Complete a study on the new water valve station location and build a valve station.	2026–2031	Public Works	Water	$1,000,000
PWW.20	Add a contractor retainer for emergency water repairs.	2026–2031	Public Works	Water	$100,000
PWW.21	Extend the water main down Quacco Road to City Limits.	2026–2031	Public Works	Water	$3,000,000
PWW.22	Extend water to city limits on Old Louisville & Hwy 80/Dean Forest Road.	2026–2031	Public Works	Water	$7,000,000
PWW.23	New Public Works Building.	2026–2031	Public Works	Water	$9,500,00
PWW.24	Assess the feasibility of conducting a comprehensive study to evaluate the appropriateness of the BOD and TSS thresholds related to wastewater discharge.	2026–2031	Public Works	Water	To Be Determined
PWW.25	Conduct a detailed local limits evaluation of the wastewater treatment plant to assess whether the thresholds remain protective.	2026–2031	Public Works	Water	To Be Determined

Public Works–Street & Drainage

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PWD.1	Install and implement infrastructure mapping (GIS).	2026 – 2031	Public Works	General Fund	Staff Time
PWD.2	Design and construct Old Town drainage C project including: Implement drainage repairs & improvements: West Tietgen Street; Pipe in ditch between Tietgen & Whatley; and Mell Street.	2026–2031	Public Works; Planning & Zoning	General Fund	$2,064,000
PWD.3	Design and construct Old Town drainage D project.	2026–2031	Public Works; Planning & Zoning	General Fund	$2,000,000
PWD.4	Pipe and/or repair banks of canal from Hardee's south to the end of Pooler Villages. Replace and enlarge pipe at crossover to billboard on Governor Treutlen Canal.	2026–2031	Public Works	General Fund	$706,000
PWD.5	Survey all of the rights-of-way along Pooler canals (GIS).	2026–2031	Public Works	General Fund	$100,000
PWD.6	Rehabilitation of the Benton canal.	2026–2031	Public Works	General Fund	$1,000,000
PWD.7	Pave/overlay 2 miles of streets yearly (replaced OG.10 with this new project).	2026–2031	Public Works	LMIG; General Fund	$700,000 yearly
PWD.8	GIS map all roads and evaluate road conditions.	2026–2027	Public Works	General Fund	Unknown

Intergovernmental Coordination

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
IC.1	Institute a youth council program to promote mentorship programs between employers and students to prepare students for employment and promote upward mobility.	2026–2031	Administration; City Council	General Fund	Staff Time
IC.2	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.	2026–2031	PD; Fire; Administration	General Fund	Staff Time
IC.3	Explore ways to coordinate and share land use and new development proposals with adjacent communities for land areas near mutual boundaries.	2026–2031	Administration	General Fund	Staff Time

Community Facilities

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
CF.1	Support new construction of a library with Wi-Fi/broadband and meeting space by making land available for construction within the city limits to provide needed services.	2026–2031	Planning & Zoning; Administration	SPLOST	$2,500,000

Public Safety–Fire

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PSF.1	Hire necessary Fire Department staff each year to accommodate growing needs.	2026-2031	Fire Department	General Fund; Grant	$2,008,000
PSF.2	Determine feasibility and cost of implementing a Community Paramedicine program through the Fire Department (feasibility study).	2026–2027	Fire Department	General Fund	$15,000
PSF.3	Continue training staff in crisis intervention within the Fire Departments.	2027–2028	Fire Department	General Fund	$12,000
PSF.4	Purchase fleet replacement: Fire Engine (2013).	2026 – order 2031 – delivery	Fire Department	General Fund; SPLOST;	$1,200,000
PSF.5	Evaluate feasibility to design/construct new combined PS training facility with training towers.	2026 – 2031	Fire Department	SPLOST; Impact Fees	$9.5 million (can be phased)
PSF.6	Evaluate fleet as necessary to replace fire apparatus as necessary.	2026–order 2031 – delivery	Fire Department	General Fund; Impact Fees	$8.25 millior
PSF.7	Evaluate feasibility of location and scoping for design/build Fire Station 2/HQ replacement.	2029 - 2031	Fire Department	SPLOST; Impact Fees	$11.5 millior
PSF.8	Evaluate feasibility of adding first responder vehicle (advanced life support), equipment, and hiring paramedic personnel to staff vehicle.	2028	Fire Department	General Fund;	$330,000
PSF.9	Add advanced life support equipment to 1 engine.	2028	Fire Department	General Fund	$150,000
PSF.10	Replace breathing air compressor & cascade system.	2029	Fire Department	General Fund	$250,000
PSF.11	Replace self-contained breathing apparatus.	2027	Fire Department	General Fund	$850,000
PSF.12	Replace personnel protective gear for all fire personnel – 18 sets annually to meet NFPA Standards.	2026 - 2031	Fire Department	General Fund	$102,000 annually
PSF.13	Fire station refurbishment – all locations.	2026 - 2031	Fire Department	General Fund	$200,000 annually
PSF.14	Add contract services annual maintenance to the fire hydrant maintenance program.	2026	Fire Department	General Fund	$75,000

Public Safety - Police

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PSP.1	Purchase and replace Police vehicles annually as needed in compliance with vehicle replacement plan and/or to accommodate growing needs.	2026–2031	Police Department	General Fund;	$80,000/ year
PSP.2	Hire necessary police officer staff each year to accommodate growing needs.	2026–2031	Police Department	General Fund	$500,000 ($100,000/ Year)
PSP.3	Upgrade the city owned police training range.	2026–2031	Police Department	General Fund	$50,000
PSP.4	Upgrade the public safety/emergency management facility to accommodate growing needs.	2026–2031	Police Department; Administration	SPLOST; Impact Fees	$15 Million
PSP.5	Purchase tag readers annually as needed.	2026–2031	Police Department	General Fund	$8,000/Year
PSP.6	Continue public service training programs to include police de-escalation, active shooter training, and crisis intervention.	2026–2031	Police Department	General Fund	$20,000

Information Technology

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
IT.1	Install redundant fiber link between City Hall and the Rogers Street network.	2026–2031	Information Technology	General Fund	$50,000 - $75,000
IT.2	Add the infrastructure closets to the City Hall generator.	2026	Information Technology	General Fund	$40,000
IT.3	Establish City-maintained internal inventory, ticketing, and monitoring system.	2026–2031	Information Technology	General Fund	$25,000 annually
IT.4	Hire necessary IT staff to accommodate growing needs.	2026–2031	Information Technology	General Fund	$40,000 - $45,000
IT.5	Connect Senior Center into Station 2 network via fiber run.	2026–2031	Information Technology	General Fund	$30,000

Communications

	STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
Com.1	Evaluate the need for City of Pooler website redesign.	2026 – 2027	Communications	General Fund	$50,000 start-up $15,000 annually
Com.2	Purchase social media management/analytics or media tracking software.	2026 – 2027	Communications	General Fund	$15,000 annually
Com.3	Develop City placemaking program.	2027 – 2031	Communications	General Fund	Staff Time
Com.4	Develop City branding program.	2026–2031	Communications	General Fund	$50,000
Com.5	Develop long-term City-wide strategic communications strategy.	2026–2031	Communications	General Fund	Staff Time
Com.6	Develop short-term social media content strategy.	2026	Communications	General Fund	Staff Time
Com.7	Purchase replacement drone/camera equipment.	2028–2029	Communications	General Fund	$10,000

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.	2026–2031	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.	2026–2028	Parks & Recreation	SPLOST; Impact Fees	$10,000,000
PR.3	Construct a city-owned soccer/lacrosse complex to increase flexibility and year-round use.	2026–2028	Parks & Recreation	SPLOST; Impact Fees	$16,500,000
PR.4	Support City-sponsored community events.	2026–2031	Parks & Recreation	General Fund	$200,000
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.	2026–2031	Parks & Recreation	General Fund	$50,000
PR.6	Complete and implement an urban forest management plan.	2026–2031	Parks & Recreation	General Fund	$50,000
PR.7	Redesign/remodel park on S. Rogers Street which may include expansion of outdoor sports facilities.	2026–2031	Parks & Recreation	SPLOST;	TBD
PR.8	Evaluate the feasibility of design and construction of new combination senior and community center at Pooler Park to serve both general community needs and senior programs including event space, fitness and wellness area, and meeting rooms.	2028–2031	Parks & Recreation	SPLOST;	TBD
PR.9	Construct new outdoor basketball courts to enhance recreational facilities at Pooler Park.	2026	Parks & Recreation	SPLOST	$300,000
PR.10	Evaluate the feasibility of modernizing the City parks for all age groups.	2026 – 2031	Parks & Recreation	General Fund	To Be Determined
PR.11	Evaluate feasibility of constructing new fitness trail.	2026 – 2031	Parks & Recreation	General Fund; Grants;	$30,000

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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
OG.2	Update Comprehensive Plan (2026 Five Year Update).	Ongoing	Planning & Zoning	General Fund	Staff Time
OG.3	Continue to consider future airport and port expansions in all land use decisions.	Ongoing	Administration	General Fund	Staff Time
OG.4	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.	Ongoing	Executive	SHIIA Staff/ General Fund	Staff Time
	TRANSPORTATION STRATEGY	**ANNUAL TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
OG.5	Reduce traffic congestion on commercial corridors.	Ongoing	Planning & Administration	SPLOST	$15 million
	HOUSING STRATEGY	**ANNUAL TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
OG.6	Continue to encourage a sense of neighborhood pride in keeping property and streets clean.	Ongoing	Planning & Public Works	General Fund	Staff Time
OG.7	Maintain the inventory of substandard and dilapidated housing in the city to allow for the elimination or upgrade of dilapidated buildings.	Ongoing	Administration	General Fund	Staff Time
OG.8	Encourage the inclusion of handicap units in new multi-family and special type residential facilities.	Ongoing	Planning & Zoning	General Fund	Staff Time
OG.9	Work with developers to use Affordable Housing Policies and programs to build affordable units.	Ongoing	Planning & Zoning	General Fund	Staff Time
	ECONOMIC DEVELOPMENT STRATEGY	**ANNUAL TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
OG.10	Support Chamber of Commerce to promote tourism.	Ongoing	Administration	Hotel/Motel Tax Fund	Percentage of collected hotel/motel tax

	NATURAL RESOURCES STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
OG.11	Continue with beautification of city by planting trees, shrubs and plants.	Ongoing	Parks & Leisure Services	General Fund	$5,000
OG.12	Implement water conservation programs through public awareness campaigns.	Ongoing	Public Works	Water/Sewer Fund	$2,000
OG.13	Encourage protection of plant and animal habitats by implementing public awareness programs through hosting on the official City website.	Ongoing	Administration	General Fund	Staff Time
OG.14	Expand the interconnection of open space, trails, paths, and recreation areas (both public and private) throughout the city.	Ongoing	Planning & Zoning	General Fund	Project Based – Case by Case Basis
	QUALITY OF LIFE STRATEGY	**ANNUAL TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
OG.15	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.16	Continue replacement of water main program.	Ongoing	Public Works	Water/Sewer Fund	$125,000
OG.17	Complete water line construction & repair as needed.	Ongoing	Public Works	Water/Sewer Fund	Ongoing
	PUBLIC WORKS-STREETS, DRAINAGE STRATEGY	**ANNUAL TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
OG.18	Continue canal bank upgrade and maintenance program.	Ongoing	Public Works	General Fund	$200,000
OG.19	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.	Ongoing	Public Works	General Fund	$75,000

ONGOING ACTIVITIES

	PUBLIC SAFETY-FIRE DEPARTMENT STRATEGY	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
OG.20	Purchase emergency protective gear for new employees.	Ongoing	Fire Department	General Fund	$126,000
OG.21	Purchase safety equipment to accommodate growing needs.	Ongoing	Fire Department	General Fund; SPLOST	$25,000
	INTERGOVERMENTAL COORDINATION STRATEGY	**ANNUAL TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
OG.22	Continue to explore ways to improve communication and coordination with the County and surrounding municipalities.	Ongoing	Administration	General Fund	Staff Time
OG.23	Explore ways to improve coordination with other agencies such as BOE, GDOT, DCA, EPD.	Ongoing	Administration	General Fund	Staff Time
OG.24	Continue sharing common population projections with the county and adjacent municipalities, local authorities, and decision-making boards to ensure consistent infrastructure and services decisions.	Ongoing	Planning & Zoning; Administration	General Fund	Staff Time
	PARKS & RECRECATION STRATEGY	**ANNUAL TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
OG.25	Continue to upgrade and maintain City parks.	Ongoing	Parks & Recreation	General Fund	$50,000

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REPORT OF ACCOMPLISHMENTS

TASK NUMBER	ACTION / STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
LAND USE							
LU.1	Update Comprehensive Plan (2026 Five Year Update).		✓			The Comprehensive Plan 2026 Five Year Update is underway. Moved to Ongoing Strategy List as OG.2.	
LU.2	Continue to consider future airport and port expansions in all land use decisions.		✓			City staff continue to advise airport and port authorities when development applications may affect them. Moved to Ongoing Strategy List as OG.3.	
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).			✓		Reassessed and determined this task is postponed to 2026 – 2028 due to other higher priorities. Renumbered to LU.2.	
LU.4	Evaluate and amend the city's Landscape and Tree Protection Ordinance.			✓		Reassessed and determined this task is postponed to 2026 – 2028 due to other higher priorities. Renumbered to LU.3.	
LU.5	Evaluate and amend ordinances to allow for increased freeboard during development for flood protection (2-foot total).	✓					Completed in 2025.

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
LAND USE							
LU.6	Review and amend Future Land Use Map to include areas surrounding impaired waterways.		✓			Review conducted in conjunction with comprehensive plan update. Renumbered to LU.4.	
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.	✓					Completed in 2025.
LU.8	Develop policy and guidelines for the implementation of community gardens on both public and private property.				✓	Combined with LU.15. Renumbered to LU.5.	
LU.9	Evaluate the need for city sub-area land use plans to better define growth and needed area/neighborhood improvements (e.g. Main Street Pooler, Quacco Road to I-95, the area surrounding the impaired Pipemakers Canal).		✓			This is a continual process. Renumbered to LU.6.	
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 and adopt design guidelines for major corridors to include parking lot locations (in rear or side) and access management (fewer curb cuts).			✓		Reassessed and combined with LU. 11 and postponed to 2026 – 2028 due to other higher priorities. Renumbered to LU.7.	
LU.11	Adopt design guidelines for major corridors to include parking lot locations (in rear or side) and access management (fewer curb cuts).				✓	Combined with LU.10. Renumbered to LU.7.	

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
LAND USE							
LU.12	Review and amend subdivision regulations.			✓		Reassessed and determined this task is postponed to 2026 – 2028 due to other higher priorities. Renumbered to LU.8.	
LU.13	Update the City's Engineering Policy for new development to include updated civil plans/specification submittals.	✓					Completed in 2025.
LU.14	Update policy clarifying acceptance of private roads (identifying maintenance, ownership, use, and connectivity link requirements).	✓					Completed in 2025.
LU.15	Propose policy to support the development and maintenance of community gardens and reduce regulatory barriers to urban agriculture.				✓	Combined with LU.8. Renumbered to LU.5.	
LU.16	Hire a City Arborist.	✓					Completed in 2022.
LU.17	Assess and update the Zoning Ordinance as needed to separate zoning classifications for warehousing/transportation related uses.			✓		Reassessed and determined this task is postponed to 2026 – 2028 due to other higher priorities. Renumbered to LU.9.	

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
LAND USE							
LU.18	Adopt a historic preservation ordinance.			✓		Reassessed and determined this task is postponed to 2026 – 2028 due to other higher priorities. Renumbered to LU.10.	
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.		✓			Underway. Moved to Ongoing Strategy List as OG.4.	
LU.20	Create a Sea Level Rise checklist for development projects.			✓		Reassessed and determined this task is postponed to 2028 – 2030 due to other higher priorities. Renumbered to LU.11.	
LU.21	Review land use and zoning regulations. (City contracted with the Coastal Regional Commission to update zoning code).			✓		Reassessed and combined with LU.17. Staff is currently working on this task. Renumbered to LU. 9.	

TASK NUMBER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
TRANSPORTATION							
T.1	Complete Quacco Road improvements. Blue Moon Crossing & Mosaic Circle road & intersection improvements.	✓					Completed in 2023.
T.2	Complete Quacco Road Upgrades - 1st phase: Quacco Rd. widening from Blue Moon to Canal Bank. 2nd phase: Canal Bank to I-95.		✓			Phase 1 is under construction. Renumbered to T.1.	
T.3	Complete N. Rogers Street resurfacing, traffic circle, widening, & sidewalk project and construct U.S. Highway 80 connector.			✓		Combined with T.23 due to TSPLOST not passing. Renumbered to T.2.	
T.4	Complete S.H. Morgan Parkway intersection improvements & resurfacing.	✓					Completed in 2021.
T.5	Complete Old Louisville Road widening & improvements.				✓	Not completed due to T-SPLOST not passing.	
T.6	Complete North Godley Station Boulevard traffic circle construction at Forest Lakes Drive.		✓			Renumbered to T.3.	
T.7	Complete Towne Center Boulevard at Maxwell Drive and Traders Way median and traffic circle/roundabout construction.		✓			Renumbered to T.4.	
T.8	Work with GDOT to make improvements to Highway 80 corridor, including rehabilitation efforts and signalization.	✓					Completed in 2023.
T.9	Track and implement local road resurfacing projects.		✓			Renumbered to T.5.	

TASK NUMBER	ACTION / STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
TRANSPORTATION							
T.10	Change out strain poles to mast arm (e.g. Pooler Parkway, Pine Barren, Park Avenue).	✓					Completed in 2026.
T.11	Complete U.S. Hwy 80, and Rogers Street traffic/corridor study.	✓					Competed in 2023.
T.12	Complete Pine Barren Road widening & traffic circle (based on 2021 Kimley Horn study).		✓			Renumbered to T.6.	
T.13	Complete Pooler Parkway pavement overlay construction.			✓		Postponed until funding is available. Renumbered to T.7.	
T.14	Implement Tanger Outlet traffic study: Durham Park Boulevard & Pooler Parkway improvements & road extension per T&H recommendations.				✓	Cannot be completed due to property being sold and developed with housing.	
T.15	Explore ways to encourage the development of bike paths to connect commercial and residential areas.		✓			Underway/Ongoing. Renumbered to T.8.	
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).		✓			Combined with T.19. Renumbered to T.9.	
T.17	Dig and improve the condition of both sides of Old Quacco Road from I-95 to the Gates Subdivision.	✓					Transferred to private partnership.

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
TRANSPORTATION							
T.18	Complete S. Rogers Street widening project.			✓		Intend to start within 10 years. Renumbered to T.10.	
T.19	Implement Pooler Pkwy/Benton Boulevard improvements based on T&H recommendations.		✓			Combined with T.16. Renumbered to T.9.	
T.20	Construct Park Avenue dual turn lane improvements based on T&H recommendations.	✓					Completed in 2023.
T.21	Implement I-95 & U.S. Highway 80 interchange improvements & landscape plan.	✓					Completed in 2024.
T.22	Complete Tanger Outlets roundabout construction based on T&H recommendation.				✓	Reassessed and determined this task is no longer a priority and it has been removed.	
T.23	Construct U.S. Highway 80 connector.			✓		Combined with T.2.	
T.24	Construct a Pooler multi-use trail.		✓			Renumbered to T.11.	
OG.2	Reduce traffic congestion on commercial corridors.		✓			Ongoing, performing studies on major collectors. Remain on Ongoing Strategy List and renumbered to OG.5.	

TASK NUMBER	ACTION / STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
HOUSING							
H.1	Maintain the inventory of substandard and dilapidated housing in the city to allow for the elimination or upgrade of dilapidated buildings.		✓			City adopts by reference the latest International Property Maintenance Code. Moved to Ongoing Strategy List and renumbered OG.7.	
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.			✓		Reassessed and determined this task is postponed to 2026 – 2028 due to other higher priorities. Renumbered to H.1.	
H.3	Encourage the inclusion of handicap units in new multi-family and special type residential facilities.		✓			Ongoing. Moved to Ongoing Strategy List and renumbered OG.8.	
H.4	Work with developers to use Affordable Housing Policies and programs to build affordable units.		✓			Ongoing. Moved to Ongoing Strategy List and renumbered OG.9.	
H.5	Continue to eliminate incompatible land uses which negatively impact neighborhood quality of life.		✓			Ongoing. Moved to Ongoing Strategy List and numbered OG.1.	
OG.3	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. Remain on Ongoing Strategy List. Renumbered to OG.6.	

TASK NUMBER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
ECONOMIC DEVELOPMENT							
E.1	Support Chamber of Commerce to promote tourism.		✓			Ongoing. Moved to Ongoing Strategy List and numbered to OG.10.	
E.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.	Completed in 2019.
E.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.	Completed in 2018.
E.4	Collaborate with business, industry, and planning of educational entities that provide necessary workforce skills to enhance workforce development.		✓			Continuing to work with local organizations. Renumbered to E.1.	

TASK NUMBER	ACTION / STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
NATURAL RESOURCES							
NR.1	Encourage protection of plant and animal habitats by implementing public awareness programs through hosting on the official City website.		✓			This is ongoing via the CRS outreach program. Moved to Ongoing Strategy List as number OG.13.	
NR.2	Complete the Newton Cemetery regrading, add fill, and pave driveway.	✓					Completed in 2023.
NR.3	Expand the interconnection of open space, trails, paths, and recreation areas (both public and private) throughout the city.		✓			Ongoing. Moved to Ongoing Strategy List as number OG.14.	
NR.4	Analyze the need for and implement wetland buffer ordinance as applicable.			✓		Reassessed and determined this task is postponed to 2026 – 2028 due to other higher priorities. Renumbered to NR.1.	
NR.5	Analyze impacts and then implement impaired waters ordinance.			✓		Reassessed and determined this task is postponed due to other higher priorities. Renumbered to NR.2.	
NR.6	Update Stormwater ordinance to include floodway impacts and increased stormwater conveyance impacts (25-year storm).	✓					Completed in 2025
NR.7	Improve participation in the current Recycling Program.		✓			Underway. Renumbered to NR.3.	
NR.8	Evaluate the need and feasibility of offering e-cycling events.	✓					Completed in 2026

TASK NUMBER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
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. Ongoing. Moved to Ongoing Strategy List. Renumbered to OG.15.	
OG.4	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. Remained on Ongoing Strategy List. Renumbered to OG.11.	
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. Remained on Ongoing Strategy List. Renumbered to OG.12.	

TASK NUMBER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
PUBLIC WORKS - WATER & SEWER							
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.			✓		Not started due to funding.	
PWW.2	Complete survey of old sewer system to determine condition of mains/manholes (GIS).		✓			Underway/Ongoing.	
PWW.3	Develop sewer replacement program.		✓			Underway/Ongoing.	
PWW.4	Upgrade Wastewater Treatment Plant to increase current flow capacity from 3.1 to 6.223 MGD.	✓					Completed in 2025.
PWW.5	Identify future sites and customers for water reuse program.		✓			Underway/Ongoing. Renumbered to PWW.4.	
PWW.6	Complete water tower and pump maintenance program requirements.		✓			Underway/Ongoing (under contract general maintenance). Renumbered to PWW.5.	
PWW.7	Evaluate the feasibility of implementing capital cost recovery/fees for new construction to include infrastructure beyond just water and sewer.				✓	Determined not feasible.	
PWW.8	Complete evaluation and implement water/sewer improvements and/or upgrades.		✓			Underway/Ongoing. Renumbered to PWW.6.	

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
PUBLIC WORKS - WATER & SEWER							
PWW.9	Complete a water/sewer rate study.		✓			Underway/Ongoing. Renumbered to PWW.7.	
PWW.10	Complete an inflow & Infiltration evaluation for sanitary sewer system.		✓			Underway/Ongoing. Renumbered to PWW.8.	
PWW.11	Construct second elevated storage tank.		✓			Modeling is underway construction to follow. Renumbered to PWW.9.	
PWW.12	Develop and implement a large meter testing program.	✓					Completed in 2023.
PWW.13	Add a staff member to the Fire hydrant maintenance program.			✓		Reassessed and updated scope of project. Moved to Fire Department. Renumbered as PSF.14.	
PWW.14	Complete water line construction & repair as needed.		✓			Underway/Ongoing. Moved to Ongoing Strategy List as OG.17.	
PWW.15	Construct Savannah Quarters lift station & force main replacement.	✓					Completed in 2024.
PWW.16	Construct Pooler Middle School lift station.		✓			Underway/Ongoing. Renumbered to PWW.10.	
PWW.17	Upgrade East Side #1 and #2 lift station: Adjacent to Savannah Quarters (pump and panel change out).	✓					Completed in 2024.
PWW.18	Install SCADA on all lift stations.	✓					Completed in 2026.
PWW.19	Complete Highway 80 water line replacement (replacement of Permastrand water main).		✓			Underway/Ongoing. Renumbered to PWW.11.	
PWW.20	Complete an alternative water source feasibility study.		✓			Underway/Ongoing. Renumbered to PWW.12.	

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
PUBLIC WORKS - WATER & SEWER							
PWW.21	Rebuild Savannah supply point valve stations.		✓			Underway/Ongoing. Renumbered to PWW.13.	
PWW.22	Decommission Water Supply Well # 2.	✓					Completed in 2023.
PWW.23	Complete taste and odor study and implement needed rehabilitation measures.				✓	Removed from Capital Projects list, not a capital project.	
PWW.24	Complete a study on the feasibility of eliminating the use of ammonia.	✓					Completed in 2026.
PWW.25	Implement a system pressure monitoring program.	✓					Completed in 2023.
PWW.26	Loop water main from east side of I-95 on Pine Barren Road to west side of I-95.	✓					Completed in 2022.
OG.7	Continue replacement of water main program.		✓			Underway/Ongoing. On the Ongoing Strategy List. Renumbered to OG.16.	
OG.8	Crosstrain employees in sewer department.	✓					Completed, contracted to EOM.
OG.9	Certify employees in sewer department.	✓					Completed, contracted to EOM.

TASK NUMBER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
PUBLIC WORKS – STREET & DRAINAGE							
PWD.1	Upgrade drainage in downtown Pooler (southside of Hwy 80/Old Pooler).	✓					Completed in 2021.
PWD.2	Continue canal bank upgrade and maintenance program.		✓			Underway/Ongoing. Occurs annually. Moved to Ongoing Strategy List as OG.18.	
PWD.3	Install and implement infrastructure mapping (GIS).		✓			Underway/Ongoing. Renumbered to PWD.1.	
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.		✓			Underway through the Chatham County resilience plan. Moved to Ongoing Strategy List as OG.19.	
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.	✓					Completed in 2022 and 2025.
PWD.6	Design and construct Old Town drainage C project including: Implement drainage repairs & improvements: West Tietgen Street; Pipe in ditch between Tietgen & Whatley; and Mell Street.			✓		Combined with PWD.20, PWD.21 and PWD.22 due to budget. Renumbered to PWD.2.	
PWD.7	Design and construct Old Town drainage D project.			✓		Postponed due to budget. Renumbered to PWD.3.	
OG.10	Asphalt overlay streets on an as needed basis.			✓		Reassessed and replaced with new project PWD.7	

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
PUBLIC WORKS – STREET & DRAINAGE							
PWD.8	Complete the evaluation and upgrade of the Forest Lakes drainage project.	✓					Completed in 2020.
PWD.9	Pipe and/or repair banks of canal from Hardee's south to the end of Pooler Villages. Replace and enlarge pipe at crossover to billboard on Governor Treutlen Canal.		✓			Combined with PWD.10 and PWD.11. Renumbered to PWD.4.	
PWD.10	Replace and enlarge pipe at crossover to billboard on Governor Treutlen Canal.		✓			Combined with PWD.9 Renumbered to PWD.4	
PWD.11	Replace and enlarge pipe under the railroad tracks on Governor Treutlen.		✓			Combined with PWD.9 Renumbered to PWD.4	
PWD.12	Survey all the rights-of-way along Pooler canals (GIS).		✓			Renumbered to PWD.5.	
PWD.13	Replace bridge on South Rogers at Hardin Canal (see T.18 Rogers Project).	✓					Completed in 2023.
PWD.14	Repair slope along Sangrena Canal at Durham Parkway.	✓					Completed in 2022.
PWD.15	Pipe-in section of Garden Acres outfall along the railroad tracks.	✓					Completed in 2020.
PWD.16	Implement drainage repairs & improvements: West Whatley Street.	✓					Completed in 2018.
PWD.17	Implement drainage repairs & improvements: Holly Avenue.	✓					Completed in 2023.
PWD.18	Implement drainage repairs & improvements: Georgia Avenue.	✓					Completed in 2022.

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
PUBLIC WORKS – STREET & DRAINAGE							
PWD.19	Implement drainage repairs & improvements: Chatham Avenue.	✓					Completed in 2022.
PWD.20	Implement drainage repairs & improvements: West Tietgen Street.			✓		Combined with PWD.2.	
PWD.21	Implement drainage repairs & improvements: Pipe in ditch between Tietgen & Whatley.			✓		Combined with PWD.2.	
PWD.22	Implement drainage repairs & improvements: Mell Street.			✓		Combined with PWD.2.	

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
INTERGOVERNMENTAL COORDINATION							
IC.1	Explore ways to improve coordination and communication with other agencies such as DNR, BOE, GDOT, DCA, EPD, etc.		✓			Ongoing. Moved to Ongoing Strategy List and numbered OG.23.	
IC.2	Institute a youth council program to promote mentorship programs between employers and students to prepare students for employment and promote upward mobility.		✓			Ongoing City Council initiative. Renumbered to IC.1.	
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.		✓			Collaborate with the Chatham County Interagency Council on Homelessness. Renumbered to IC.2.	
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.		✓			Continue sharing monthly building permits that allows the tracking of new populations with MPC, SCCPSS, and other jurisdictions. Moved to Ongoing Strategy List and numbered OG.24.	
IC.5	Explore ways to coordinate and share land use and new development proposals with adjacent communities for land areas near mutual boundaries .		✓			Underway/Ongoing. Renumbered to IC.3.	
OG.11	Continue to explore ways to improve communication and coordination with the County and surrounding municipalities.		✓			Ongoing. Remained on Ongoing Strategy List. Renumbered to OG.22.	

TASK NUMBER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
PUBLIC SAFETY - FIRE							
PSF.1	Hire 3 lieutenants, 3 fire apparatus operators to staff Station 4.		✓			Revised and combined with PSF.2, PSF.7, PSF.8, PSF.9 and PSF.12 Underway in 2026.	
PSF.2	Hire 12 new firefighters to staff Station 4 ladder truck.		✓			Combined with PSF.1	
PSF.3	Hire 3 battalion shift commanders.	✓					Completed in 2023.
PSF.4	Purchase emergency protective gear for new employees.		✓			Underway/Ongoing. Has been funded every year. Occurs annually. Moved to Ongoing Strategy List as OG.20.	
PSF.5	Purchase new gear and radio equipment to meet Federal regulations.	✓					Completed in 2024.
PSF.6	Construct Station 2 renovations/upgrades.		✓			Partially completed, remainder underway. Combined with PSF.7.	
PSF.7	Purchase vehicles for new staff positions.		✓			Have purchased 3 of the 5 vehicles needed. Underway/Ongoing for 2026 – 2031. Combined with PSF.1.	
PSF.8	Hire small equipment/assistant mechanic.		✓			Combined with PSF.1	
PSF.9	Hire fire prevention specialist.		✓			Combined with PSF.1	
PSF.10	Purchase self-contained breathing apparatus replacement.	✓					Completed in 2024.

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
PUBLIC SAFETY - FIRE							
PSF.11	Purchase mobile data terminals for all vehicles.	✓					Completed in 2025.
PSF.12	Hire a safety officer staff each year to accommodate growing needs.		✓			Combined with PS.1.	
PSF.13	Purchase safety equipment to accommodate growing needs.		✓			Underway/Ongoing Occurs annually. Moved to Ongoing Strategy List as OG.21.	
PSF.14	Evaluate the expansion of public service training programs to include active shooter training and equipment.	✓					Completed in 2024.
PSF.15	Determine feasibility and cost of implementing a Community Paramedicine program through the Fire Department (feasibility study).			✓		Postponed to 2026 – 2027. Renumbered to PSF.2.	
PSF.16	Expand staff who are trained in crisis intervention within the Fire Departments.			✓		Postponed to 2027 – 2028. Renumbered to PSF.3.	
PSF.17	Replace 2 fire engine pumper trucks.	✓					Completed in 2022.
PSF.18	Purchase fleet replacement: Fire Engine.		✓			Order to be placed in 2026. Renumbered to PSF.4.	
PSF.19	Purchase fleet Replacement: aerial ladder.	✓					Completed in 2025.

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
PUBLIC SAFETY - FIRE							
PSF.20	Hire new firefighters/3 lieutenants, 3 fire apparatus operators to staff Station 5. Deferred until Station 5 is built.	✓					Completed in 2023.
PSF.21	Design and construct Station 5.. Requested for SPLOST 2020 for $1.5 million (revised estimate).	✓					Completed in 2023.

TASK NUMBER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
PUBLIC SAFETY - POLICE							
PSP.1	Purchase and replace 5 police vehicles.		✓			Reassessed and expanded scope of project to include compliance with vehicle purchase program. Will purchase annually as needed in compliance with vehicle replacement plan. Item remained number PSP.1	
PSP.2	Train and outfit patrol with rifles.	✓					Completed in 2022.
PSP.3	Install automated target system at firing range.				✓	Reassessed and determined this task is no longer a priority and it has been removed.	
PSP.4	Hire police officer staff each year to accommodate growing needs.		✓			Underway/ongoing. Renumbered to PSP.2.	
PSP.5	Upgrade the city owned police training range.		✓			Underway/ongoing. Renumbered to PSP.3.	
PSP.6	Upgrade the police annex (old library)			✓		Reassessed and determined this task is postponed to 2026 – 2031 due to other priorities. Renumbered to PSP.4.	
PSP.7	Purchase tag readers annually as needed.		✓			Underway/ongoing. Renumbered to PSP.5.	
PSP.8	Continue public service training programs to include police de-escalation, active shooter training, and crisis intervention.		✓			Underway/ongoing. Renumbered to PSP.6.	

TASK NUMBER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
PARKS & RECREATION							
PR.1	Expand the interconnection of open space, trails, paths, and recreation areas (both public and private) throughout the city.		✓			Staff continues to research funding sources.	
PR.2	Expand the city's baseball/softball/tennis complex. Phase 1 with stadium already completed.		✓			Ongoing. Tennis/pickleball courts completed in 2024. Baseball/softball in design phase. Will continue 2026 – 2028.	
PR.3	Construct a city-owned soccer/lacrosse complex to increase flexibility and year-round use.		✓			Ongoing. In design phase. Will continue 2026 – 2028.	
PR.4	Support City-sponsored community events.		✓			Updated to support community events such as the Touch A Truck event via in-kind goods or services and City staff time.	
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.		✓			The master plan for the recreation complex was completed however; the remainder of the project was reassessed and postponed to 2026 – 2030 due to other priorities.	
PR.6	Complete and implement an urban forest management plan.			✓		Reassessed and postponed due to lack of funding.	
PR.7	Purchase a senior citizens center vehicle.	✓					Completed in 2022.

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
PARKS & RECREATION							
PR.8	Redesign/remodel park on S. Rogers Street.		✓			Basketball court replacement bid was awarded in 2025. Renumbered to PR.7.	
OG.12	Continue to upgrade and maintain city parks.		✓			Ongoing. Renumbered as OG.25.	

TASK NUBMER	ACTION/ STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETED
COMMUNITY FACILITIES							
CF.1	Construct a library with Wi-Fi/broadband and meeting space within the city's boundaries to provide needed services.		✓			Reassessed scope of project to include support of new construction of library by making land available for construction within the City limits. This project is underway, and some design work was completed in 2025. Construction is pending SPLOST. This project remains as number CF.1.	
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.				✓	State initiated effort not a staff/administrative effort and therefore removed.	



CAPITAL IMPROVEMENT ELEMENT

Introduction

The Capital Improvement Element (CIE) provides a guide for the efficient use of public funds that are invested in fire, parks, police and streets infrastructure. The projects selected in the following CIE will be funded with impact fees, and are also included in the overall Short-Term Work Program (STWP) on the preceding pages of the CIE.

Progress on the activities and goals established in this section will be tracked and reported on an annual basis.

Impact Fee Report and Capital Improvement Element

(An Element to be added to the Comprehensive Plan)

September 14, 2026

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EXECUTIVE SUMMARY

The City of Pooler retained TischlerBise to analyze the impacts of future development on capital facilities and to calculate impact fees based on that analysis. Through interviews and discussions with staff, TischlerBise developed the proposed impact fees discussed in this report. Impact fees are collected from new construction at the time a building permit is issued and used to construct system improvements needed to accommodate future development. An impact fee represents future development's proportionate share of capital facility needs. Impact fees do have limitations and should not be regarded as the total solution for infrastructure funding needs. Rather, they are one component of a comprehensive portfolio to ensure provision of adequate public facilities needed to serve future development. In contrast to general taxes, impact fees may not be used for operations, maintenance, replacement of infrastructure, or correcting existing deficiencies.

The City of Pooler has experienced steady residential and nonresidential growth in recent years, and this growth is expected to continue in the future. As a result, the City must plan for future infrastructure improvements if existing levels of service are to be maintained. This report includes the following infrastructure categories:

- Fire
- Parks
- Police
- Streets

GENERAL LEGAL FRAMEWORK

Both state and federal courts have recognized the imposition of impact fees as a legitimate form of land use regulation, provided the fees meet standards intended to protect against regulatory takings. Land use regulations, development exactions, and impact fees are subject to the Fifth Amendment prohibition on taking of private property for public use without just compensation. To comply with the Fifth Amendment, development regulations must be shown to substantially advance a legitimate governmental interest. In the case of impact fees, that interest is in the protection of public health, safety, and welfare by ensuring development is not detrimental to the quality of essential public services. The means to this end are also important, requiring both procedural and substantive due process. The process followed to receive community input (i.e., stakeholder meetings, work sessions, and public hearings) provides opportunities for comments and refinements to the impact fees.

There is little federal case law specifically dealing with impact fees, although other rulings on other types of exactions (e.g., land dedication requirements) are relevant. In one of the most important exaction cases, the U. S. Supreme Court found that a government agency imposing exactions on development must demonstrate an "essential nexus" between the exaction and the interest being protected (see *Nollan v. California Coastal Commission,* 1987). In a more recent case (*Dolan v. City of Tigard, OR,* 1994), the Court ruled that an exaction must also be "roughly proportional" to the burden created by development. However, the *Dolan* decision appeared to set a higher standard of review for mandatory dedications of land than for monetary exactions such as impact fees.

There are three reasonable relationship requirements for impact fees that are closely related to "rational nexus", or "reasonable relationship" requirements enunciated by a number of state courts. Although the term "dual rational nexus" is often used to characterize the standard by which courts evaluate the validity of impact fees under the U.S. Constitution, we prefer a more rigorous formulation that recognizes three elements: "need," "benefit," and "proportionality." The dual rational nexus test explicitly addresses only the first two, although proportionality is reasonably implied, and was specifically mentioned by the U.S. Supreme Court in the *Dolan* case. Individual elements of the nexus standard are discussed further in the following paragraphs.

All new development in a community creates additional demands on some, or all, public facilities provided by local government. If the capacity of facilities is not increased to satisfy that additional demand, the quality or availability of public services for the entire community will deteriorate. Impact fees may be used to recover the cost of development-related facilities, but only to the extent that the need for facilities is a consequence of development that is subject to the fees. The *Nollan* decision reinforced the principle that development exactions may be used only to mitigate conditions created by the developments upon which they are imposed. That principle clearly applies to impact fees. In this study, the impact of development on infrastructure needs is analyzed in terms of quantifiable relationships between various types of development and the demand for specific capital facilities, based on applicable level-of-service standards.

The requirement that exactions be proportional to the impacts of development was clearly stated by the U.S. Supreme Court in the *Dolan* case and is logically necessary to establish a proper nexus. Proportionality is established through the procedures used to identify development-related facility costs, and in the methods used to calculate impact fees for various types of facilities and categories of development. The demand for capital facilities is measured in terms of relevant and measurable attributes of development (e.g., a typical housing unit's average weekday vehicle trips).

A sufficient benefit relationship requires that impact fee revenues be segregated from other funds and expended only on the facilities for which the fees were charged. Impact fees must be expended in a timely manner and the facilities funded by the fees must serve the development paying the fees. However, nothing in the U.S. Constitution or the state enabling legislation requires that facilities funded with fee revenues be available *exclusively* to development paying the fees. In other words, benefit may extend to a general area including multiple real estate developments. Procedures for the earmarking and expenditure of fee revenues are discussed near the end of this study. All of these procedural as well as substantive issues are intended to ensure that new development benefits from the impact fees they are required to pay. The authority and procedures to implement impact fees is separate from and complementary to the authority to require improvements as part of subdivision or zoning review.

As documented in this report, the City of Pooler has complied with applicable legal precedents. Impact fees are proportionate and reasonably related to the capital improvement demands of new development. Specific costs have been identified using local data and current dollars. With input from City staff, TischlerBise identified demand indicators for each type of infrastructure and calculated proportionate share factors to allocate costs by type of development. This report documents the formulas and input

variables used to calculate the impact fees for each type of public facility. Impact fee methodologies also identify the extent to which new development is entitled to various types of credits to avoid potential double payment of growth-related capital costs.

GEORGIA DEVELOPMENT IMPACT FEE ACT

The Georgia Development Impact Fee Act (DIFA) requires that development impact fees be determined in a manner that ensures a reasonable correlation or relationship (nexus) between the fee levied and the specific capital improvements to be constructed. Since different communities have different facility and infrastructure needs, it is not unusual for impact fees to vary from one jurisdiction to another. In summary, legally defensible impact fees in Georgia must:

- Be in compliance with the Georgia Development Impact Fee Act.
- Not be arbitrary or discriminatory.
- Not be based on the relationship of the impact fee charged and the benefits received by the fee payer.
- Be used to finance new facilities/infrastructure needed to serve new development.
- Not exceed the proportionate share of the cost of the facilities needed to serve new residents or developments (i.e. nexus).

Under DIFA, Pooler must:

- Use impact fee revenues appropriately:
  - Only for expansion of facilities and infrastructure.
  - Never for O & M expenses.
- Establish a Capital Improvement Program also referred to as the Capital Improvement Element which includes a Schedule of Improvements also known as the Short-Term Work Program (STWP).
- Establish impact fee accounts (cannot be co-mingled with other City funds).
- Establish an Advisory Committee to assist and advise with regard to the adoption of an impact fee ordinance.
- Establish service area districts
- Prepare an annual report in conjunction with the annual audit.
- Update the Capital Improvement Element on an annual basis.

GENERAL METHODOLOGIES

There are three general methodologies for calculating impact fees. The choice of a particular methodology depends primarily on the timing of infrastructure construction (past, concurrent, or future) and service characteristics of the facility type being addressed. Each methodology has advantages and disadvantages in a particular situation, and can be used simultaneously for different cost components.

Reduced to its simplest terms, the process of calculating impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities within the designated service area. The following paragraphs discuss three basic methodologies for calculating impact fees and how those methodologies can be applied.

Cost Recovery (Past Improvements)

The rationale for recoupment, often called cost recovery, is that future development is paying for its share of the useful life and remaining capacity of facilities already built, or land already purchased, from which future development will benefit. This methodology is often used for utility systems that must provide adequate capacity before future development can take place.

Incremental Expansion (Concurrent Improvements)

The incremental expansion methodology documents current level-of-service (LOS) standards for each type of public facility, using both quantitative and qualitative measures. This approach assumes there are no deficiencies or surplus capacity in existing infrastructure, and future development is paying only its proportionate share for growth-related infrastructure. Revenue will be used to expand or provide additional facilities, as needed, to accommodate future development. An incremental expansion cost methodology is best suited for public facilities that will be expanded in regular increments to keep pace with development.

Plan-Based (Future Improvements)

The plan-based methodology allocates costs for a specified set of improvements to a specified amount of development. Improvements are typically identified in a long-range facility plan and development potential is identified by a land use plan. There are two options for determining the cost per demand unit: (1) total cost of a public facility can be divided by total demand units (average cost), or (2) the growth-share of the public facility cost can be divided by the net increase in demand units over the planning timeframe (marginal cost).

CONCEPTUAL IMPACT FEE CALCULATION

In contrast to project-level improvements, impact fees fund growth-related infrastructure that will benefit multiple development projects, or the entire jurisdiction (referred to as system improvements). The first step is to determine an appropriate demand indicator for the particular type of infrastructure. The demand indicator measures the number of demand units for each unit of development. For example, an appropriate indicator of the demand for park facilities is population growth, and the increase in population can be estimated from the average number of residents per housing unit. The second step in the impact fee formula is to determine infrastructure units per demand unit, typically called level-of-service (LOS) standards. In keeping with the parks example, a common LOS standard is park amenities per resident. The third step in the impact fee formula is the cost of various infrastructure units. To complete

the parks example, this part of the formula would establish the cost for purchasing and/or constructing new park amenities.

DEFICIENCY CREDIT

A fundamental principle of impact fees, rooted in both case law and norms of equity, is that impact fees should not charge new development for a higher level of service than is provided to existing development. While the impact fees can be based on a higher level of service than the one existing at the time of the adoption of the fees, another source of funding other than impact fees must be identified and committed to fund the capacity deficiency created by the higher level of service. In addition, the impact fees must generally be reduced to ensure that new development does not pay twice for the same level of service, once through impact fees and again through general taxes that are used to remedy the capacity deficiency for existing development. Such a reduction is referred to as a revenue credit. To avoid these complications, the general practice is to base impact fees on the existing level of service.

DEBT CREDIT

A corollary principle is that new development should not have to pay twice for the same level of service. If impact fees are based on a higher-than-existing level of service, the fees should be reduced by a credit that accounts for the contribution of new development toward remedying the existing deficiencies. A similar situation arises when the existing level of service has not been fully paid for. Outstanding debt on existing facilities that is counted in the existing level of service will be retired, in part, by revenues generated from new development. To avoid requiring new development to pay more than its proportional share, impact fees should be reduced to account for future tax payments that will retire outstanding debt on existing facilities included in determining the existing level of service. The City currently has outstanding debt for police facilities.

PROPOSED FEE METHODOLOGIES AND COST COMPONENTS

Shown below, Figure 1 summarizes the methodologies and cost allocation components used for each infrastructure category in Pooler's impact fee report. Parks costs were allocated to residential development, while Fire and Police costs were allocated to both residential and nonresidential development. Population was used as the cost allocation factor for residential development, while nonresidential vehicle trips were used as the cost allocation factors for nonresidential development. Streets costs are allocated to vehicle trip ends.

Figure 1. Proposed Impact fee Methodologies and Cost Components

Infrastructure Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Fire	Citywide	N/A	Fire Facilities, Fire Apparatus	N/A	Population, Nonres. Vehicle Trips
Parks	Citywide	N/A	Park Improvements, Recreation Facilities	N/A	Population
Police	Citywide	N/A	Police Facilities	N/A	Population, Nonres. Vehicle Trips
Streets	Citywide	N/A	N/A	Street Improvements	VTE

IMPACT FEE SCHEDULE

Impact fees for residential development will be assessed per dwelling unit, based on the size of unit. Nonresidential impact fees will be assessed per square foot of floor area, according to four general types of development. The fees shown in Figures 2 represent the maximum allowable impact fees – the proposed impact fees fund 100 percent of growth-related infrastructure. Pooler may adopt impact fees that are less than the amounts shown; however, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital improvements and/or a decrease in Pooler's LOS standards. All costs in the impact fee study are in current dollars with no assumed inflation rate over time. If cost estimates change significantly over time, impact fees should be recalculated.

Maximum Allowable Impact fees

Figure 2 summarizes the maximum allowable impact fees for future development in Pooler. The amounts shown are based on the methodologies, levels of service, and costs for the capital improvements identified in this report. The fees represent the highest amount feasible for each type of applicable development, which represents future development's fair share of the system improvement costs detailed in this report. The City may adopt amounts that are lower than the maximum amounts shown; however, a reduction in fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in Pooler's level of service.

Figure 2. Maximum Allowable Impact Fees

Residential Development	Fees Per Unit				
Development Type	**Parks**	**Police**	**Fire**	**Streets**	**Total**
1,000 or less	$531	$172	$639	$832	**$2,173**
1,001 to 1,500	$740	$239	$891	$1,087	**$2,958**
1,501 to 2,000	$1,061	$343	$1,277	$1,473	**$4,155**
2,001 to 2,500	$1,304	$421	$1,569	$1,760	**$5,054**
2,501 to 3,000	$1,494	$483	$1,798	$1,990	**$5,764**
3,001 to 3,500	$1,657	$536	$1,995	$2,182	**$6,370**
3,501 to 4,000	$1,795	$580	$2,160	$2,343	**$6,879**
4,001 to 4,500	$1,913	$618	$2,302	$2,487	**$7,320**
4,501 to 5,000	$2,018	$652	$2,428	$2,616	**$7,714**
5,001 to 5,500	$2,116	$684	$2,547	$2,729	**$8,076**
5,501 or more	$2,201	$712	$2,649	$2,832	**$8,394**

Nonresidential Development	Fees per 1,000 Square Feet				
Development Type	**Parks**	**Police**	**Fire**	**Streets**	**Total**
Industrial	$0	$58	$220	$342	**$620**
Commercial	$0	$832	$3,144	$4,890	**$8,867**
Office & Other Service	$0	$369	$1,395	$2,170	**$3,935**
Institutional	$0	$508	$1,919	$2,984	**$5,411**

A note on rounding: Calculations throughout this report are based on an analysis conducted using Excel software. Most results are discussed in the report using one-, two-, and three-digit places, which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

CAPITAL IMPROVEMENT ELEMENT

This document, the Pooler Impact Fee Report, will serve as the basis for the Capital Improvement Element of the Pooler Comprehensive Plan. As such it provides a guide for the efficient use of public funds that are to be invested in fire, parks, police, and streets infrastructure. The investment in the facilities presented in this report will significantly contribute to the quality of life in Pooler for both the residential and commercial citizens and for future populations as well.

The key component of any Development Impact Fee Program is the establishment of a Capital Improvement Element. Pooler has selected certain projects within the CIP to be included in the CIE for impact fee calculation purposes.

The Capital Improvement Plan is simply a capital improvement budget or spending plan that sets the priority and timing for the construction or purchase of facilities, equipment and/or infrastructure that have been identified as necessary to maintain the current level of service demands from the public and to maintain the overall quality of life within a community.

As with most Capital Improvement Plans, Pooler has developed the current CIP based upon input received from the City's consulting engineers, City staff and input from Pooler residents submitted during the update of the Comprehensive Plan.

The following section provides a summary of the Capital Improvement Plans depicting growth-related capital demands and costs on which the fees are based. Each infrastructure category is discussed in turn. First, Figure 3 lists the projected growth over the next 21 years in Pooler (further details can be found in Appendix A). As the development in Pooler occurs, the assumptions and recommendations made as part of this study will need to be updated periodically to ensure that they align with actual development patterns.

Figure 3. 2046 Projected Growth

Pooler, Georgia	2025	2030	2035	2040	2045	2046
	Base Year	5	10	15	20	21
Population	**34,352**	**41,314**	**48,277**	**55,240**	**62,202**	**63,595**
Housing Units						
Single Family	10,218	11,433	12,648	13,863	15,078	15,321
Multi-family	4,887	7,051	9,215	11,379	13,543	13,976
Total Housing Units	**15,105**	**18,484**	**21,863**	**25,242**	**28,621**	**29,297**
Employment						
Industrial	2,977	3,623	4,345	5,150	6,050	6,242
Commercial	6,762	6,859	6,959	7,060	7,163	7,183
Office & Other Service	2,746	2,801	2,857	2,914	2,972	2,984
Institutional	2,442	2,967	3,589	4,326	5,200	5,394
Total Employment	**14,927**	**16,250**	**17,749**	**19,450**	**21,385**	**21,803**
Nonres. Floor Area (x1,000)						
Industrial	16,400	18,309	20,439	22,818	25,473	26,041
Commercial	2,541	2,587	2,634	2,681	2,730	2,740
Office & Other Service	854	870	888	905	923	927
Institutional	934	1,107	1,312	1,555	1,844	1,908
Total Nonres. Floor Area	**20,728**	**22,873**	**25,273**	**27,960**	**30,970**	**31,614**

The Georgia Development Fee Act (O.C.G.A. § 36-71-1et seq.) details items necessary in a Capital Improvement Element, shall include, but not be limited to, the following items:

- **Projection of Needs:** A projection of needs for system improvements during a planning horizon established in the comprehensive plan. To ensure consistency, the time frame used for projecting infrastructure needs shall coincide with the planning horizon used for the remainder of the comprehensive plan.
- **Schedule of Improvements:** A schedule of capital improvements intended to meet the projected needs for system improvements identified in the comprehensive plan. At a minimum, improvements shall be scheduled over a five-year period, coinciding with the initial Short Term Work Program developed in the comprehensive plan. Thereafter, local governments shall annually update and maintain, at a minimum, a five-year schedule of system improvements within the Capital Improvements Element of their comprehensive plans.
- **Description of Funding Sources:** A description of anticipated funding sources for each required improvement.
- **Designation of Service Areas and Levels of Service:** The designation of one or more service areas within the community and the assignment of levels of service for public facilities within each service area. Once assigned to each service area, levels of service shall be used as the basis for calculating impact fees.

A summary of the impact fee related capital improvement plan (CIP) for each infrastructure category included in the study is provided below. Additionally, the City of Pooler annually prepares a larger CIP which includes items that are not impact fee eligible such as replacement of existing capital assets.

FIRE

The Fire development impact fee is based on the current level of service for fire station space and fire apparatus. Listed in the Fire CIP (Figure 4), to serve projected growth at current levels of service, the City plans to purchase or construct new fire station space. The Fire Department also plans to purchase additional apparatus to augment its existing fleet. It is expected that the CIP will be updated to reflect the demand for Fire facilities based on the current level of service provided should demand be higher or lower than projected need.

Figure 4. Fire 2046 Growth-Related CIP

2046 Impact Fee Capital Plan	Units	2046 Need	Cost per Unit	Cost
New Facilities				
New Facilities	Square Feet	21,316	$700	$14,920,938
New Apparatus				
New Apparatus	Units	15.9	$810,012	$12,852,782
Total				**$27,773,720**

PARKS AND RECREATION

The Parks development impact fee is based on the existing level of service provided for park improvements and recreation facilities. Listed in the Parks CIP (Figure 5), to serve projected growth at current levels of service, the City plans to construct new park improvements and recreation facilities. It is expected that the CIP will be updated to reflect the demand for Parks facilities based on the current level of service provided should demand be higher or lower than projected need.

Figure 5. Parks and Recreation 2046 Growth-Related CIP

2046 Impact Fee Capital Plan	Units	2046 Need	Cost per Unit	Cost
New Improvements				
New Improvements	Units	89.4	$90,203	$8,062,816
New Recreation Facilities				
New Recreation Facilities	Square Feet	25,385	$630	$15,992,831
Total				**$24,055,647**

POLICE

The Police development impact fee is based on the current level of service for police station space. Listed in the Police CIP (Figure 6), to serve projected growth at current levels of service, the City plans to purchase or construct new police facilities space. It is expected that the CIP will be updated to reflect the demand for Police facilities based on the current level of service provided should demand be higher or lower than projected need.

Figure 6. Police 2046 Growth-Related CIP

2046 Impact Fee Capital Plan	Units	2046 Need	Cost per Unit	Cost
New Facilities				
New Facilities	Square Feet	14,745	$600	$8,846,949
Total				**$8,846,949**

STREETS

Listed in Figure 7 is the City's CIP for street improvements. The total CIP cost is $170,040,000, however only $117,070,000 of this total cost is impact fee eligible.

Figure 7. Streets 2046 - 20 Year Growth-Related CIP

Projects including descriptions	Total Cost	SPLOST & Grant Funding	Impact Fee Eligible Cost
10 Year Plan			
Pine Barren Intersection Improvement Project - *making dual turns all 4 directions*	$4,770,000	$4,770,000	$0
Pine Barren/ S. Rogers Street- *Roundabout*	$5,750,000	$0	$5,750,000
Pine Barren Widening Project (Pooler City limits to US 80)- *adding 3rd lane*	$31,020,000	$0	$31,020,000
Quacco Road Widening Project- Phase 1 - *making a 3 lane hwy segment*	$23,100,000	$23,100,000	$0
Quacco Road Widening Project- Phase 2 - *making a 3 lane hwy segment*	$25,100,000	$25,100,000	$0
S. Rogers Street Widening Project- *adding 3rd lane*	$20,800,000	$0	$20,800,000
Mill Creek/ Benton Blvd/ Pooler Parkway (Improvements from Benton to 1-95)- *making dual turn lanes, a 3rd lane segment and an R cut*	$7,300,000	$0	$7,300,000
20 Year Plan			
N. Rogers St & Hwy 80- *Connector and Roundabout Project*	$7,200,000	$0	$7,200,000
Pooler Parkway Widening from Benton to Hwy 80 - *from 4 lanes to 6 lanes*	$20,000,000	$0	$20,000,000
Pooler Parkway Widening from Clearlake Reserve to Blue Moon Xing - *from 4 lanes to 6 lanes*	$25,000,000	$0	$25,000,000
Total	**$170,040,000**	**$52,970,000**	**$117,070,000**

FUNDING SOURCES FOR CAPITAL IMPROVEMENTS

In determining the proportionate share of capital costs attributable to new development, the Georgia Development Fee Act states that local governments must detail anticipated funding sources for each required improvement. The following are other sources of revenue that were accounted for in the impact fee study:

- The SPLOST Fund is a capital projects fund used to track projects funded by the Special Purpose Local Option Sales Tax (SPLOST). SPLOST 7 runs until September 30, 2026, and voters in Pooler recently approved SPLOST 8 which will run from October 2026 to 2032. SPLOST is a 1% sales tax applied to each dollar spent in Chatham County with a portion being allocated to each municipality in the County.
- General Fund transfers are the other major source of capital revenue for the City. The City will continue leveraging this source to help fund portions of future CIPs.

FIRE IMPACT FEES

METHODOLOGY

The Fire impact fee includes components for fire facilities and fire apparatus. Fire impact fees use the incremental expansion methodology for fire facilities and fire apparatus. Costs are allocated to both residential and nonresidential development using different demand indicators for each type of development.

BENEFIT AREAS & ASSESSMENT AREAS

Benefit districts are geographic areas in which the impact fees collected are earmarked to be spent. They are intended to ensure a reasonable benefit from the impact fee expenditures to the development that pays the fees by precluding, for example, a situation in which the fees collected from a development would be spent on facilities in the opposite end of the community that would be unlikely to benefit or be used by the fee-paying development. However, communities the size of Pooler are often treated as a single benefit district for the purpose of Fire impact fees, as Fire protection is provided on a Citywide basis. A single benefit district would continue to provide the City with the maximum flexibility in the expenditure of impact fee funds, and to ensure that sufficient funds can be accumulated to fund significant improvements.

LEVEL OF SERVICE

Pooler has indicated that the current level of service for fire facilities and apparatus is adequate, and that the City seeks to maintain this level of service as growth occurs.

PROPORTIONATE SHARE

TischlerBise recommends functional population to allocate the cost of fire infrastructure to residential and nonresidential development. Functional population is similar to what the U.S. Census Bureau calls "daytime population," by accounting for people living and working in a jurisdiction, but also considers commuting patterns and time spent at home and at nonresidential locations. OnTheMap is a web-based mapping and reporting application that shows where workers are employed and where they live. It describes geographic patterns of jobs by their employment locations and residential locations as well as the connections between the two locations. OnTheMap was developed through a unique partnership between the U.S. Census Bureau and its Local Employment Dynamics (LED) partner states.

Residents that do not work are assigned 20 hours per day to residential development and four hours per day to nonresidential development (annualized averages). Residents employed in Pooler are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents employed outside Pooler are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2022 functional population data, the residential allocation is 65 percent, and the nonresidential allocation is 35 percent.

Figure F1. Functional Population

Demand Units in 2022					
Residential				Demand Hours/Day	Person Hours
	Population	26,264			
	Residents Not Working	14,515		20	290,300
	Employed Residents	11,749			
	Residents Employed in Pooler		1,609	14	22,526
	Residents Employed outside Pooler		10,140	14	141,960
				Residential Subtotal	454,786
				Residential Share	**65%**
Nonresidential					
	Residents Not Working	14,515		4	58,060
	Jobs Located in Pooler	18,275			
	Residents Employed in Pooler		1,609	10	16,090
	Non-Resident Workers (Inflow Commuters)		16,666	10	166,660
				Nonresidential Subtotal	240,810
				Nonresidential Share	**35%**
				Total	695,596

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

Fire Funding Sources

The City has studied various ways of providing the funding for Fire facilities. The sources of revenue for Fire are General Fund revenues, SPLOST, grants or impact fees. In comparing an equitable allocation to the costs borne in the past and to be borne in the future, in comparison to the benefits already received and yet to be received, the City has determined that impact fees are the most equitable way of financing the growth-related Fire facilities.

Service Units

Residential impact fees are calculated on a per capita basis, then converted to an appropriate amount for each size of housing unit based on the number of persons per housing unit (PPHU). As shown in Figure F2, the current PPHU factors range from 0.81 persons per residential unit that is 1,000 square feet or less and 3.36 persons per residential unit that is 5,501 square feet or more. These factors are further discussed in Appendix A.

Nonresidential Fire impact fees are calculated on a per vehicle trip basis, then converted to an appropriate amount for each type of nonresidential development based on the number of vehicle trip ends generated per 1,000 square feet of floor area. Trip generation rates are used because vehicle trips are highest for retail developments, such as shopping centers, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for public safety services from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, will not accurately reflect the demand for service. For example, if employees per thousand square feet were used as the demand indicator, public safety development fees would be disproportionately high for office and institutional

development because offices typically have more employees per 1,000 square feet than retail uses. If floor area were used as the demand indicator, public safety development fees would be disproportionately high for industrial development.

A trip end represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). Trip ends for nonresidential development are calculated per thousand square feet and require an adjustment factor to avoid double counting each trip at both the origin and destination points. As shown below, the current vehicle trip generation factors per 1,000 square feet of floor area are 0.86 trips for industrial, 12.21 trips for commercial, 5.42 trips for office and other service, and 7.45 trips for institutional. These factors are defined in Trip Generation, 11th Edition, published in 2021 by the Institute of Transportation Engineers.

Figure F2. Service Units

Size of Housing Unit (Sq. Ft.)	Persons per Housing Unit[1]
1,000 or less	0.81
1,001 to 1,500	1.13
1,501 to 2,000	1.62
2,001 to 2,500	1.99
2,501 to 3,000	2.28
3,001 to 3,500	2.53
3,501 to 4,000	2.74
4,001 to 4,500	2.92
4,501 to 5,000	3.08
5,001 to 5,500	3.23
5,501 or more	3.36

Development Type	Avg Wkdy Veh Trip Ends	Trip Rate Adjustment	Avg Wkdy VTE per 1,000 Sq. Ft.
Industrial	1.71	50%	0.86
Commercial	37.01	33%	12.21
Office & Other Service	10.84	50%	5.42
Institutional	22.59	33%	7.45

1. See Land Use Assumptions

FIRE FACILITIES – INCREMENTAL EXPANSION

Pooler plans to expand its current inventory of fire facilities to serve future development. As shown in Figure F3, Pooler's existing fire stations total 33,548 square feet. Because the Pooler Fire Department responds to calls outside of the city limits, an adjustment is necessary. According to data provided by the Pooler Fire Department, 95% of calls come from within city limits. The 95% adjustment is applied to the existing total square feet of fire facilities, resulting in an adjusted square footage of 31,979. Functional population provides the proportionate share of demand for fire facilities from residential and nonresidential development. Pooler's existing level of service for residential development is 0.6051 square feet per person (31,979 adjusted square feet X 65 percent residential share / 34,352 persons). The nonresidential level of service is 0.1976 square feet per trip (31,979 adjusted square feet X 35 percent nonresidential share / 56,644 trips).

Construction of a new fire station is estimated to cost $700 per square foot according to information from the National Fire Protection Association. For fire facilities, the cost is $423.57 per person (0.6051 square feet per person X $700 per square foot) and $138.32 per non-residential trip (0.1976 square feet per trip X $700 per square foot).

Figure F3. Fire Facilities Current Level of Service

Description	Square Feet
Fire Station 1	12,798
Fire Station 2	6,014
Fire Station 3	4,092
Fire Station 4	5,000
Fire Station 5	5,680
Total	**33,584**

Cost Allocation Factors	
Cost per Square Foot	$700

Level-of-Service (LOS) Standards	
Existing Square Feet	33,584
% of Calls Within City Limits	95%
Adjusted Existing Square Feet	31,979
Residential	
Residential Share	65%
2025 Population	34,352
Square Feet per Person	0.6051
Cost per Person	**$423.57**
Nonresidential	
Nonresidential Share	35%
2025 Vehicle Trips	56,644
Square Feet per Vehicle Trip	0.1976
Cost per Vehicle Trip	**$138.32**

Source: Pooler Fire Department

FIRE APPARATUS – INCREMENTAL EXPANSION

Pooler plans to expand its current inventory of fire apparatus to serve future development. As shown in Figure F4, Pooler's existing fleet includes 25 fire apparatus with an average replacement cost of $810,012 per apparatus. Because the Pooler Fire Department responds to calls outside of the city limits, an adjustment is necessary. According to data provided by the Pooler Fire Department, 95% of calls come from within city limits. The 95% adjustment is applied to the existing total units of fire apparatus, resulting in an adjusted apparatus of approximately 24 units. Functional population provides the proportionate share of demand for fire apparatus from residential and nonresidential development. Pooler's existing level of service for residential development is 0.0005 units per person (24 adjusted apparatus X 65 percent residential share / 34,352 persons). The nonresidential level of service is 0.0001 units per non-residential trip (24 adjusted apparatus X 35 percent nonresidential share / 56,644 trips).

Based on the total replacement cost of $20,250,300 for Pooler's existing 25 apparatus, the average replacement cost is $810,012 per unit. For fire apparatus, the cost is $364.86 per person (0.0005 units per person X $810,012 per unit) and $119.14 per non-residential trip (0.0001 units per trip X $810,012 per unit).

Figure F4. Fire Apparatus Current Level of Service

Description	Count	Cost Per Unit	Total Cost
Engine	7	$1,175,000	$8,225,000
Aerial	3	$2,035,000	$6,105,000
Tanker	1	$650,000	$650,000
Rescue	2	$1,990,000	$3,980,000
Brush	1	$475,000	$475,000
Support Vehicles	11	$74,118	$815,300

Cost Allocation Factors	
Total Vehicles	25
Total Cost	$20,250,300
Cost per Vehicle	**$810,012**

Level-of-Service (LOS) Standards	
Existing Vehicles	25
% of Calls Within City Limits	95%
Adjusted Existing Vehicles	24
Residential	
Residential Share	65%
2025 Population	34,352
Vehicles per Person	0.0005
Cost per Person	**$364.86**
Nonresidential	
Nonresidential Share	35%
2025 Vehicle Trips	56,644
Vehicles per Vehicle Trip	0.0001
Cost per Vehicle Trip	**$119.14**

Source: Pooler Fire Department

PROJECTED DEMAND FOR FUTURE GROWTH-RELATED FIRE INFRASTRUCTURE

Fire Facilities

Shown in Figure F5, Pooler's population is projected to increase by 29,243 persons by 2046, and nonresidential vehicle trips are projected to increase by 18,323 during the same period. Using the 2025 LOS, future residential development will demand 17,695 additional square feet of fire facilities (29,243 additional persons X 0.6051 square feet per person), and future nonresidential development will demand 3,621 additional square feet of fire facilities (18,323 additional trips X 0.1976 square feet per trip). Based on demand for approximately 21,316 square feet of new fire facilities and an average cost of $700 per square foot the growth-related expenditure for fire facilities is $14,920,938.

Figure F5. Growth-Related Demand for Future Fire Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Sq Ft
Fire Facilities	0.6051 Square Feet	per Person	$700
	0.1976 Square Feet	per Vehicle Trip	

Demand for Fire Space					
Year	Population	Nonresidential Vehicle Trips	Fire Station Square Feet		
			Residential	Nonresidential	Total
2025	34,352	56,644	20,786	11,193	31,979
2026	35,744	57,326	21,629	11,327	32,956
2027	37,137	58,025	22,471	11,465	33,937
2028	38,529	58,739	23,314	11,607	34,921
2029	39,922	59,470	24,157	11,751	35,908
2030	41,314	60,218	24,999	11,899	36,898
2031	42,707	60,984	25,842	12,050	37,892
2032	44,099	61,768	26,684	12,205	38,890
2033	45,492	62,571	27,527	12,364	39,891
2034	46,885	63,393	28,370	12,526	40,896
2035	48,277	64,234	29,212	12,692	41,905
2036	49,670	65,096	30,055	12,863	42,918
2037	51,062	65,979	30,898	13,037	43,935
2038	52,455	66,883	31,740	13,216	44,956
2039	53,847	67,809	32,583	13,399	45,982
2040	55,240	68,758	33,425	13,586	47,012
2041	56,632	69,730	34,268	13,778	48,046
2042	58,025	70,727	35,111	13,975	49,086
2043	59,417	71,748	35,953	14,177	50,130
2044	60,810	72,795	36,796	14,384	51,180
2045	62,202	73,867	37,639	14,596	52,234
2046	63,595	74,967	38,481	14,813	53,294
21-Yr Increase	**29,243**	**18,323**	**17,695**	**3,621**	**21,316**
Growth-Related Expenditures			$12,386,516	$2,534,423	$14,920,938

Fire Apparatus

Shown in Figure F6, Pooler's population is projected to increase by 29,243 persons by 2046, and nonresidential vehicle trips are projected to increase by 18,323 during the same period. Using the 2025 LOS, future residential development will demand approximately 13.2 additional apparatus (29,243 additional persons X 0.0005 units per person), and future nonresidential development will demand approximately 2.7 additional apparatus (18,323 additional trips X 0.0001 units per trip). Based on demand for approximately 15.9 additional fire apparatus and an average cost of $810,012 per unit, the growth-related expenditure on fire apparatus is $12,852,782.

Figure F6. Growth-Related Demand for Future Fire Apparatus

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Fire Apparatus	0.0005 Vehicles	per Person	$810,012
	0.0001 Vehicles	per Vehicle Trip	

Demand for Fire Apparatus					
Year	Population	Nonresidential Vehicle Trips	Vehicles		
			Residential	Nonresidential	Total
2025	34,352	56,644	15.5	8.3	23.8
2026	35,744	57,326	16.1	8.4	24.5
2027	37,137	58,025	16.7	8.5	25.3
2028	38,529	58,739	17.4	8.6	26.0
2029	39,922	59,470	18.0	8.7	26.7
2030	41,314	60,218	18.6	8.9	27.5
2031	42,707	60,984	19.2	9.0	28.2
2032	44,099	61,768	19.9	9.1	28.9
2033	45,492	62,571	20.5	9.2	29.7
2034	46,885	63,393	21.1	9.3	30.4
2035	48,277	64,234	21.7	9.4	31.2
2036	49,670	65,096	22.4	9.6	31.9
2037	51,062	65,979	23.0	9.7	32.7
2038	52,455	66,883	23.6	9.8	33.5
2039	53,847	67,809	24.3	10.0	34.2
2040	55,240	68,758	24.9	10.1	35.0
2041	56,632	69,730	25.5	10.3	35.8
2042	58,025	70,727	26.1	10.4	36.5
2043	59,417	71,748	26.8	10.6	37.3
2044	60,810	72,795	27.4	10.7	38.1
2045	62,202	73,867	28.0	10.9	38.9
2046	63,595	74,967	28.6	11.0	39.7
21-Yr Increase	**29,243**	**18,323**	**13.2**	**2.7**	**15.9**
Growth-Related Expenditures			$10,669,650	$2,183,132	$12,852,782

CREDITS

As the City has no outstanding debt for Fire infrastructure, a credit for future principal payments is not included. If elected officials make a legislative policy decision to fully fund growth-related Fire costs from impact fees, there will be no potential double-payment from other revenue sources.

MAXIMUM ALLOWABLE FIRE IMPACT FEES

Infrastructure components and cost factors used to calculate maximum allowable Fire impact fees are summarized in the upper portion of Figure F7. Residential fees are calculated using a cost of $788.43 per person and the average number of persons per housing unit. Nonresidential fees are calculated using a cost of $257.46 per vehicle trip and the average number of trips per 1,000 square feet of floor area.

Maximum allowable Fire impact fees for residential development are assessed according to the number of persons per housing unit. For a 3,001 to 3,500 square foot unit, the fee of $1,995 is calculated using a cost of $788.43 per person multiplied by 2.53 persons per housing unit.

Maximum allowable Fire impact fees for nonresidential development are assessed according to the number of trips per 1,000 square feet of floor area. For industrial development, the fee of $220 per 1,000 square feet of floor area is calculated using a cost of $257.46 per trip multiplied by 0.86 trips per 1,000 square feet of floor area.

Figure F7. Maximum Allowable Fire Impact Fees

Fee Component	Cost per Person	Cost per Trip
Fire Facilities	$423.57	$138.32
Fire Apparatus	$364.86	$119.14
Total	**$788.43**	**$257.46**

Residential Development	Fees per Unit	
Size of Housing Unit (Sq. Ft.)	Persons per Housing Unit[1]	Proposed Fees
1,000 or less	0.81	**$639**
1,001 to 1,500	1.13	**$891**
1,501 to 2,000	1.62	**$1,277**
2,001 to 2,500	1.99	**$1,569**
2,501 to 3,000	2.28	**$1,798**
3,001 to 3,500	2.53	**$1,995**
3,501 to 4,000	2.74	**$2,160**
4,001 to 4,500	2.92	**$2,302**
4,501 to 5,000	3.08	**$2,428**
5,001 to 5,500	3.23	**$2,547**
5,501 or more	3.36	**$2,649**

Nonresidential Development	Fees per 1,000 Square Feet	
Development Type	Average Wkdy Vehicle Trips[1]	Proposed Fees
Industrial	0.86	**$220**
Commercial	12.21	**$3,144**
Office & Other Service	5.42	**$1,395**
Institutional	7.45	**$1,919**

1. See Land Use Assumptions

PROJECTED FIRE IMPACT FEE REVENUE

Revenue projections assume implementation of the maximum allowable Fire impact fees and that development over the next 20 years is consistent with the development projections in Appendix A. To estimate single family revenue the 3,001 square feet to 3,500 square feet fee is used, and for multi-family the 1,501 to 2,000 square feet fee is used. To the extent the rate of development either accelerates or slows down, there will be a corresponding change in the impact fee revenue. As shown in Figure F8, projected fee revenue equals $26.5 million and expenditures equal $27.7 million over the next 20 years. Based on the actual mix of future residential construction, the projected fire impact fee revenue shown below may change.

Figure F8. Projected Fire Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Fire Facilities	$14,920,938	$0	$14,920,938
Fire Apparatus	$12,852,782	$0	$12,852,782
Total	$27,773,720	$0	$27,773,720

		Single Family $1,995 per unit	Multi-Family $1,277 per unit	Industrial $220 per KSF	Commercial $3,144 per KSF	Office & Other $1,395 per KSF	Institutional $1,919 per KSF
Year		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2025	10,218	4,887	16,400	2,541	854	934
Year 1	2026	10,461	5,320	16,765	2,550	857	966
Year 2	2027	10,704	5,753	17,138	2,559	860	999
Year 3	2028	10,947	6,185	17,520	2,569	864	1,034
Year 4	2029	11,190	6,618	17,910	2,578	867	1,070
Year 5	2030	11,433	7,051	18,309	2,587	870	1,107
Year 6	2031	11,676	7,484	18,716	2,596	874	1,145
Year 7	2032	11,919	7,917	19,133	2,606	877	1,185
Year 8	2033	12,162	8,349	19,559	2,615	881	1,226
Year 9	2034	12,405	8,782	19,994	2,624	884	1,268
Year 10	2035	12,648	9,215	20,439	2,634	888	1,312
Year 11	2036	12,891	9,648	20,894	2,643	891	1,357
Year 12	2037	13,134	10,081	21,359	2,653	895	1,404
Year 13	2038	13,377	10,513	21,835	2,662	898	1,453
Year 14	2039	13,620	10,946	22,321	2,672	902	1,503
Year 15	2040	13,863	11,379	22,818	2,681	905	1,555
Year 16	2041	14,106	11,812	23,326	2,691	909	1,609
Year 17	2042	14,349	12,245	23,845	2,701	912	1,665
Year 18	2043	14,592	12,677	24,376	2,710	916	1,723
Year 19	2044	14,835	13,110	24,919	2,720	919	1,782
Year 20	2045	15,078	13,543	25,473	2,730	923	1,844
Year 21	2046	15,321	13,976	26,041	2,740	927	1,908
21-Year Increase		5,103	9,089	9,641	198	73	974
Projected Revenue		$10,179,055	$11,608,682	$2,122,160	$623,734	$102,071	$1,869,590

Projected Fee Revenue	$26,505,291
Total Expenditures	$27,773,720
Other Funding Sources	$1,268,429

PARKS AND RECREATION IMPACT FEES

METHODOLOGY

The Parks and Recreation impact fee includes components for park improvements, recreation facilities, and the SPLOST credit. Parks and Recreation impact fees use the incremental expansion methodology for park improvements and recreation facilities. Costs are allocated only to residential development using different demand indicators for each type of development.

BENEFIT AREAS & ASSESSMENT AREAS

Benefit districts are geographic areas in which the impact fees collected are earmarked to be spent. They are intended to ensure a reasonable benefit from the impact fee expenditures to the development that pays the fees by precluding, for example, a situation in which the fees collected from a development would be spent on facilities in the opposite end of the community that would be unlikely to benefit or be used by the fee-paying development. However, communities the size of Pooler are often treated as a single benefit district for the purpose of Parks and Recreation impact fees, as park and recreational opportunities are provided on a Citywide basis. A single benefit district would continue to provide the City with the maximum flexibility in the expenditure of impact fee funds, and to ensure that sufficient funds can be accumulated to fund significant improvements.

LEVEL OF SERVICE

Pooler has indicated that the current level of service for park improvements and recreation facilities is adequate, and that the City seeks to maintain this level of service as growth occurs.

PROPORTIONATE SHARE

TischlerBise recommends allocating 100 percent of the cost of parks infrastructure to residential development since nonresidential development generates negligible demand for parks infrastructure.

PARKS AND RECREATION FUNDING SOURCES

The City has studied various ways of providing the funding Parks and Recreation facilities. The sources of revenue for Parks and Recreation are General Fund revenues, SPLOST, grants or impact fees. In comparing an equitable allocation to the costs borne in the past and to be borne in the future, in comparison to the benefits already received and yet to be received, the City has determined that impact fees are the most equitable way of financing the growth-related Parks and Recreation facilities.

SERVICE UNITS

Residential impact fees are calculated on a per capita basis, then converted to an appropriate amount for each size of housing unit based on the number of persons per housing unit (PPHU). As shown in Figure PR1, the current PPHU factors range from 0.81 persons per residential unit that is 1,000 square feet or less and 3.36 persons per residential unit that is 5,501 square feet or more. These factors are further discussed in Appendix A.

Figure PR1. Service Units

Size of Housing Unit (Sq. Ft.)	Persons per Housing Unit[1]
1,000 or less	0.81
1,001 to 1,500	1.13
1,501 to 2,000	1.62
2,001 to 2,500	1.99
2,501 to 3,000	2.28
3,001 to 3,500	2.53
3,501 to 4,000	2.74
4,001 to 4,500	2.92
4,501 to 5,000	3.08
5,001 to 5,500	3.23
5,501 or more	3.36

1. See Land Use Assumptions

PARK IMPROVEMENTS – INCREMENTAL EXPANSION

The City of Pooler plans to expand its current inventory of 105 park improvements to serve future development. The analysis allocates 100 percent of demand for park improvements to residential development. Pooler's existing level of service is 0.0031 improvements per person (105 improvements X 100 percent residential share / 34,352 persons).

Based on the total replacement cost of $9,471,300 for Pooler's existing 105 park improvements, the average replacement cost is $90,203 per improvement. For park improvements, the cost is $275.72 per person (0.0031 improvements per person X $90,203 per improvement).

Figure PR2. Park Improvements Current Level of Service

Description	Improvements	Unit Cost	Replacement Cost
Baseball/Softball Fields	9	$500,000	$4,500,000
Soccer Fields	1	$350,000	$350,000
Football Fields	1	$1,000,000	$1,000,000
Basketball Courts	1	$80,000	$80,000
Tennis Courts	6	$100,000	$600,000
Pickleball Courts	8	$75,000	$600,000
Restrooms	6	$150,000	$900,000
Playgrounds	5	$250,000	$1,250,000
Benches	31	$1,000	$31,000
Picnic Tables	29	$700	$20,300
Pavilions	6	$20,000	$120,000
Batting Cages	2	$10,000	$20,000
Total	**105**	**$90,203**	**$9,471,300**

Cost Allocation Factors	
Cost per Improvement	$90,203

Level-of-Service (LOS) Standards	
Existing Improvements	105
Residential	
Residential Share	100%
2025 Population	34,352
Improvements per Person	0.0031
Cost per Person	**$275.72**

Source: Pooler, Georgia

Recreation Facilities – Incremental Expansion

The City of Pooler plans to expand its current inventory of 29,820 square feet of recreation facilities to serve future development. The analysis allocates 100 percent of demand for recreation facilities to residential development. Pooler's existing level of service is 0.8681 square feet per person (29,820 square feet X 100 percent residential share / 34,352 persons).

Construction of a new recreation facility is estimated to cost $630 per square foot based on information from similar municipalities in Georgia. For recreation facilities, the cost is $546.89 per person (0.8681 square feet per person X $630 per square foot).

Figure PR3. Recreation Facilities Current Level of Service

Description	Square Feet
Green Gym	13,390
Gold Gym	8,200
Senior Center	5,980
Community Center	2,250
Total	**29,820**

Cost Allocation Factors	
Cost per Square Foot	$630

Level-of-Service (LOS) Standards	
Existing Square Feet	29,820
Residential	
Residential Share	100%
2025 Population	34,352
Square Feet per Person	0.8681
Cost per Person	**$546.89**

Source: Pooler, Georgia

PROJECTED DEMAND FOR FUTURE GROWTH-RELATED PARKS INFRASTRUCTURE

Park Improvements

To accommodate projected development in the future, Pooler will construct additional park improvements as development occurs. Figure PR4 demonstrates growth-related demand for park improvements. Pooler's population is projected to increase by 29,243 persons by 2046. Using the 2025 LOS, future residential development will demand approximately 89.4 additional park improvements (29,243 additional persons X 0.0031 improvements per person). Based on demand for 89.4 park improvements and an average cost of $90,203 per improvement, the growth-related expenditure on park improvements is $8,062,816.

Figure PR4. Growth-Related Demand for Future Park Improvements

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Park Improvements	0.0031 Improvements	per Person	$90,203

Demand for Park Improvements		
Year	Population	Improvements
2025	34,352	105.0
2026	35,744	109.3
2027	37,137	113.5
2028	38,529	117.8
2029	39,922	122.0
2030	41,314	126.3
2031	42,707	130.5
2032	44,099	134.8
2033	45,492	139.1
2034	46,885	143.3
2035	48,277	147.6
2036	49,670	151.8
2037	51,062	156.1
2038	52,455	160.3
2039	53,847	164.6
2040	55,240	168.8
2041	56,632	173.1
2042	58,025	177.4
2043	59,417	181.6
2044	60,810	185.9
2045	62,202	190.1
2046	63,595	194.4
21-Yr Increase	**29,243**	**89.4**

Growth-Related Expenditures	$8,062,816

Recreation Facilities

To accommodate projected development in the future, Pooler will construct additional recreation facilities as development occurs. Figure PR5 demonstrates growth-related demand for recreation facilities. Pooler's population is projected to increase by 29,243 persons by 2046. Using the 2025 LOS, future residential development will demand approximately 25,385 additional square feet of recreation facilities (29,243 additional persons X 0.8681 square feet per person). Based on demand for 25,385 square feet and a cost of $630 per square foot, the growth-related expenditure on recreation facilities is $15,992,831.

Figure PR5. Growth-Related Demand for Future Recreation Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Sq. Ft.
Recreation Facilities	0.8681 Square Feet	per Person	$630

Demand for Recreation Facilities		
Year	Population	Square Feet
2025	34,352	29,820
2026	35,744	31,029
2027	37,137	32,238
2028	38,529	33,446
2029	39,922	34,655
2030	41,314	35,864
2031	42,707	37,073
2032	44,099	38,282
2033	45,492	39,491
2034	46,885	40,699
2035	48,277	41,908
2036	49,670	43,117
2037	51,062	44,326
2038	52,455	45,535
2039	53,847	46,744
2040	55,240	47,952
2041	56,632	49,161
2042	58,025	50,370
2043	59,417	51,579
2044	60,810	52,788
2045	62,202	53,997
2046	63,595	55,205
21-Yr Increase	**29,243**	**25,385**

Growth-Related Expenditures	$15,992,831

PARKS SPLOST CREDIT

The Parks impact fee includes a credit for future Special Purpose Local Option Sales Tax (SPLOST) funding for parks capital projects. A credit is necessary since new development will pay the Parks impact fee and will also generate sales tax revenue used to fund future park projects. Only the cost of capacity adding projects is included in the SPLOST credit. Additionally, projected SPLOST funding has been reduced by 40% to account for the amount of revenue that is generated from visitors according to the City. As shown in Figure PR6, projected SPLOST funding for capacity adding projects equals $7,557,638 over the next 7 years. Annual revenues are divided by projected population each year to estimate the revenues per person. To account for the time value of money, annual revenues per person are discounted using a net present value formula based on an interest rate of 2.6 percent. The total net present value of future funding is $167.54 per person.

Figure PR6. Parks SPLOST Credit

Parks SPLOST 7 & 8 Funding			
Fiscal Year	Annual Amount	Population	Funding per Person
2026	$117,638	35,744	$3.29
2027	$1,240,000	37,137	$33.39
2028	$1,240,000	38,529	$32.18
2029	$1,240,000	39,922	$31.06
2030	$1,240,000	41,314	$30.01
2031	$1,240,000	42,707	$29.04
2032	$1,240,000	44,099	$28.12
Total	**$7,557,638**		**$187.09**
		Discount Rate[1]	2.60%
		Net Present Value	**$167.54**

1: Interest rate at which Pooler has recently issued debt

Maximum Allowable Parks and Recreation Impact Fees

Infrastructure components and cost factors used to calculate maximum allowable Parks impact fees are summarized in the upper portion of Figure PR7. Residential fees are calculated using a cost of $655.06 per person and the average number of persons per housing unit. Maximum allowable Parks impact fees for residential development are assessed according to the number of persons per housing unit. For a 3,001 to 3,500 square foot unit, the fee of $1,657 is calculated using a cost of $655.06 per person multiplied by 2.53 persons per housing unit.

Figure PR7. Maximum Allowable Parks and Recreation Impact Fees

Fee Component	Cost per Person
Park Improvements	$275.72
Recreation Facilities	$546.89
SPLOST Credit	($167.54)
Total	**$655.06**

Residential Development	Fees per Unit	
Size of Housing Unit (Sq. Ft.)	Persons per Housing Unit[1]	Proposed Fees
1,000 or less	0.81	**$531**
1,001 to 1,500	1.13	**$740**
1,501 to 2,000	1.62	**$1,061**
2,001 to 2,500	1.99	**$1,304**
2,501 to 3,000	2.28	**$1,494**
3,001 to 3,500	2.53	**$1,657**
3,501 to 4,000	2.74	**$1,795**
4,001 to 4,500	2.92	**$1,913**
4,501 to 5,000	3.08	**$2,018**
5,001 to 5,500	3.23	**$2,116**
5,501 or more	3.36	**$2,201**

1. See Land Use Assumptions

PROJECTED PARKS AND RECREATION IMPACT FEE REVENUE

Revenue projections assume implementation of the maximum allowable Parks impact fees and that development over the next 20 years is consistent with the development projections in Appendix A. To estimate single family revenue the 3,001 square feet to 3,500 square feet fee is used, and for multi-family the 1,501 to 2,000 square feet fee is used. To the extent the rate of development either accelerates or slows down, there will be a corresponding change in the impact fee revenue. As shown in Figure PR8, projected fee revenue equals $18.1 million over the next 20 years compared to projected expenditures of $24.1 million. Based on the actual mix of future residential construction, the projected parks impact fee revenue shown below may change.

Figure PR8. Projected Parks and Recreation Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Park Improvements	$8,062,816	$0	$8,062,816
Recreation Facilities	$15,992,831	$0	$15,992,831
Total	**$24,055,647**	**$0**	**$24,055,647**

Year		Single Family $1,657 per unit Hsg Unit	Multi-Family $1,061 per unit Hsg Unit
Base	2025	10,218	4,887
Year 1	2026	10,461	5,320
Year 2	2027	10,704	5,753
Year 3	2028	10,947	6,185
Year 4	2029	11,190	6,618
Year 5	2030	11,433	7,051
Year 6	2031	11,676	7,484
Year 7	2032	11,919	7,917
Year 8	2033	12,162	8,349
Year 9	2034	12,405	8,782
Year 10	2035	12,648	9,215
Year 11	2036	12,891	9,648
Year 12	2037	13,134	10,081
Year 13	2038	13,377	10,513
Year 14	2039	13,620	10,946
Year 15	2040	13,863	11,379
Year 16	2041	14,106	11,812
Year 17	2042	14,349	12,245
Year 18	2043	14,592	12,677
Year 19	2044	14,835	13,110
Year 20	2045	15,078	13,543
Year 21	2046	15,321	13,976
21-Year Increase		5,103	9,089
Projected Revenue		**$8,457,275**	**$9,645,082**

Projected Fee Revenue	$18,102,357
Total Expenditures	$24,055,647
Other Funding Sources	$5,953,290

POLICE IMPACT FEES

METHODOLOGY

The Police impact fee includes a component for police facilities and the police debt credit. Police impact fees use the incremental expansion methodology for police facilities. Costs are allocated to both residential and nonresidential development using different demand indicators for each type of development.

BENEFIT AREAS & ASSESSMENT AREAS

Benefit districts are geographic areas in which the impact fees collected are earmarked to be spent. They are intended to ensure a reasonable benefit from the impact fee expenditures to the development that pays the fees by precluding, for example, a situation in which the fees collected from a development would be spent on facilities in the opposite end of the community that would be unlikely to benefit or be used by the fee-paying development. However, communities the size of Pooler are often treated as a single benefit district for the purpose of Police impact fees, as Police protection is provided on a Citywide basis. A single benefit district would continue to provide the City with the maximum flexibility in the expenditure of impact fee funds, and to ensure that sufficient funds can be accumulated to fund significant improvements.

LEVEL OF SERVICE

Pooler has indicated that the current level of service for police facilities is adequate, and that the City seeks to maintain this level of service as growth occurs.

PROPORTIONATE SHARE

TischlerBise recommends functional population to allocate the cost of police infrastructure to residential and nonresidential development. Functional population is similar to what the U.S. Census Bureau calls "daytime population," by accounting for people living and working in a jurisdiction, but also considers commuting patterns and time spent at home and at nonresidential locations. OnTheMap is a web-based mapping and reporting application that shows where workers are employed and where they live. OnTheMap was developed through a unique partnership between the U.S. Census Bureau and its Local Employment Dynamics (LED) partner states.

Residents that do not work are assigned 20 hours per day to residential development and four hours per day to nonresidential development (annualized averages). Residents employed in Pooler are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents employed outside Pooler are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2022 functional population data, the residential allocation is 65 percent, and the nonresidential allocation is 35 percent for police facilities.

Figure P1. Functional Population

Demand Units in 2022					
Residential				Demand Hours/Day	Person Hours
	Population	26,264			
	Residents Not Working	14,515		20	290,300
	Employed Residents	11,749			
	Residents Employed in Pooler		1,609	14	22,526
	Residents Employed outside Pooler		10,140	14	141,960
				Residential Subtotal	454,786
				Residential Share	**65%**
Nonresidential					
	Residents Not Working	14,515		4	58,060
	Jobs Located in Pooler	18,275			
	Residents Employed in Pooler		1,609	10	16,090
	Non-Resident Workers (Inflow Commuters)		16,666	10	166,660
				Nonresidential Subtotal	240,810
				Nonresidential Share	**35%**
				Total	695,596

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

POLICE FUNDING SOURCES

The City has studied various ways of providing the funding for Police facilities. The sources of revenue for Police are General Fund revenues, SPLOST, grants or impact fees. In comparing an equitable allocation to the costs borne in the past and to be borne in the future, in comparison to the benefits already received and yet to be received, the City has determined that impact fees are the most equitable way of financing the growth-related Police facilities.

SERVICE UNITS

Residential impact fees are calculated on a per capita basis, then converted to an appropriate amount for each size of housing unit based on the number of persons per housing unit (PPHU). As shown in Figure P2, the current PPHU factors range from 0.81 persons per residential unit that is 1,000 square feet or less and 3.36 persons per residential unit that is 5,501 square feet or more. These factors are further discussed in Appendix A.

Nonresidential Police impact fees are calculated on a per vehicle trip basis, then converted to an appropriate amount for each type of nonresidential development based on the number of vehicle trip ends generated per 1,000 square feet of floor area. Trip generation rates are used because vehicle trips are highest for retail developments, such as shopping centers, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for public safety services from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, will not accurately reflect the demand for service. For example, if employees per thousand square feet were used as the demand indicator, public safety development fees would be disproportionately high for office and institutional development because offices typically have more employees per 1,000 square feet than retail uses. If floor area were used as the demand indicator, public safety development fees would be disproportionately high for industrial development.

A trip end represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). Trip ends for nonresidential development are calculated per thousand square feet and require an adjustment factor to avoid double counting each trip at both the origin and destination points. As shown below, the current vehicle trip generation factors per 1,000 square feet of floor area are 0.86 trips for industrial, 12.21 trips for commercial, 5.42 trips for office and other service, and 7.45 trips for institutional. These factors are defined in Trip Generation, 11th Edition, published in 2021 by the Institute of Transportation Engineers.

Figure P2. Service Units

Size of Housing Unit (Sq. Ft.)	Persons per Housing Unit[1]
1,000 or less	0.81
1,001 to 1,500	1.13
1,501 to 2,000	1.62
2,001 to 2,500	1.99
2,501 to 3,000	2.28
3,001 to 3,500	2.53
3,501 to 4,000	2.74
4,001 to 4,500	2.92
4,501 to 5,000	3.08
5,001 to 5,500	3.23
5,501 or more	3.36

Development Type	Avg Wkdy Veh Trip Ends	Trip Rate Adjustment	Avg Wkdy VTE per 1,000 Sq. Ft.
Industrial	1.71	50%	0.86
Commercial	37.01	33%	12.21
Office & Other Service	10.84	50%	5.42
Institutional	22.59	33%	7.45

1. See Land Use Assumptions

POLICE FACILITIES – INCREMENTAL EXPANSION

Pooler plans to expand its current inventory of police facilities to serve future development. As shown in Figure P3, Pooler's existing police facilities total 22,121 square feet. Functional population provides the proportionate share of demand for police facilities from residential and nonresidential development. Pooler's existing police facilities level of service for residential development is 0.4186 square feet per person (22,121 square feet X 65 percent residential share / 34,352 persons) and nonresidential police facilities level of service is 0.1367 square feet per vehicle trip (22,121 square feet X 35 percent nonresidential share / 56,644 vehicle trips.

The construction of a new police station is estimated to cost $600 per square foot based on information from similar municipalities in Georgia. For police facilities, the cost is $251.14 per person (0.4186 square feet of police facilities per person X $600 per square foot) and $82.01 per vehicle trip (0.1367 square feet per vehicle trip X $600 per square foot).

Figure P3. Police Facilities Current Level of Service

Description	Square Feet
Police Portion of City Hall	18,621
Long Term Storage	2,400
Firing Range	1,100
Total	**22,121**

Cost Allocation Factors	
Cost per Square Foot	$600

Level-of-Service (LOS) Standards	
Existing Square Feet	22,121
Residential	
Residential Share	65%
2025 Population	34,352
Police Square Feet per Person	0.4186
Cost per Person	**$251.14**
Nonresidential	
Nonresidential Share	35%
2025 Vehicle Trips	56,644
Square Feet per Vehicle Trip	0.1367
Cost per Vehicle Trip	**$82.01**

Source: Pooler Police Department

PROJECTED DEMAND FOR FUTURE GROWTH-RELATED POLICE INFRASTRUCTURE

Police Facilities

Shown in Figure P4, Pooler's population is projected to increase by 29,243 persons by 2046, and nonresidential vehicle trips are projected to increase by 18,323 vehicle trips during the same period. Using the 2025 LOS, future residential development will demand 12,240 additional square feet of police facilities (29,243 additional persons X 0.4186 square feet per person) and future nonresidential development will demand 2,505 additional square feet of police facilities (18,323 additional vehicle trips X 0.1367 square feet per vehicle trip). Based on demand for approximately 14,745 square feet of new police facilities and an average cost of $600 per square foot the growth-related expenditure on police facilities is $8,846,949.

Figure P4. Growth-Related Demand for Future Police Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Sq Ft
Police Facilities	0.4186 Square Feet	per Person	$600
	0.1367 Square Feet	per Vehicle Trip	

Demand for Police Facilities					
Year	Population	Nonresidential Vehicle Trips	Police Station Square Feet		
			Residential	Nonresidential	Total
2025	34,352	56,644	14,379	7,742	22,121
2026	35,744	57,326	14,962	7,836	22,797
2027	37,137	58,025	15,544	7,931	23,475
2028	38,529	58,739	16,127	8,029	24,156
2029	39,922	59,470	16,710	8,129	24,839
2030	41,314	60,218	17,293	8,231	25,524
2031	42,707	60,984	17,876	8,336	26,212
2032	44,099	61,768	18,459	8,443	26,902
2033	45,492	62,571	19,042	8,552	27,594
2034	46,885	63,393	19,625	8,665	28,289
2035	48,277	64,234	20,207	8,780	28,987
2036	49,670	65,096	20,790	8,898	29,688
2037	51,062	65,979	21,373	9,018	30,391
2038	52,455	66,883	21,956	9,142	31,098
2039	53,847	67,809	22,539	9,268	31,807
2040	55,240	68,758	23,122	9,398	32,520
2041	56,632	69,730	23,705	9,531	33,236
2042	58,025	70,727	24,288	9,667	33,955
2043	59,417	71,748	24,870	9,807	34,677
2044	60,810	72,795	25,453	9,950	35,403
2045	62,202	73,867	26,036	10,097	36,133
2046	63,595	74,967	26,619	10,247	36,866
10-Yr Increase	**29,243**	**18,323**	**12,240**	**2,505**	**14,745**

Growth-Related Expenditures	$7,344,234	$1,502,714	$8,846,949

POLICE DEBT CREDIT

The Police impact fee includes a credit for existing debt service. Pooler has bond financed recent police facilities construction. A credit is necessary since new development will pay the Police impact fee and will also generate property tax revenue used to repay existing debt service. As shown in Figure P5, the principal portion of existing debt service equals $2,514,788 over the next 5 years. To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses proportionate share factors shown in Figure P1. Annual principal payments are divided by projected population and vehicle trips in each year to estimate the principal payment per person and vehicle trip. To account for the time value of money, annual principal payments per person and trip are discounted using a net present value formula based on an interest rate of 2.6 percent. The total net present value of future principal payments is $39.36 per person and $13.88 per vehicle trip.

Figure P5. Police Debt Credit

Police Debt Service							
Fiscal Year	Annual Principal Payment	Residential Share	Population	Principal per Person	Nonresidential Share	Vehicle Trips	Principal per Trip
2026	$477,285	$310,235	35,744	$8.68	$167,050	57,305	$2.92
2027	$489,941	$318,461	37,137	$8.58	$171,479	57,981	$2.96
2028	$502,596	$326,687	38,529	$8.48	$175,909	58,672	$3.00
2029	$515,251	$334,913	39,922	$8.39	$180,338	59,377	$3.04
2030	$529,714	$344,314	41,314	$8.33	$185,400	60,099	$3.08
Total	**$2,514,788**	**$1,634,612**		**$42.46**	**$880,176**		**$14.99**
			Discount Rate[1]	2.60%		Discount Rate[1]	2.60%
			Net Present Value	**$39.36**		Net Present Value	**$13.88**

1: Interest rate at which Pooler has recently issued debt

Maximum Allowable Police Impact Fees

Infrastructure components and cost factors used to calculate maximum allowable Police impact fees are summarized in the upper portion of Figure P6. Residential fees are calculated using a cost of $211.78 per person and the average number of persons per housing unit. Nonresidential fees are calculated using a cost of $68.13 per vehicle trip and the average number of vehicle trips per 1,000 square feet of floor area.

Maximum allowable Police impact fees for residential development are assessed according to the number of persons per housing unit. For a 3,001 to 3,500 square foot unit, the fee of $536 is calculated using a cost of $211.78 per person multiplied by 2.53 persons per housing unit.

Maximum allowable Police impact fees for nonresidential development are assessed according to the number of vehicle trips per 1,000 square feet of floor area. For industrial development, the fee of $58 per 1,000 square feet of floor area is calculated using a cost of $68.13 per vehicle trip multiplied by 0.86 vehicle trips per 1,000 square feet of floor area.

Figure P6. Maximum Allowable Police Impact Fees

Fee Component	Cost per Person	Cost per Trip
Police Facilities	$251.14	$82.01
Police Debt Credit	($39.36)	($13.88)
Total	**$211.78**	**$68.13**

Residential Development	Fees per Unit	
Size of Housing Unit (Sq. Ft.)	Persons per Housing Unit[1]	Proposed Fees
1,000 or less	0.81	**$172**
1,001 to 1,500	1.13	**$239**
1,501 to 2,000	1.62	**$343**
2,001 to 2,500	1.99	**$421**
2,501 to 3,000	2.28	**$483**
3,001 to 3,500	2.53	**$536**
3,501 to 4,000	2.74	**$580**
4,001 to 4,500	2.92	**$618**
4,501 to 5,000	3.08	**$652**
5,001 to 5,500	3.23	**$684**
5,501 or more	3.36	**$712**

Nonresidential Development	Fees per 1,000 Square Feet	
Development Type	Average Wkdy Vehicle Trips[1]	Proposed Fees
Industrial	0.86	**$58**
Commercial	12.21	**$832**
Office & Other Service	5.42	**$369**
Institutional	7.45	**$508**

1. See Land Use Assumptions

PROJECTED POLICE IMPACT FEE REVENUE

Revenue projections assume implementation of the maximum allowable Police impact fees and that development over the next 20 years is consistent with the development projections in Appendix A. To estimate single family revenue the 3,001 square feet to 3,500 square feet fee is used, and for multi-family the 1,501 to 2,000 square feet fee is used. To the extent the rate of development either accelerates or slows down, there will be a corresponding change in the impact fee revenue. As shown in Figure P7, projected fee revenue equals $7.8 million over the next 20 years compared to projected expenditures of $8.8 million. Based on the actual mix of future residential construction, the projected police impact fee revenue shown below may change.

Figure P7. Projected Police Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Police Facilities	$8,846,949	$0	$8,846,949
Total	$8,846,949	$0	$8,846,949

Year		Single Family $536 per unit Hsg Unit	Multi-Family $421 per unit Hsg Unit	Industrial $58 per KSF KSF	Commercial $832 per KSF KSF	Office & $369 per KSF KSF	Institutional $508 per KSF KSF
Base	2025	10,218	4,887	16,400	2,541	854	934
Year 1	2026	10,461	5,320	16,765	2,550	857	966
Year 2	2027	10,704	5,753	17,138	2,559	860	999
Year 3	2028	10,947	6,185	17,520	2,569	864	1,034
Year 4	2029	11,190	6,618	17,910	2,578	867	1,070
Year 5	2030	11,433	7,051	18,309	2,587	870	1,107
Year 6	2031	11,676	7,484	18,716	2,596	874	1,145
Year 7	2032	11,919	7,917	19,133	2,606	877	1,185
Year 8	2033	12,162	8,349	19,559	2,615	881	1,226
Year 9	2034	12,405	8,782	19,994	2,624	884	1,268
Year 10	2035	12,648	9,215	20,439	2,634	888	1,312
Year 11	2036	12,891	9,648	20,894	2,643	891	1,357
Year 12	2037	13,134	10,081	21,359	2,653	895	1,404
Year 13	2038	13,377	10,513	21,835	2,662	898	1,453
Year 14	2039	13,620	10,946	22,321	2,672	902	1,503
Year 15	2040	13,863	11,379	22,818	2,681	905	1,555
Year 16	2041	14,106	11,812	23,326	2,691	909	1,609
Year 17	2042	14,349	12,245	23,845	2,701	912	1,665
Year 18	2043	14,592	12,677	24,376	2,710	916	1,723
Year 19	2044	14,835	13,110	24,919	2,720	919	1,782
Year 20	2045	15,078	13,543	25,473	2,730	923	1,844
Year 21	2046	15,321	13,976	26,041	2,740	927	1,908
21-Year Increase		5,103	9,089	9,641	198	73	974
Projected Revenue		$2,734,241	$3,830,455	$561,743	$165,104	$27,019	$494,887

Projected Fee Revenue	$7,813,449
Total Expenditures	$8,846,949
Other Funding Sources	$1,033,500

STREETS IMPACT FEES

METHODOLOGY

The Street impact fee include a component for street improvements. Streets impact fees use the plan based methodology. Costs are allocated to both residential and nonresidential development using vehicle trips.

BENEFIT AREAS & ASSESSMENT AREAS

Impact fee case law states that impact fees must be spent in such a way that they provide a reasonable benefit to the fee-paying development. One way of ensuring reasonable benefit is to create multiple benefit districts. Multiple benefit districts can ensure that the impact fees paid by a development are spent closer to the development than would be the case under a single jurisdiction wide benefit district. On the other hand, the larger the number of benefit districts, the more difficult it is to accumulate sufficient funds in any one district to make any significant improvements. Deciding on the appropriate number and location of benefit districts requires balancing the need to show reasonable benefit to fee payers with the need to maintain sufficient flexibility in impact fee expenditures to address priority improvement needs.

The fact that the Streets impact fees are strictly limited to funding improvements to the major thoroughfare system strengthens the case for a single benefit district. The major thoroughfare system is designed to move traffic from one part of the City to another, and the entire network acts as an integrated system. The relatively small size of the City is another factor in favor of a single benefit district. In sum, while the City may wish to consider dividing the community into multiple benefit districts, such a course is not necessary for the legal defensibility of the ordinance, and it is recommended that the entire jurisdiction continue to be designated as a single benefit district.

TRANSPORTATION FUNDING SOURCES

The City has studied various ways of providing the funding for Transportation improvements. The sources of revenue for Transportation are General Fund revenues, SPLOST, grants or impact fees. In comparing an equitable allocation to the costs borne in the past and to be borne in the future, in comparison to the benefits already received and yet to be received, the City has determined that impact fees are the most equitable way of financing the growth-related Transportation improvements.

LEVEL OF SERVICE

In order to accommodate demand generated from future growth, Pooler plans to add capacity to its existing street network. For impact fee purposes, the City has set its Level of Service for road improvements at either LOS "C" or "D", depending on the improvement and as shown in Figure T1. Using these LOS classifications maximize roadway capacity before traffic conditions actually break down (LOS "F"). The projects included in this impact fee calculation are intended to maintain an acceptable level of service (LOS) across the City's street network. Roadway LOS can be difficult to measure directly; most jurisdictions use the A-to-F rating system developed by the Highway Transportation Board. These LOS ratings are defined in the *Highway Capacity Manual* as follows:

> *"Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.*

Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions. Safety is not included in the measures that establish service levels."

In recent years, Pooler has completed multiple traffic studies for key roadway corridors. The findings from these studies informed the schedule of planned street improvements used to calculate the streets impact fee. Figure T1 shows the LOS analysis for the street projects included in the calculation of the impact fee. The analysis indicates that currently all the streets are operating at or below a C level of service. The projects that are included in the calculation of the impact fee are to accommodate future growth and will prevent a further decline in the existing LOS.

Figure T1. Current Streets Level of Service

Projects	Roadway Classification	Exisitng Facility Type	LOS Standard	Existing Year	Build Year
Pine Barren Intersection Improvements	Major Collector	4 lane divided	E	2026	2027
Pine Barren/ S Rogers Roundabout	Major Collector	3 lane	C	2026	2029
Pine Barren Widening Project (Pooler City limits to US 80)	Major Collector	3 lane	C	2026	2031
Quacco Road Widening Project- Phase 1	Minor Arterial	4 lane divided	D	2026	2027
Quacco Road Widening Project- Phase 2	Minor Arterial	4 lane divided	D	2026	2033
S Rogers Street Widening Project	Local	2 lane	C	2026	2035
Mill Creek/ Benton Blvd/ Pooler Parkway (Improvements from Benton to 1-95)	Minor Arterial	4 lane divided	D	2026	2028
N. Rogers St & Hwy 80 Connector and Roundabout	Local	2 lane	C	2026	2036
Pooler Pkwy Widening from Benton to Hwy 80	Minor Arterial	4 lane divided	D	2026	2036
Pooler Pkwy Widening from Clearlake Reserve to Blue Moon Xing	Minor Arterial	4 lane divided	D	2026	2036

SERVICE UNITS

Average weekday vehicle trips (AWVTE) are used as a measure of demand by land use. Vehicle trips are estimated using average weekday vehicle trip ends from the reference book, *Trip Generation, 11th Edition*, published by the Institute of Transportation Engineers (ITE) in 2021. A vehicle trip end represents a vehicle entering or exiting a development (as if a traffic counter were placed across a driveway). To calculate the streets impact fee, trip generation rates are adjusted to avoid double counting each trip at both the origin and destination points. The basic trip adjustment factor is 50 percent. As discussed further below, the impact fee methodology includes additional adjustments to make the fees proportionate to the infrastructure demand for each type of development.

Residential Trip Generation Rates

As an alternative to simply using national average trip generation rates for residential development, published by the Institute of Transportation Engineers (ITE), TischlerBise calculates custom trip rates using local demographic data. Key inputs needed for the analysis, including average number of persons and vehicles available per housing unit, are available from American Community Survey (ACS) data.

Vehicle Trip Ends by Bedroom Range

TischlerBise creates custom tabulations of demographic data by bedroom range from individual survey responses provided by the U.S. Census Bureau in files known as Public Use Microdata Samples (PUMS). PUMS files are only available for areas of at least 100,000 persons, and Pooler is in Public Use Microdata Areas (PUMA) 701 and 702. Shown in Figure T2, cells with yellow shading indicate the unweighted survey results, which yield the unadjusted number of persons (Unadjusted PPHU) and vehicles available (Unadjusted VPHU) per housing unit. Unadjusted persons per housing unit and vehicles per housing unit are adjusted to control totals in Pooler – 2.26 persons per housing unit (Adjusted PPHU) and 1.76 vehicles per unit (Adjusted VPHU). The analysis multiplies adjusted persons per housing unit estimates by the ITE weighted average trip rate per person (AWVTE per Person) to estimate trip ends per housing unit based on persons. The analysis multiplies adjusted vehicles per housing unit estimates (AWVTE per Vehicle) by the ITE weighted average trip rate per vehicle to estimate trip ends per housing unit based on vehicles. Finally, the analysis calculates average trip ends per housing unit (AWVTE per Housing Unit) using the average number of trip ends per person and per vehicle. Housing units with 0-1 bedrooms generate 3.81 vehicle trips ends per day and housing units with 5+ bedrooms generate 9.52 vehicle trip ends per day.

Figure T2. Vehicle Trip Ends by Bedroom Range

Bedroom Range	Persons[1]	Housing Units[1]	Vehicles Available[1]	Housing Mix	Unadjusted PPHU	Adjusted PPHU[2]	Unadjusted VPHU	Adjusted VPHU[2]
0-1	136	107	111	2%	1.27	1.04	1.04	0.87
2	807	430	624	9%	1.88	1.54	1.45	1.22
3	3,383	1,497	2,942	31%	2.26	1.85	1.97	1.65
4	4,366	1,494	3,291	31%	2.92	2.40	2.20	1.85
5+	4,674	1,320	3,211	27%	3.54	2.90	2.43	2.04
Total	13,366	4,848	10,179	100%	2.76	2.26	2.10	1.76

National Averages According to ITE

ITE Code	AWVTE per Person	AWVTE per Vehicle	AWVTE per HU	Local Housing Mix
210 SFD	2.65	6.36	9.43	72%
221 Apt	2.28	3.97	4.54	28%
Weighted Avg	2.55	5.70	8.08	100%

AWVTE per Housing Unit

Bedroom Range	AWVTE per HU Based on Persons[3]	AWVTE per HU Based on Vehicles[4]	AWVTE per Housing Unit[5]
0-1	2.65	4.96	3.81
2	3.93	6.95	5.44
3	4.72	9.41	7.07
4	6.12	10.55	8.34
5+	7.40	11.63	9.52
Average	5.76	10.03	7.90

1. U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates, Public Use Microdata Sample (PUMS) for Georgia PUMAs 701, and 702.
2. Represents unadjsted PUMS values scaled to control totals for Pooler using 2019-2023 ACS 5-Year Estimates.
3. Adjusted persons per housing unit multiplied by ITE weighted average trip rate per person.
4. Adjusted vehicles available per housing unit multiplied by ITE weighted average trip rate per vehicle.
5. Average trip rates based on persons and vehicles per housing unit.

ITE Code	AWVTE per Person	AWVTE per Vehicle	AWVTE per HU
210 SFD	6.17	9.42	**7.80**
221 Apt	4.21	8.06	**6.14**
All Types	5.15	8.73	**6.94**

Vehicle Trip Ends by Housing Size

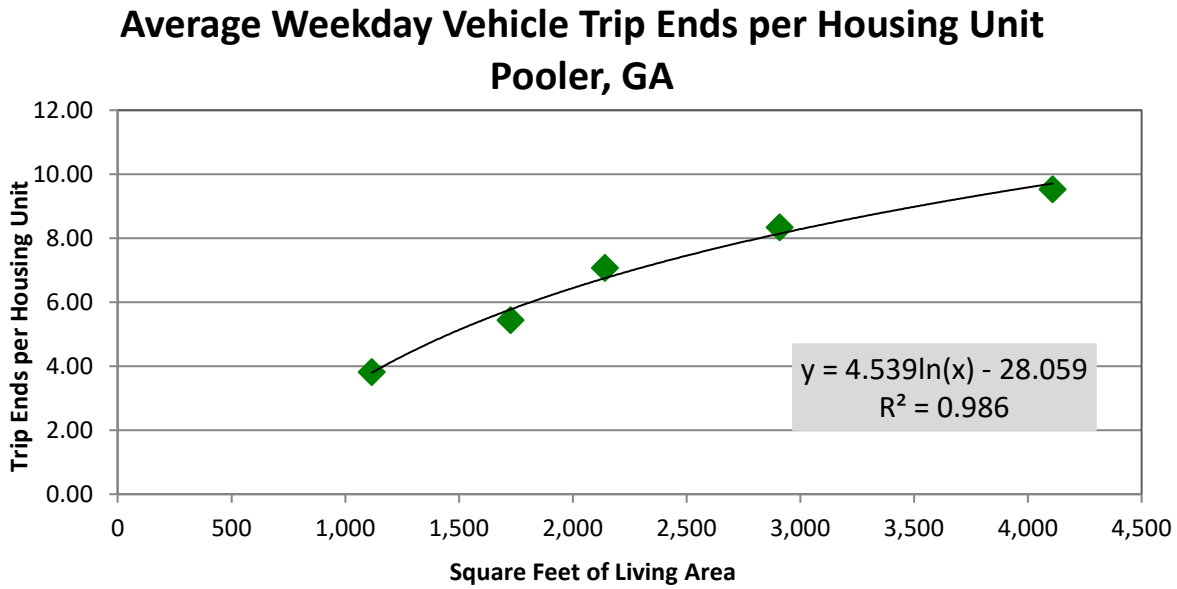
To derive average weekday vehicle trip ends by dwelling size, Tischler Bise uses 2023 U.S. Census Bureau data for housing units constructed in the south region. Based on 2023 estimates, living areas range from 1,117 square feet for 0- to 1-bedroom housing units up to 4,110 square feet for 5+ bedroom housing units. Citywide average floor area and weekday vehicle trip ends, by bedroom range, are plotted in Figure T3 with a logarithmic trend line formula to derive trip ends by housing unit size. TischlerBise recommends a minimum size based on 1,000 square feet or less and a maximum size of 5,501 square feet or larger.

A medium-size unit with 3,001 to 3,500 square feet has a fitted-curve value of 8.65 vehicle trip ends on an average weekday – this is less than the national average of 9.43 vehicle trip ends per single-family unit. With a "one-size-fits-all" approach, small units pay more than their proportionate share while large units pay less than their proportionate share.

Figure T3. Vehicle Trip Ends by Housing Size

Average weekday vehicle trip ends per housing unit derived from 2019-2023 ACS 5-Year PUMS data for Pooler. Unit size for 0-1 bedroom from the 2023 U.S. Census Bureau average for all multi-family units constructed in the Census South region. Unit size for all other bedrooms from the 2023 U.S. Census Bureau average for single-family units constructed in the Census South region.

Actual Averages per Housing Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Trip Ends	Sq Ft Range	Trip Ends
0-1	1,117	3.81	1,000 or less	3.30
2	1,727	5.44	1,001 to 1,500	4.31
3	2,142	7.07	1,501 to 2,000	5.84
4	2,910	8.34	2,001 to 2,500	6.98
5+	4,110	9.52	2,501 to 3,000	7.89
			3,001 to 3,500	8.65
			3,501 to 4,000	9.29
			4,001 to 4,500	9.86
			4,501 to 5,000	10.37
			5,001 to 5,500	10.82
			5,501 or more	11.23



Nonresidential Trip Generation Rates

For nonresidential development, TischlerBise uses trip generation rates published in Trip Generation, Institute of Transportation Engineers, 11th Edition (2021). The prototype for industrial development is Warehousing (ITE 150) which generates 1.71 average weekday vehicle trip ends per 1,000 square feet of floor area. The prototype for commercial development is Shopping Center (ITE 820) which generates 37.01 average weekday vehicle trips per 1,000 square feet of floor area. For office & other services development, the proxy is General Office (ITE 710), and it generates 10.84 average weekday vehicle trip ends per 1,000 square feet of floor area. Institutional development uses Government Office (ITE 730) and generates 22.59 average weekday vehicle trip ends per 1,000 square feet of floor area.

Figure T4. Average Weekday Vehicle Trip Ends by Land Use

ITE Code	Land Use Group	Demand Unit	Avg Wkdy Trip Ends Per Demand Unit[1]	Avg Wkdy Trip Ends Per Employee[1]	Employees Per Demand Unit	Square Feet Per Employee
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	bed	2.60	4.24	0.61	na
310	Hotel	room	7.99	14.34	0.56	na
565	Day Care	student	4.09	21.38	0.19	na
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
620	Nursing Home	bed	3.06	3.31	0.92	na
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	3.26	307
720	Medical-Dental Office	1,000 Sq Ft	36.00	8.71	4.13	242
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
750	Office Park	1,000 Sq Ft	11.07	3.54	3.13	320
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	2.12	471

1. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

Trip Rate Adjustments

To calculate Streets impact fees, trip generation rates require an adjustment factor to avoid double counting each trip at both the origin and destination points. Therefore, the basic trip adjustment factor is 50 percent. As discussed further in this section, the development fee methodology includes additional adjustments to make the fees proportionate to the infrastructure demand for particular types of development.

Commuter Trip Adjustment

Residential development has a larger trip adjustment factor of 63 percent to account for commuters leaving Pooler for work. According to the 2009 National Household Travel Survey (see Table 30) weekday work trips are typically 31 percent of production trips (i.e., all out-bound trips, which are 50 percent of all trip ends). As shown in Figure T5, the U.S. Census Bureau's OnTheMap web application indicates 86 percent of resident workers traveled outside of Pooler for work in 2022. In combination, these factors (0.31 x 0.50 x 0.86 = 0.13) support the additional 13 percent allocation of trips to residential development.

Figure T5. Commuter Trip Adjustment

Trip Adjustment Factor for Commuters[1]	
Employed Residents	11,749
Residents Living and Working in Pooler	1,609
Residents Commuting Outside Pooler for Work	10,140
Percent Commuting out of Pooler	86%
Additional Production Trips[2]	13%
Residential Trip Adjustment Factor	63%

1. U.S. Census Bureau, OnTheMap Application (version 6.6) and LEHD Origin-Destination Employment Statistics, 2019.

2. According to the National Household Travel Survey (2009)*, published in December 2011 (see Table 30), home-based work trips are typically 30.99 percent of "production" trips, in other words, out-bound trips (which are 50 percent of all trip ends). Also, LED OnTheMap data from 2022 indicate that 86 percent of Pooler workers travel outside the city for work. In combination, these factors (0.3099 x 0.50 x 0.86 = 0.13) account for 13 percent of additional production trips. The total adjustment factor for residential includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (13 percent of production trips) for a total of 63 percent.
*http://nhts.ornl.gov/publications.shtml ; Summary of Travel Trends - Table "Daily Travel Statistics by Weekday vs. Weekend"

Adjustment for Pass-By Trips

For commercial and institutional development, the trip adjustment factor is less than 50 percent because these types of development attract vehicles as they pass by on arterial and collector roads. For example, when someone stops at a convenience store on the way home from work, the convenience store is not the primary destination. For the average shopping center, ITE data indicate 34 percent of the vehicles that enter are passing by on their way to some other primary destination. The remaining 66 percent of attraction trips have the commercial site as their primary destination. Because attraction trips are half of all trips, the trip adjustment factor is 66 percent multiplied by 50 percent, or approximately 33 percent of the trip ends.

Average Weekday Vehicle Trips

Shown below in Figure T6, multiplying average weekday vehicle trip ends and trip adjustment factors (discussed on the previous page) results in average weekday vehicle trip ends (AWVTE) per development unit for residential and nonresidential land uses.

Figure T6. Average Weekday Vehicle Trips by Land Use

Development Type	Avg Wkdy Veh Trip Ends	Trip Rate Adjustment	Avg Wkdy VTE per Unit
Single Family	7.80	63%	4.91
Multi-Family	6.14	63%	3.87

Size of Housing Unit (Sq. Ft.)	Avg Wkdy Veh Trip Ends	Trip Rate Adjustment	Avg Wkdy VTE per Unit
1,000 or less	3.30	63%	2.08
1,001 to 1,500	4.31	63%	2.72
1,501 to 2,000	5.84	63%	3.68
2,001 to 2,500	6.98	63%	4.40
2,501 to 3,000	7.89	63%	4.97
3,001 to 3,500	8.65	63%	5.45
3,501 to 4,000	9.29	63%	5.85
4,001 to 4,500	9.86	63%	6.21
4,501 to 5,000	10.37	63%	6.53
5,001 to 5,500	10.82	63%	6.82
5,501 or more	11.23	63%	7.07

Development Type	Avg Wkdy Veh Trip Ends	Trip Rate Adjustment	Avg Wkdy VTE per Unit
Industrial	1.71	50%	0.86
Commercial	37.01	33%	12.21
Office & Other Service	10.84	50%	5.42
Institutional	22.59	33%	7.45

1. See Land Use Assumptions

Vehicle Trip Projections

Shown below in Figure T7 are the 10-year vehicle trip projections for Pooler. Residential development is expected to generate an additional 28,683 average weekday vehicle trips in the next 10 years, and nonresidential development is expected to generate an additional 7,590 average weekday vehicle trips. By 2046 Residential development is expected to generate an additional 60,233 average weekday vehicle trips, and nonresidential development is expected to generate an additional 18,323 average weekday vehicle trips

Figure T7. Average Weekday Vehicle Trip Projections

Development Type	Dev Unit	ITE Code	Weekday VTE	Trip Adj	Weekday VTE
Single Family	HU	Custom	7.80	63%	4.91
Multi-Family	HU	Custom	6.14	63%	3.87
Industrial	KSF	140	1.71	50%	0.86
Commercial	KSF	820	37.01	33%	12.21
Office & Other Services	KSF	710	10.84	50%	5.42
Institutional	KSF	610	22.59	33%	7.45

Pooler, Georgia	Base	1	2	3	4	5	10	11	12	13	14	15	16	17	18	19	20	21
	2025	2026	2027	2028	2029	2030	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046
Single Family Units	10,218	10,461	10,704	10,947	11,190	11,433	12,648	12,891	13,134	13,377	13,620	13,863	14,106	14,349	14,592	14,835	15,078	15,321
Multi-Family Units	4,887	5,320	5,753	6,185	6,618	7,051	9,215	9,648	10,081	10,513	10,946	11,379	11,812	12,245	12,677	13,110	13,543	13,976
Industrial KSF	16,400	16,765	17,138	17,520	17,910	18,309	20,439	20,894	21,359	21,835	22,321	22,818	23,326	23,845	24,376	24,919	25,473	26,041
Commercial KSF	2,541	2,550	2,559	2,569	2,578	2,587	2,634	2,643	2,653	2,662	2,672	2,681	2,691	2,701	2,710	2,720	2,730	2,740
Office & Other Services KSF	854	857	860	864	867	870	888	891	895	898	902	905	909	912	916	919	923	927
Institutional KSF	934	966	999	1,034	1,070	1,107	1,312	1,357	1,404	1,453	1,503	1,555	1,609	1,665	1,723	1,782	1,844	1,908
Single-Family Trips	50,211	51,405	52,599	53,793	54,987	56,181	62,152	63,346	64,540	65,734	66,928	68,122	69,316	70,510	71,704	72,898	74,093	75,287
Multi-Family Trips	18,904	20,578	22,252	23,926	25,601	27,275	35,645	37,320	38,994	40,668	42,342	44,016	45,690	47,365	49,039	50,713	52,387	54,061
Residential Trips	69,114	71,983	74,851	77,719	80,587	83,456	97,797	100,665	103,534	106,402	109,270	112,138	115,007	117,875	120,743	123,611	126,480	129,348
Industrial Trips	14,022	14,334	14,653	14,979	15,313	15,654	17,476	17,865	18,262	18,669	19,084	19,509	19,944	20,388	20,842	21,305	21,780	22,265
Commercial Trips	31,037	31,148	31,260	31,372	31,484	31,597	32,168	32,283	32,399	32,515	32,631	32,748	32,866	32,984	33,102	33,221	33,340	33,459
Office & Other Services Trips	4,626	4,644	4,662	4,681	4,699	4,718	4,811	4,830	4,849	4,868	4,887	4,906	4,925	4,944	4,964	4,983	5,003	5,023
Institutional Trips	6,959	7,200	7,449	7,707	7,974	8,250	9,780	10,119	10,469	10,832	11,207	11,594	11,996	12,411	12,841	13,285	13,745	14,221
Nonresidential Trips	56,644	57,326	58,025	58,739	59,470	60,218	64,234	65,096	65,979	66,883	67,809	68,758	69,730	70,727	71,748	72,795	73,867	74,967
Total Vehicle Trips	**125,758**	**129,309**	**132,876**	**136,458**	**140,058**	**143,674**	**162,031**	**165,761**	**169,512**	**173,285**	**177,079**	**180,896**	**184,737**	**188,602**	**192,491**	**196,406**	**200,347**	**204,315**

STREET IMPROVEMENTS – PLAN-BASED

The only component included in the Streets impact fee is for streets improvements, which utilizes a plan-based methodology. As shown in Figure T8, the City plans to construct $117,840,000 of improvements in the next 10 years. Of this total cost $64,870,000 in costs are impact fee eligible. TischlerBise is allocating the cost of this planned program to total vehicle trips in 2035 (162,031) to ensure that all development is treated equally, thereby ensuring new development is not charged for a higher level of service than what exists today. This results in a cost per vehicle trip of $400.35.

Figure T8. Planned 10- Year Future Street Improvements

Projects	Total Cost	SPLOST & Grant Funding	Impact Fee Eligible Cost
10 Year Plan			
Pine Barren Intersection Improvement Project - making dual turns all 4 directions	$4,770,000	$4,770,000	$0
Pine Barren/ S. Rogers Street Roundabout	$5,750,000	$0	$5,750,000
Pine Barren Widening Project (Pooler City limits to US 80)- adding 3rd lane	$31,020,000	$0	$31,020,000
Quacco Road Widening Project- Phase 1 - making a 3 lane hwy segment	$23,100,000	$23,100,000	$0
Quacco Road Widening Project- Phase 2 - making a 3 lane hwy segment	$25,100,000	$25,100,000	$0
S. Rogers Street Widening Project- adding 3rd lane	$20,800,000	$0	$20,800,000
Mill Creek/ Benton Blvd/ Pooler Parkway (Improvements from Benton to 1-95)- making dual turn lanes, a 3rd lane segment and an R cut	$7,300,000	$0	$7,300,000
Total	**$117,840,000**	**$52,970,000**	**$64,870,000**

Level-of-Service (LOS) Standards	
Total Planned Cost	$64,870,000
2035 Total Trips	162,031
Cost per Trip	$400.35

Source: City of Pooler

CREDITS

As the City has no outstanding debt for Street infrastructure, a credit for future principal payments is not included. If elected officials make a legislative policy decision to fully fund growth-related Street costs from impact fees, there will be no potential double-payment from other revenue sources. As shown in the Figure above, SPLOST revenue has been deducted from the total CIP cost.

MAXIMUM ALLOWABLE STREETS IMPACT FEES

Infrastructure components and cost factors used to calculate maximum allowable Streets impact fees are summarized in the upper portion of Figure T9. All fees are calculated using a cost of $401.05 per vehicle trip end (VTE).

Maximum allowable Streets impact fees for residential development are assessed according to the VTE generated per housing unit. For a 3,001 to 3,501 square foot unit, the fee of $2,182 is calculated using a cost of $400.35 per VTE multiplied by 5.45 VTE per housing unit.

Maximum allowable Streets impact fees for nonresidential development are assessed according to the VTE generated per 1,000 square feet of floor area. For industrial development, the fee of $342 per 1,000 square feet of floor area is calculated using a cost of $400.35 per VTE multiplied by 0.86 VTE per 1,000 square feet of floor area.

Figure T9. Maximum Allowable Streets Impact Fees

Fee Component	Cost per VTE
Street Improvements	$400.35
Total	$400.35

Residential Development	Fees per Unit	
Size of Housing Unit (Sq. Ft.)	Avg Weekday VTE	Proposed Fees
1,000 or less	2.08	**$832**
1,001 to 1,500	2.72	**$1,087**
1,501 to 2,000	3.68	**$1,473**
2,001 to 2,500	4.40	**$1,760**
2,501 to 3,000	4.97	**$1,990**
3,001 to 3,500	5.45	**$2,182**
3,501 to 4,000	5.85	**$2,343**
4,001 to 4,500	6.21	**$2,487**
4,501 to 5,000	6.53	**$2,616**
5,001 to 5,500	6.82	**$2,729**
5,501 or more	7.07	**$2,832**

Nonresidential Development	Fees per 1,000 Square Feet	
Development Type	Avg Weekday VTE	Proposed Fees
Industrial	0.86	**$342**
Commercial	12.21	**$4,890**
Office & Other Services	5.42	**$2,170**
Institutional	7.45	**$2,984**

PROJECTED STREETS IMPACT FEE REVENUE

Revenue projections assume implementation of the maximum allowable Streets impact fees and that development over the next 20 years is consistent with the development projections in Appendix A. To estimate single family revenue the 3,001 square feet to 3,500 square feet fee is used, and for multi-family the 1,501 to 2,000 square feet fee is used. To the extent the rate of development either accelerates or slows down, there will be a corresponding change in the impact fee revenue. As shown in Figure T10, projected fee revenue equals $31.9 million over the next 20 years compared to projected expenditures of $130.5 million. Based on the actual mix of future residential construction, the projected Streets impact fee revenue shown below may change.

Figure T10. Projected Streets Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Street Improvements	$31,853,255	$98,616,745	$130,470,000
Total	$31,853,255	$98,616,745	$130,470,000

		Single Family $2,182 per unit	Multi-Family $1,473 per unit	Industrial $342 per sq ft	Commercial $4,890 per sq ft	Office & Other $2,170 per sq ft	Institutional $2,984 per sq ft
Year		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2025	10,218	4,887	16,400	2,541	854	934
Year 1	2026	10,461	5,320	16,765	2,550	857	966
Year 2	2027	10,704	5,753	17,138	2,559	860	999
Year 3	2028	10,947	6,185	17,520	2,569	864	1,034
Year 4	2029	11,190	6,618	17,910	2,578	867	1,070
Year 5	2030	11,433	7,051	18,309	2,587	870	1,107
Year 6	2031	11,676	7,484	18,716	2,596	874	1,145
Year 7	2032	11,919	7,917	19,133	2,606	877	1,185
Year 8	2033	12,162	8,349	19,559	2,615	881	1,226
Year 9	2034	12,405	8,782	19,994	2,624	884	1,268
Year 10	2035	12,648	9,215	20,439	2,634	888	1,312
Year 11	2036	12,891	9,648	20,894	2,643	891	1,357
Year 12	2037	13,134	10,081	21,359	2,653	895	1,404
Year 13	2038	13,377	10,513	21,835	2,662	898	1,453
Year 14	2039	13,620	10,946	22,321	2,672	902	1,503
Year 15	2040	13,863	11,379	22,818	2,681	905	1,555
Year 16	2041	14,106	11,812	23,326	2,691	909	1,609
Year 17	2042	14,349	12,245	23,845	2,701	912	1,665
Year 18	2043	14,592	12,677	24,376	2,710	916	1,723
Year 19	2044	14,835	13,110	24,919	2,720	919	1,782
Year 20	2045	15,078	13,543	25,473	2,730	923	1,844
Year 21	2046	15,321	13,976	26,041	2,740	927	1,908
21-Year Increase		5,103	9,089	9,641	198	73	974
Projected Revenue		###########	###########	$3,297,059	$969,983	$158,728	$2,906,724

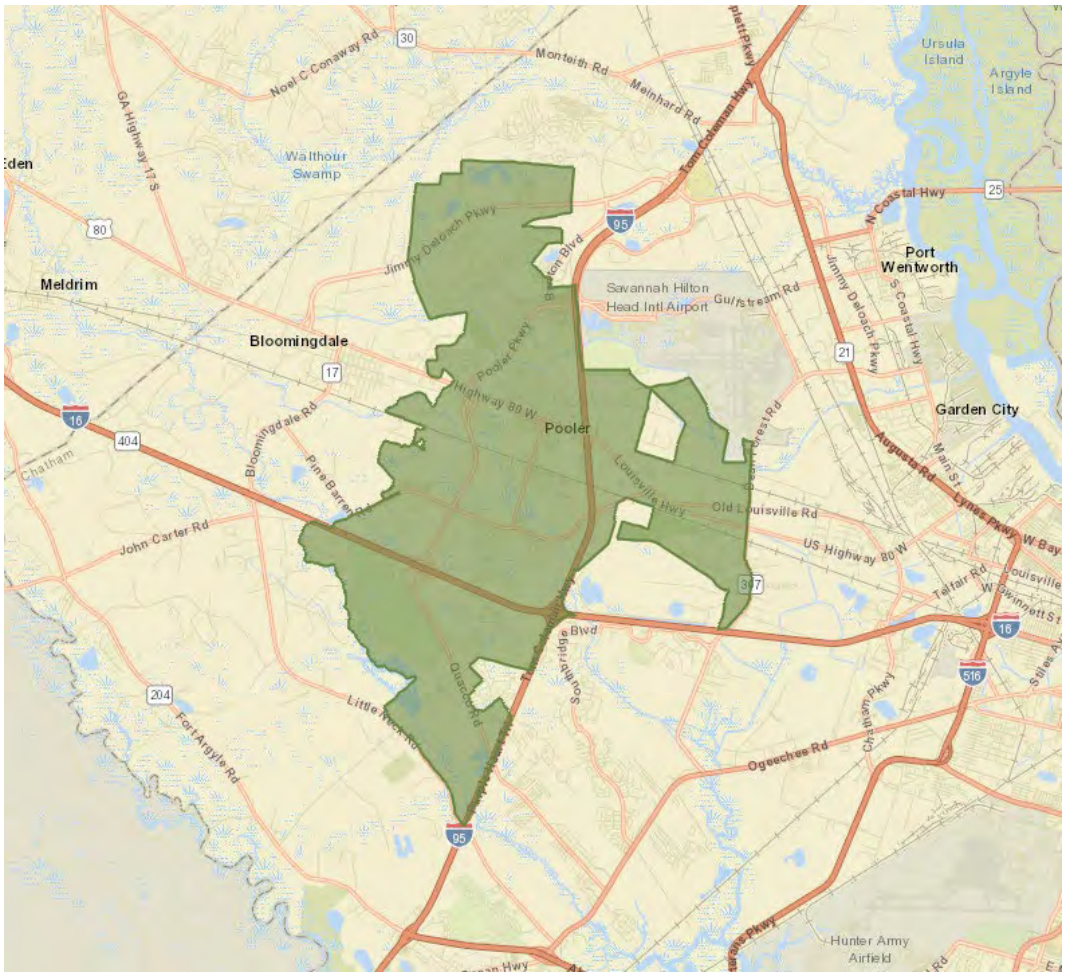
Projected Fee Revenue	$31,853,255
Total Expenditures	$130,470,000
Other Funding Sources	$98,616,745

APPENDIX A: LAND USE ASSUMPTIONS

The City of Pooler retained TischlerBise to prepare this study to analyze the impacts of development on the city's capital facilities and to calculate development impact fees based on that analysis. The population, housing unit, job, and nonresidential floor area projections contained in this document provide the foundation for the development impact fee study. To evaluate the demand for growth-related infrastructure from various types of development, TischlerBise prepared documentation on jobs and floor area by type of nonresidential development, and demand indicators by type of housing unit. These metrics are the service units and demand indicators used in the development impact fee study.

Development impact fees are based on the need for growth-related improvements, and they must be proportionate by type of land use. The demographic data and development projections are used to demonstrate proportionality and anticipate the need for future infrastructure. Development impact fee studies typically look out five to ten years, with the expectation that fees will be updated every three to five years. The estimates and projections of residential and nonresidential development in this Land Use Assumptions document are for areas within the boundaries of Pooler, Georgia. The map below illustrates the areas within the Pooler Development Impact Fee Service Area.

Figure A1. Development Impact Fee Service Area Map



SUMMARY OF GROWTH INDICATORS

Key development projections for the Pooler development impact fee study include housing units and nonresidential floor area. TischlerBise estimates population and housing units using US Census data, building permit data, and information provided by City staff. For nonresidential development, the base year employment estimate is calculated based on Esri Business Analyst, and nonresidential floor area is calculated using CoStar public record data. To project future floor area by industry sector, the analysis uses CoStar construction forecasts, projected population growth, and information from City staff. To estimate employment, TischlerBise applies square feet per employee factors published by the Institute of Transportation Engineers (ITE) to the floor area projections. The projections contained in this document provide the foundation for the Development Impact Fee Study.

These projections are used to estimate development impact fee revenue and to indicate the anticipated need for growth-related infrastructure. The goal is to have reasonable projections without being overly concerned with precision. Because development impact fee methods are designed to reduce sensitivity to development projections in the determination of the proportionate-share fee amounts, if actual development is slower than projected, fee revenue will decline, but so will the need for growth-related infrastructure. In contrast, if development is faster than anticipated, Pooler will receive more fee revenue, but will also need to accelerate infrastructure improvements to keep pace with the actual rate of development.

During the next 21 years, TischlerBise projects an average annual increase of 676 housing units per year. During the same time period, TischlerBise projects an average increase of 512,000 square feet of nonresidential floor area per year.

RESIDENTIAL DEVELOPMENT

Current estimates and future projections of residential development are detailed in this section including population and housing units by type.

Persons Per Housing Unit

According to the U.S. Census Bureau, a household is a housing unit occupied by year-round residents. Development impact fees often use per capita standards and persons per housing unit (PPHU) or persons per household (PPH) to derive proportionate share fee amounts. When PPHU is used in the fee calculations, infrastructure standards are derived using year-round population. When PPH is used in the fee calculations, the development impact fee methodology assumes a higher percentage of housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. TischlerBise recommends that Pooler impose development impact fees for residential development according to the number of persons per housing unit.

Occupancy calculations require data on population and the types of units by structure. The 2010 census did not obtain detailed information using a "long-form" questionnaire. Instead, the U.S. Census Bureau switched to a continuous monthly mailing of surveys, known as the American Community Survey (ACS), which has limitations due to sample-size constraints. For example, data on detached housing units are now combined with attached single units (commonly known as townhouses, which share a common sidewall, but are constructed on an individual parcel of land). For development impact fees in Pooler, detached stick-built units, attached units, and mobile home units are included in the "Single-Family" category. The second residential category includes duplexes and all other structures with two or more units on an individual parcel of land. This is referred to as "Multi-Family" category. (Note: housing unit estimates from ACS will not equal decennial census counts of units. These data are used only to derive the custom PPHU factors for each type of unit).

Figure A2 below shows the ACS 2023 5-Year Estimates for Pooler. Single-family units averaged 2.40 persons per housing unit (20,918 persons / 8,699 housing units) and multi-family units had an average of 1.87 persons per housing unit (6,200 persons / 3,154 housing units). In 2023 total housing units in Pooler averaged 2.26 persons per housing unit.

Figure A2. Persons per Housing Unit by Type of Housing

Housing Type	Persons	Households	Persons per Household	Housing Units	Persons per Housing Unit	Housing Mix	Vacancy Rate
Single-Family Units[1]	20,918	8,045	2.60	8,699	**2.40**	72.4%	7.50%
Multi-Family Units[2]	6,200	3,154	1.97	3,309	**1.87**	27.6%	4.70%
Total	27,118	11,199	2.42	12,008	**2.26**	100.0%	6.70%

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

1. Includes detached, attached (i.e. townhouses), and mobile home units.
2. Includes dwellings in structures with two or more units.

Occupancy by Bedroom Range

Impact fees should be proportionate to the demand for infrastructure. Averages per housing unit have a strong, positive correlation to the number of bedrooms, so TischlerBise recommends a fee schedule where larger units pay proportionately higher impact fees. Benefits of the proposed methodology include 1) a proportionate assessment of infrastructure demand using local demographic data and 2) a progressive fee structure (i.e., smaller units pay less, and larger units pay more).

TischlerBise creates custom tabulations of demographic data by bedroom range using individual survey responses provided by the U.S. Census Bureau in files known as Public Use Microdata Samples (PUMS). PUMS files are only available for areas of at least 100,000 persons, and Pooler is in Public Use Microdata Areas (PUMA) 701, and 702.

Shown below in Figure A3, cells with yellow shading indicate the unweighted PUMS data used to calculate the unadjusted estimate of 2.76 persons per housing unit for PUMAs 701, and 702. Unadjusted persons per housing unit estimates are adjusted to match the control total of 2.26 persons per housing unit for Pooler shown in Figure A2. Adjusted persons per housing unit estimates range from 1.04 persons per housing unit for units with zero to one bedroom up to 2.90 persons per housing unit for units with five or more bedrooms.

Figure A3. Occupancy by Bedroom Range

Bedroom Range	Persons[1]	Housing Units[1]	Housing Mix	Unadjusted PPHU	Adjusted PPHU[2]
0-1	136	107	2%	1.27	1.04
2	807	430	9%	1.88	1.54
3	3,383	1,497	31%	2.26	1.85
4	4,366	1,494	31%	2.92	2.40
5+	4,674	1,320	27%	3.54	2.90
Total	13,366	4,848	100%	2.76	2.26

1. U.S. Census Bureau, 2019-2023 American Community Survey (ACS) 5-Year Estimates, Public Use Microdata Sample (PUMS) for Georgia PUMAs 701, and 702.

2. Represents unadjsted PUMS values scaled to control totals for Pooler using 2019-2023 American Community Survey (ACS) 5-Year Estimates.

Occupancy by Housing Unit Size

To estimate square feet of living area by bedroom range, TischlerBise uses 2023 U.S. Census Bureau data for housing units constructed in the south region. Based on 2023 estimates, average square feet of living area ranges from 1,117 square feet for housing units with zero to one bedroom up to 4,110 square feet for housing units with five or more bedrooms.

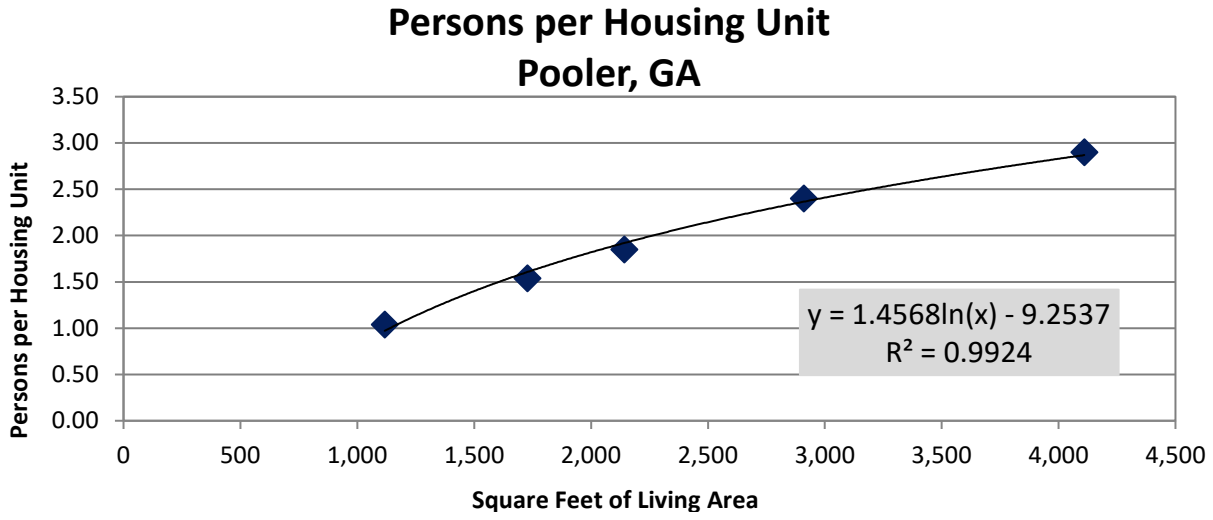
Average square feet of living area and persons per housing unit by bedroom range are plotted in Figure A4 with a logarithmic trend line derived from U.S. Census Bureau estimates discussed in the previous paragraph and adjusted persons per housing unit estimates shown in Figure A3. Using the trend line formula shown in Figure A4, TischlerBise calculates the number of persons per housing unit by square feet of living area. TischlerBise recommends a minimum size range of 1,000 square feet or less and a maximum size range of 5,501 square feet or more.

Figure A4. Occupancy by Housing Unit Size

Average persons per housing unit derived from 2019-2023 ACS PUMS data for the area that includes Pooler. Unit size for 0-1 bedroom from the 2023 U.S. Census Bureau average for all multi-family units constructed in the Census South region. Unit size for all other bedrooms from the 2023 U.S. Census Bureau average for single-family units constructed in the Census South region.

Actual Averages per Housing Unit		
Bedrooms	Square Feet	Persons
0-1	1,117	1.04
2	1,727	1.54
3	2,142	1.85
4	2,910	2.40
5+	4,110	2.90

Fitted-Curve Values	
Sq Ft Range	Persons
1,000 or less	0.81
1,001 to 1,500	1.13
1,501 to 2,000	1.62
2,001 to 2,500	1.99
2,501 to 3,000	2.28
3,001 to 3,500	2.53
3,501 to 4,000	2.74
4,001 to 4,500	2.92
4,501 to 5,000	3.08
5,001 to 5,500	3.23
5,501 or more	3.36



Residential Estimates

This analysis projects base year housing units based on building permit data provided by Pooler staff. By applying the building permit data to 2020 US Census estimates, TischlerBise estimates the 2025 housing stock includes 15,105 housing units – 10,218 single-family units and 4,315 multi-family units. The analysis converts housing units to population using the occupancy factors shown in Figure A2. The 2025 population estimate is 34,352 persons.

Residential Projections

TischlerBise projects future residential development beyond the 2025 base year using historical building permit data and information provided by City staff. Over the next 20 years, this results in an increase of 4,860 single-family units and 8,656 multi-family units. To project future population, the analysis converts housing units to population using the occupancy factors shown in Figure A2. For this study, it is assumed that the housing unit size will remain constant. TischlerBise projects a 20-year increase of 13,516 housing units and 27,851 persons (4,860 single-family units X 2.40 persons per housing unit + 8,656 multi-family units X 1.87 persons per housing unit).

Figure A5. Residential Development Projections

Pooler, GA	2025	2026	2030	2035	2045	10-Year	20-Year
	Base Year	1	5	10	20	Increase	Increase
Population							
Single Family	25,065	25,648	27,981	30,897	36,729	**5,832**	**11,664**
Multi-Family	9,287	10,096	13,334	17,380	25,474	**8,093**	**16,187**
Population	**34,352**	**35,744**	**41,314**	**48,277**	**62,202**	**13,925**	**27,851**
Housing Units							
Single Family	10,218	10,461	11,433	12,648	15,078	**2,430**	**4,860**
Multi-Family	4,887	5,320	7,051	9,215	13,543	**4,328**	**8,656**
Total	**15,105**	**15,781**	**18,484**	**21,863**	**28,621**	**6,758**	**13,516**

NONRESIDENTIAL DEVELOPMENT

Current estimates and future projections of nonresidential development are detailed in this section including jobs and nonresidential floor area.

Nonresidential Floor Area Ratios

TischlerBise uses 2021 Institute of Transportation Engineers (ITE) data to estimate nonresidential floor area. As shown in Figure A6, the prototype for industrial development is Warehousing (ITE 150) with an average of 2,953 square feet per employee. Commercial development uses Shopping Center (ITE 820) with 471 square feet per employee. Office & other services uses General Office (ITE 710) with an average of 307 square feet per employee. Finally, institutional uses Government Office (ITE 730) with an average of 330 square feet per employee.

Figure A6. Institute of Transportation Engineers, Employee and Building Area Ratios

ITE Code	Land Use Group	Demand Unit	Avg Wkdy Trip Ends Per Demand Unit[1]	Avg Wkdy Trip Ends Per Employee[1]	Employees Per Demand Unit	Square Feet Per Employee
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	bed	2.60	4.24	0.61	na
310	Hotel	room	7.99	14.34	0.56	na
565	Day Care	student	4.09	21.38	0.19	na
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
620	Nursing Home	bed	3.06	3.31	0.92	na
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	3.26	307
720	Medical-Dental Office	1,000 Sq Ft	36.00	8.71	4.13	242
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
750	Office Park	1,000 Sq Ft	11.07	3.54	3.13	320
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	2.12	471

1. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

Nonresidential Estimates

Based on estimates obtained from Esri Business Analyst, there are 14,927 jobs in Pooler in 2025. According to public record data from CoStar and information from City Staff there is 20.7 million square feet of nonresidential floor area in Pooler.

Figure A7. Estimated Employment and Nonresidential Floor Area (2025)

Nonresidential Category	2025 Jobs[1]	Percent of Total Jobs	2025 Estimated Floor Area[2]	Percent of Total Floor Area
Industrial	**2,977**	20%	**16,400,000**	79%
Commercial	**6,762**	45%	**2,541,213**	12%
Office & Other Service	**2,746**	18%	**853,518**	4%
Institutional	**2,442**	16%	**933,540**	5%
Total	**14,927**	100%	**20,728,271**	100%

1. Esri Business Analyst Online, Business Summary, 2025.
2. CoStar Public Record Data; Pooler City Staff.

Nonresidential Projections

To project industrial, commercial, and office floor area this analysis uses construction forecasts from CoStar analytics for Pooler and information from City staff. Due to the nature of institutional development, it is assumed that floor area growth will mirror population growth. Floor area was then converted to employment using square feet per employment factors from ITE. The 20-year projected increase includes approximately 10,242,000 additional square feet of nonresidential development and 6,458 additional jobs.

Figure A8. Nonresidential Development Projections

Pooler, Georgia	2025 Base Year	2030 5	2035 10	2040 15	2045 20	10-Year Increase	20-Year Increase
Employment							
Industrial	2,977	3,623	4,345	5,150	6,050	**1,368**	**3,073**
Commercial	6,762	6,859	6,959	7,060	7,163	**197**	**401**
Office & Other Services	2,746	2,801	2,857	2,914	2,972	**111**	**226**
Institutional	2,442	2,967	3,589	4,326	5,200	**1,147**	**2,758**
Total	**14,927**	**16,250**	**17,749**	**19,450**	**21,385**	**2,822**	**6,458**
Nonresidential Sq Ft (x1,000)							
Industrial	16,400	18,309	20,439	22,818	25,473	**4,039**	**9,073**
Commercial	2,541	2,587	2,634	2,681	2,730	**93**	**189**
Office & Other Services	854	870	888	905	923	**34**	**70**
Institutional	934	1,107	1,312	1,555	1,844	**378**	**910**
Total	**20,728**	**22,873**	**25,273**	**27,960**	**30,970**	**4,544**	**10,242**

FUNCTIONAL POPULATION

TischlerBise recommends functional population to allocate the cost of certain facilities to residential and nonresidential development. Functional population is similar to what the U.S. Census Bureau calls "daytime population," which accounts for people living and working in a jurisdiction, but also considers commuting patterns and time spent at home and at nonresidential locations. OnTheMap is a web-based mapping and reporting application that shows where workers are employed and where they live. OnTheMap was developed through a unique partnership between the U.S. Census Bureau and its Local Employment Dynamics (LED) partner states.

Residents who do not work are assigned 20 hours per day to residential development and four hours per day to nonresidential development (annualized averages). Residents who work in Pooler are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents who work outside Pooler are assigned 14 hours to residential development, and inflow commuters are assigned 10 hours to nonresidential development. Based on 2022 data for Pooler, residential development accounts for 65 percent of functional population and nonresidential development accounts for the remaining 35 percent of functional population.

Figure A9. Functional Population

Demand Units in 2022						
Residential					Demand Hours/Day	Person Hours
	Population	26,264				
	Residents Not Working		14,515		20	290,300
	Employed Residents		11,749			
	Residents Employed in Pooler			1,609	14	22,526
	Residents Employed outside Pooler			10,140	14	141,960
					Residential Subtotal	454,786
					Residential Share	**65%**
Nonresidential						
	Residents Not Working		14,515		4	58,060
	Jobs Located in Pooler		18,275			
	Residents Employed in Pooler			1,609	10	16,090
	Non-Resident Workers (Inflow Commuters)			16,666	10	166,660
					Nonresidential Subtotal	240,810
					Nonresidential Share	**35%**
					Total	695,596

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

DEVELOPMENT PROJECTIONS

Provided below are summaries of development projections used in the Development Impact Fee Study. Development projections are used to illustrate a possible future pace of demand for service units and cash flows resulting from revenues and expenditures associated with those demands.

Figure A10. Development Projections Summary

Pooler, Georgia	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046
	Base Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Population	**34,352**	**35,744**	**37,137**	**38,529**	**39,922**	**41,314**	**42,707**	**44,099**	**45,492**	**46,885**	**48,277**	**49,670**	**51,062**	**52,455**	**53,847**	**55,240**	**56,632**	**58,025**	**59,417**	**60,810**	**62,202**	**63,595**
Housing Units																						
Single Family	10,218	10,461	10,704	10,947	11,190	11,433	11,676	11,919	12,162	12,405	12,648	12,891	13,134	13,377	13,620	13,863	14,106	14,349	14,592	14,835	15,078	15,321
Multi-family	4,887	5,320	5,753	6,185	6,618	7,051	7,484	7,917	8,349	8,782	9,215	9,648	10,081	10,513	10,946	11,379	11,812	12,245	12,677	13,110	13,543	13,976
Total Housing Units	**15,105**	**15,781**	**16,456**	**17,132**	**17,808**	**18,484**	**19,160**	**19,835**	**20,511**	**21,187**	**21,863**	**22,539**	**23,214**	**23,890**	**24,566**	**25,242**	**25,918**	**26,593**	**27,269**	**27,945**	**28,621**	**29,297**
Employment																						
Industrial	2,977	3,101	3,227	3,356	3,488	3,623	3,761	3,902	4,047	4,194	4,345	4,499	4,656	4,817	4,982	5,150	5,322	5,498	5,678	5,862	6,050	6,242
Commercial	6,762	6,781	6,801	6,820	6,840	6,859	6,879	6,899	6,919	6,939	6,959	6,979	6,999	7,019	7,039	7,060	7,080	7,101	7,121	7,142	7,163	7,183
Office & Other Service	2,746	2,757	2,768	2,779	2,790	2,801	2,812	2,823	2,834	2,846	2,857	2,868	2,880	2,891	2,903	2,914	2,926	2,937	2,949	2,961	2,972	2,984
Institutional	2,442	2,540	2,641	2,746	2,855	2,967	3,083	3,203	3,327	3,456	3,589	3,726	3,869	4,016	4,169	4,326	4,489	4,658	4,833	5,013	5,200	5,394
Total Employment	**14,927**	**15,179**	**15,437**	**15,701**	**15,973**	**16,250**	**16,535**	**16,828**	**17,127**	**17,434**	**17,749**	**18,072**	**18,404**	**18,744**	**19,093**	**19,450**	**19,818**	**20,194**	**20,581**	**20,978**	**21,385**	**21,803**
Nonres. Floor Area (x1,000)																						
Industrial	16,400	16,765	17,138	17,520	17,910	18,309	18,716	19,133	19,559	19,994	20,439	20,894	21,359	21,835	22,321	22,818	23,326	23,845	24,376	24,919	25,473	26,041
Commercial	2,541	2,550	2,559	2,569	2,578	2,587	2,596	2,606	2,615	2,624	2,634	2,643	2,653	2,662	2,672	2,681	2,691	2,701	2,710	2,720	2,730	2,740
Office & Other Service	854	857	860	864	867	870	874	877	881	884	888	891	895	898	902	905	909	912	916	919	923	927
Institutional	934	966	999	1,034	1,070	1,107	1,145	1,185	1,226	1,268	1,312	1,357	1,404	1,453	1,503	1,555	1,609	1,665	1,723	1,782	1,844	1,908
Total Nonres. Floor Area	**20,728**	**21,138**	**21,557**	**21,986**	**22,424**	**22,873**	**23,331**	**23,800**	**24,280**	**24,771**	**25,273**	**25,786**	**26,311**	**26,848**	**27,398**	**27,960**	**28,535**	**29,123**	**29,725**	**30,340**	**30,970**	**31,614**

APPENDIX B: LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. The City of Pooler will collect impact fees from all new residential units. One-time impact fees are determined by site capacity (i.e., number of residential units).

Single-Family Units:

1. Single-family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single-family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multi-Family Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, Etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT

The proposed general nonresidential development categories (defined below) can be used for all new construction within the City of Pooler. Nonresidential development categories represent general groups of land uses that share similar average weekday vehicle trip generation rates and employment densities (i.e., jobs per thousand square feet of floor area).

Commercial: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, *Commercial* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters.

Industrial: Establishments primarily engaged in the production, transportation, or storage of goods. By way of example, *Industrial* includes manufacturing plants, distribution warehouses, trucking companies, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, *Institutional* includes schools, universities, churches, daycare facilities, hospitals, and government buildings.

Office: Establishments providing management, administrative, professional, or business services. By way of example, *Office* includes banks, business offices, medical offices, and veterinarian clinics

APPENDIX C: HOUSING AFFORDABILITY ANALYSIS

This chapter estimates the effects of imposing the maximum supportable development impact fees on the affordability of housing in Pooler. The analysis will examine the current housing expenses that burden an average household in the City. Next, the maximum supportable development impact fee will be included in the cost burden analysis to identify the effect the proposed development impact fees will have on affordable housing.

MAXIMUM SUPPORTABLE DEVELOPMENT IMPACT FEE

The development impact fees found in Figure C1 represent the highest amount supportable for housing units by housing size, which represents new growth's fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service. The housing affordability analysis will assume a conservative condition for assessing the effect of the development impact fee on monthly mortgages in Pooler (i.e., the maximum supportable development impact fee amount). If the City were to choose a lower development impact fee amount, the results presented in this section of the report would improve.

Figure C1. Maximum Supportable Development Impact Fee

Residential Development	Fees Per Unit				
Development Type	Parks	Police	Fire	Streets	Total
1,000 or less	$531	$172	$639	$832	**$2,173**
1,001 to 1,500	$740	$239	$891	$1,087	**$2,958**
1,501 to 2,000	$1,061	$343	$1,277	$1,473	**$4,155**
2,001 to 2,500	$1,304	$421	$1,569	$1,760	**$5,054**
2,501 to 3,000	$1,494	$483	$1,798	$1,990	**$5,764**
3,001 to 3,500	$1,657	$536	$1,995	$2,182	**$6,370**
3,501 to 4,000	$1,795	$580	$2,160	$2,343	**$6,879**
4,001 to 4,500	$1,913	$618	$2,302	$2,487	**$7,320**
4,501 to 5,000	$2,018	$652	$2,428	$2,616	**$7,714**
5,001 to 5,500	$2,116	$684	$2,547	$2,729	**$8,076**
5,501 or more	$2,201	$712	$2,649	$2,832	**$8,394**

IMPACT ON MONTHLY MORTGAGE

As shown in Figure C2, TischlerBise calculated the effect of the maximum allowable development impact fee on a monthly mortgage at different interest rates. The 3,001 square feet to 3,500 square feet fee is used to illustrate the impact the maximum allowable development impact fee would have. For example, the proposed 3,001 square feet to 3,500 square feet fee of $6,370 increases a mortgage with an interest rate of 2.5 percent by $25.17 per month. For a mortgage with an interest rate of 8.0 percent, the cost is $46.74 per month.

Figure C2. Monthly Payment Sensitivity Analysis

Monthly Payment Calculation							
Single-Family Unit	**Scenario 1**	**Scenario 2**	**Scenario 3**	**Scenario 4**	**Scenario 5**	**Scenario 6**	**Scenario 7**
Maximum Allowable Fee	$6,370	$6,370	$6,370	$6,370	$6,370	$6,370	$6,370
Loan Term (Years)	30	30	30	30	30	30	30
Interest Rate (Annual)	2.50%	3.00%	4.00%	5.00%	6.00%	7.00%	8.00%
Monthly Cost	**$25.17**	**$26.85**	**$30.41**	**$34.19**	**$38.19**	**$42.38**	**$46.74**

CAPITAL IMPROVEMENT ELEMENT
5-YEAR WORK PROGRAM

TRANSPORTATION-STREETS

	PROJECT	START DATE	COMPLETION DATE	FUNDING SOURCE	COST ESTIMATE	% PAID FROM IMPACT FEES	SERVICE AREA/BENEFIT DISTRICT	CAPACITY ADDED	% of PROJECT COST ATTRIBUTABLE TO ADDING CAPACITY
T.1	Complete Pine Barren Road & S Rogers St roundabout	2027	2029	General Fund; SPLOST; T-SPLOST; Impact Fees	$2,875,000	50%	Entire City of Pooler	2 Miles of Lane	100%
T.2	Construct Pooler Parkway widening (I-95 at Exit 104 adding lanes on each side from Benton Boulevard/Mill Creek to I-95 and Benton Boulevard improvements to include resurfacing)	2027	2029	General Fund; SPLOST; T-SPLOST; Impact Fees	$4,425,000	61%	Entire City of Pooler	1 Mile of Lane	100%

Public Safety-Fire

	PROJECT	START DATE	COMPLETION DATE	FUNDING SOURCE	COST ESTIMATE	% PAID FROM IMPACT FEES	SERVICE AREA/BENEFIT DISTRICT	CAPACITY ADDED	% of PROJECT COST ATTRIBUTABLE TO ADDING CAPACITY
PSF.1	Purchase 2 new fire engine apparatus (estimated at 1.5 Mil each)	2027–order	2030 - delivery	General Fund; SPLOST; Impact Fees	$3 million	100%	Entire City of Pooler	2	100%
PSF.2	Design/construct Fire Station 6 (22,000 sq ft)	2028	2030	General Fund; SPLOST; Impact Fees	$12 million	29%	Entire City of Pooler	22,000 sq ft	100%

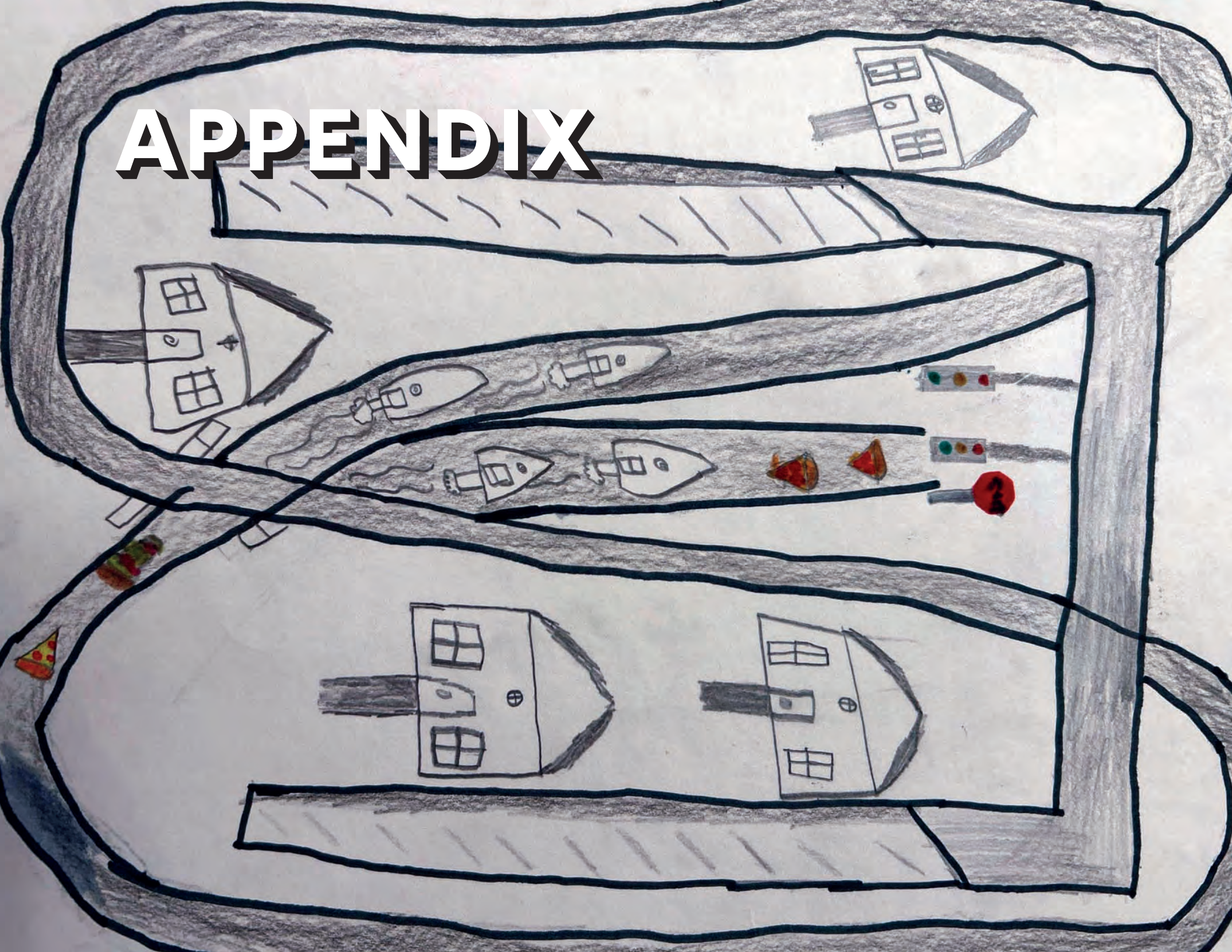
Public Safety-Police

	PROJECT	START DATE	COMPLETION DATE	FUNDING SOURCE	COST ESTIMATE	% PAID FROM IMPACT FEES	SERVICE AREA/BENEFIT DISTRICT	CAPACITY ADDED	% of PROJECT COST ATTRIBUTABLE TO ADDING CAPACITY
PSP.1	Engineer, design and construct new emergency management facility.	2029	2031	General Fund; SPLOST; Impact Fees	$12 Million	15%	Entire City of Pooler	20,000 sq ft	100%

Parks & Recreation

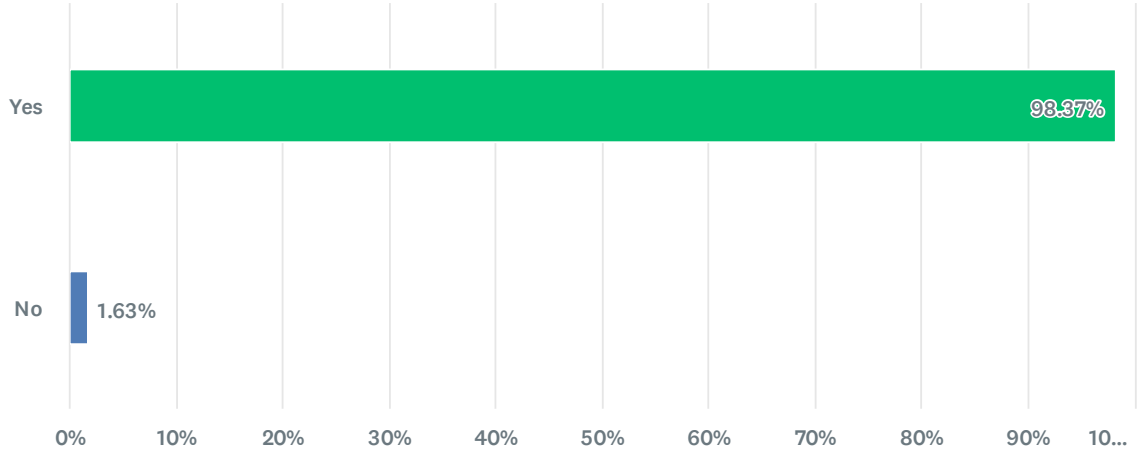
	PROJECT	START DATE	COMPLETION DATE	FUNDING SOURCE	COST ESTIMATE	% PAID FROM IMPACT FEES	SERVICE AREA/BENEFIT DISTRICT	CAPACITY ADDED	% of PROJECT COST ATTRIBUTABLE TO ADDING CAPACITY
PR.1	Expand the city's baseball/softball/tennis complex. (4 fields)	2027	2028	General Fund; SPLOST; Impact Fees	$8,000,000	12.5%	Entire City of Pooler	50,000 sq ft per field	100%
PR.2	Construct a city-owned soccer/lacrosse complex to increase flexibility and year-round use. (4 fields)	2029	2031	General Fund; SPLOST; Impact Fees	$16,500,000	20%	Entire City of Pooler	45,000 sq ft per field	100%

APPENDIX



Q1 Do you reside in the City of Pooler?

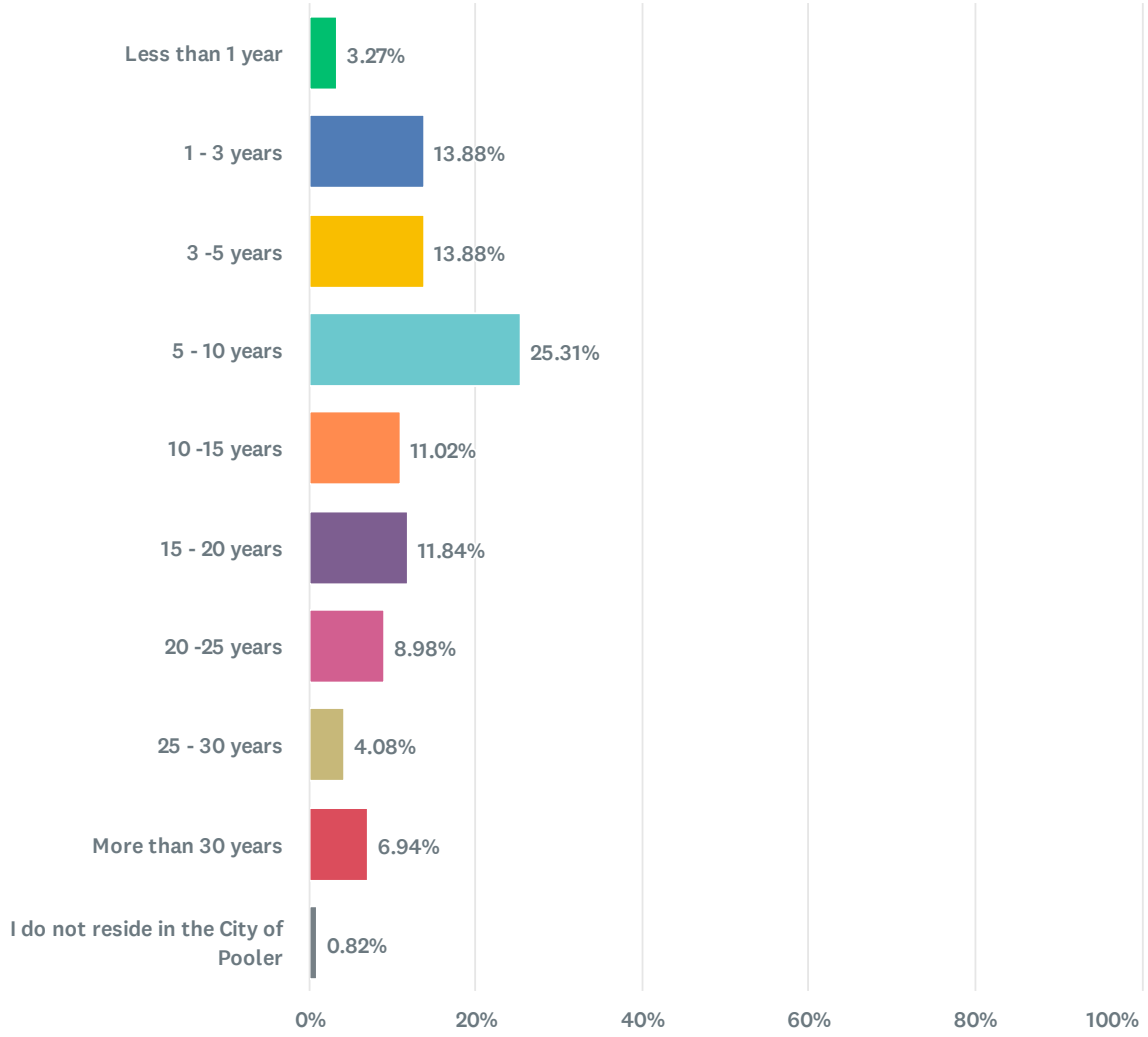
Answered: 245 Skipped: 0



Answer Choices	Percentage	Responses
Yes	98.37%	241
No	1.63%	4
Total		**245**

Q2 How long have you resided in the City of Pooler?

Answered: 245 Skipped: 0

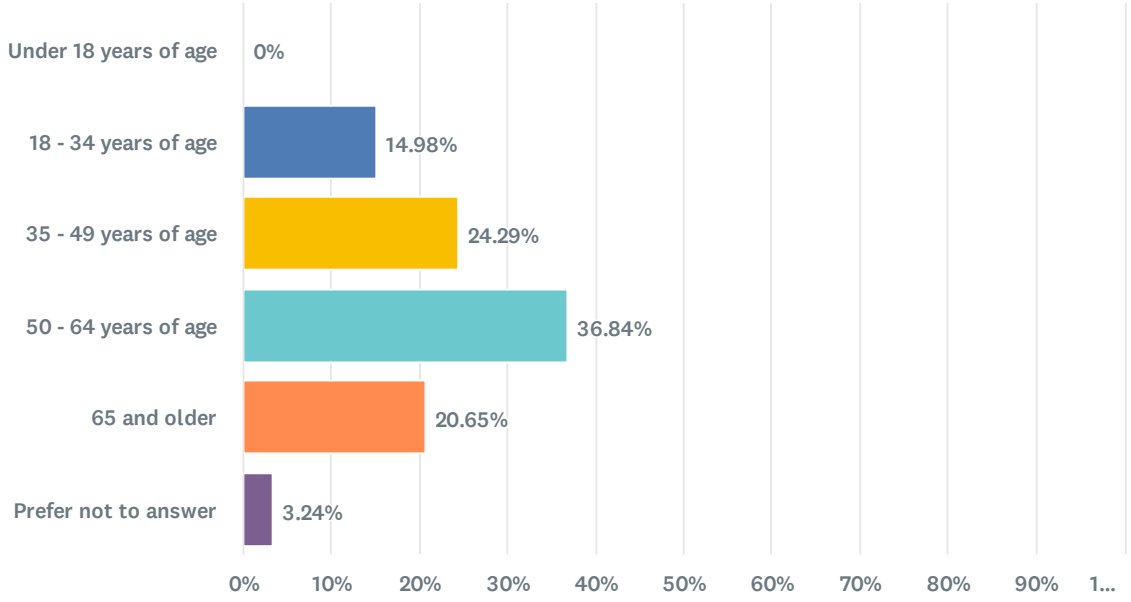


Answer Choices	Percentage	Responses
Less than 1 year	3.27%	8
1 - 3 years	13.88%	34
3 -5 years	13.88%	34
5 - 10 years	25.31%	62
Total		**245**

Answer Choices	Percentage	Responses
10 -15 years	11.02%	27
15 - 20 years	11.84%	29
20 -25 years	8.98%	22
25 - 30 years	4.08%	10
More than 30 years	6.94%	17
I do not reside in the City of Pooler	0.82%	2
Total		**245**

Q3 What is your age?

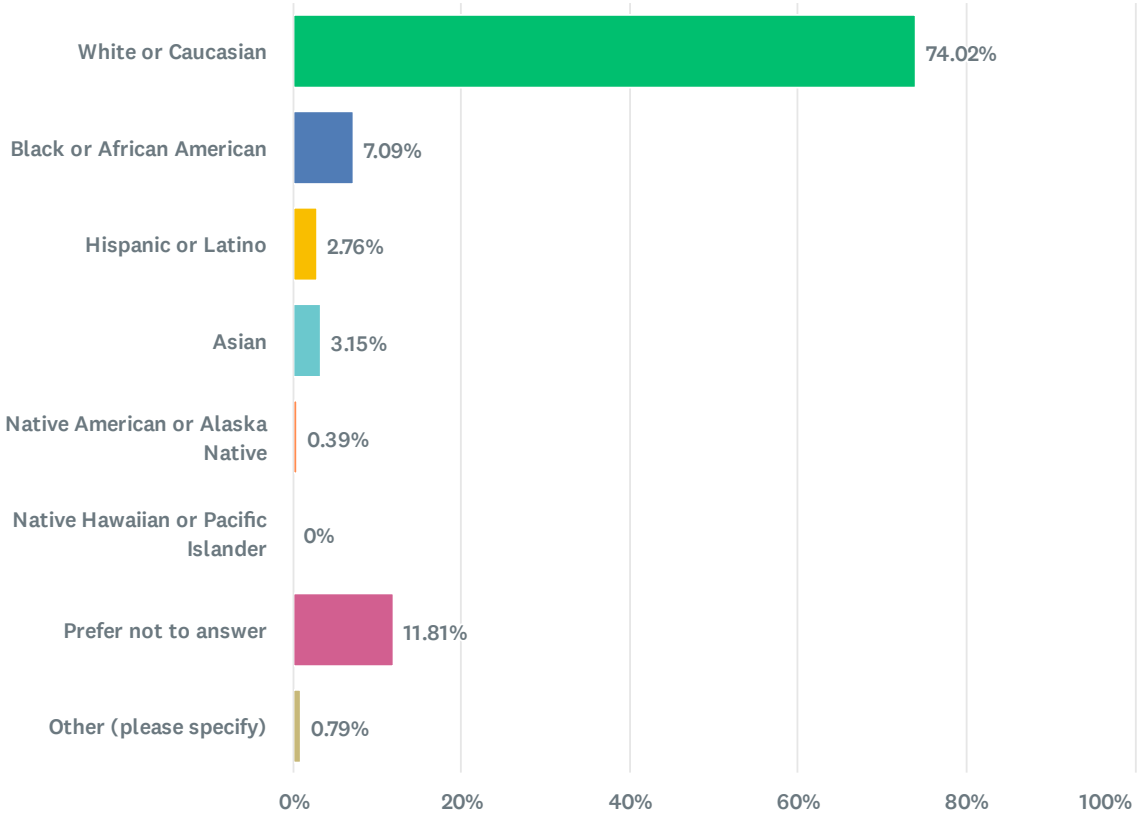
Answered: 245 Skipped: 0



Answer Choices	Percentage	Responses
Under 18 years of age	0%	0
18 - 34 years of age	14.98%	37
35 - 49 years of age	24.29%	60
50 - 64 years of age	36.84%	91
65 and older	20.65%	51
Prefer not to answer	3.24%	8
Total		**247**

Q4 What is your race/ethnicity? (Select all that apply)

Answered: 245 Skipped: 0



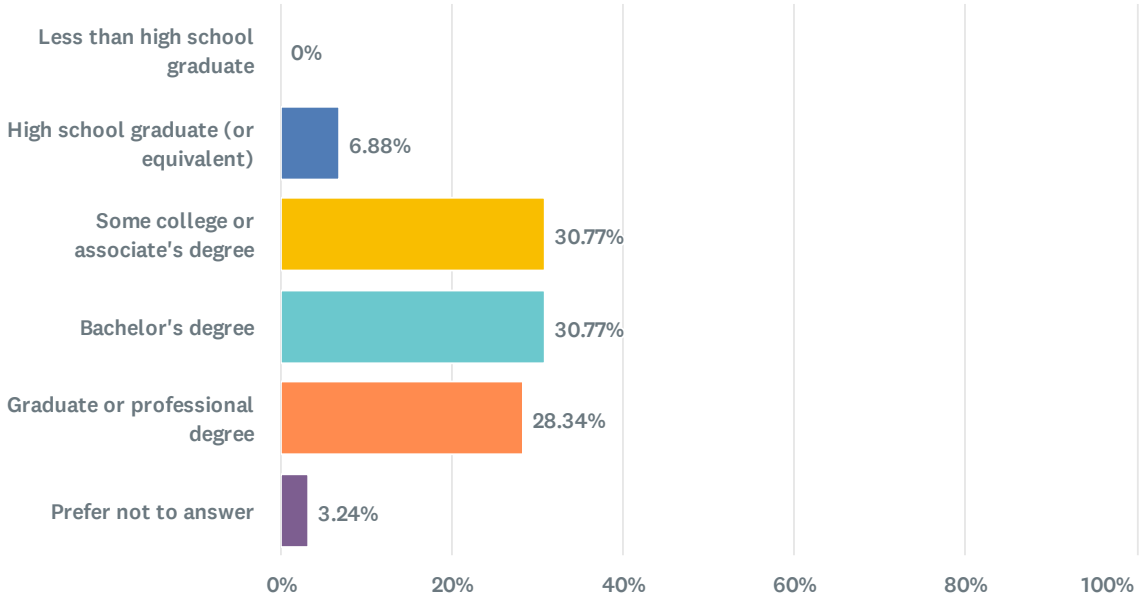
Answer Choices	Percentage	Responses
White or Caucasian	74.02%	188
Black or African American	7.09%	18
Hispanic or Latino	2.76%	7
Asian	3.15%	8
Native American or Alaska Native	0.39%	1
Native Hawaiian or Pacific Islander	0%	0
Prefer not to answer	11.81%	30
Total		**254**

Answer Choices	Percentage	Responses
Other (please specify) Show responses	0.79%	2
Total		**254**

#		
1	Italian	1/30/2026 9:09 PM
2	middle eastern and white	1/29/2026 9:16 PM

Q5 What is your education attainment level? (Highest level of education completed)

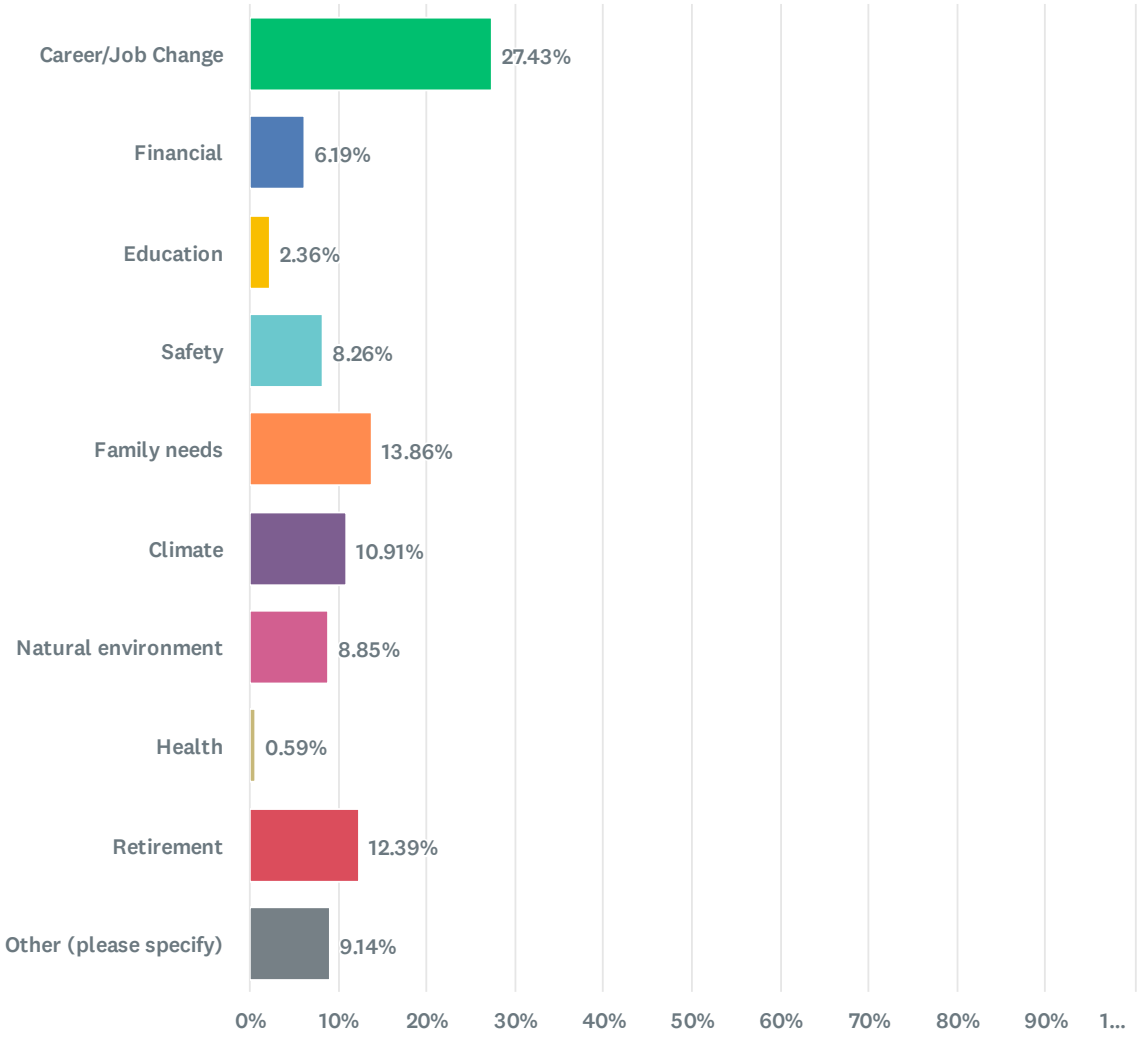
Answered: 245 Skipped: 0



Answer Choices	Percentage	Responses
Less than high school graduate	0%	0
High school graduate (or equivalent)	6.88%	17
Some college or associate's degree	30.77%	76
Bachelor's degree	30.77%	76
Graduate or professional degree	28.34%	70
Prefer not to answer	3.24%	8
Total		**247**

Q6 If you are not native to the City of Pooler what prompted you to move here?

Answered: 227 Skipped: 18



Answer Choices	Percentage	Responses
Career/Job Change	27.43%	93
Financial	6.19%	21
Education	2.36%	8
Total		**339**

Answer Choices	Percentage	Responses
Safety	8.26%	28
Family needs	13.86%	47
Climate	10.91%	37
Natural environment	8.85%	30
Health	0.59%	2
Retirement	12.39%	42
Other (please specify) Show responses	9.14%	31
Total		**339**

#		
1		
2	unnecessary businesses, no interstate noise because all the trees are removed.	
3	I was born and raised here	1/31/2026 9:48 AM
4	Marriage	1/30/2026 5:26 PM
5	At that time was less populated / traffic than Savannah , family- oriented feel to it	1/30/2026 8:26 AM
6	Business	1/30/2026 7:42 AM
7	Partner's job	1/29/2026 12:33 AM
8	Moved to Pooler after 51 yrs in Effingham. Moved to Pooler to care for elderly parent and be closer to medical care...and to downsize our home in our retirement.	1/28/2026 9:10 AM
9	Location	1/28/2026 8:53 AM
10	The neighborhood I live in. To be honest, I should have done more due diligence about Pooler. If I had, I wouldn't have moved here.	1/28/2026 8:44 AM
11	From savannah to build business	1/28/2026 8:14 AM
12	Moved from Southside of Savannah	1/27/2026 10:00 PM
13	Military	12/13/2025 9:31 PM
14	Retired and divorce	12/13/2025 8:02 AM
15	Convenient location	12/12/2025 5:14 PM
16	more affordable housing options than in Beaufort County, South Carolina	12/12/2025 10:07 AM
17	Wanted to live somewhere in the south.	12/12/2025 8:03 AM
18	I wanted to live in the country. But not far from Savh. It was nothing when we moved here.	12/11/2025 6:58 PM
19	Native of Savannah.	12/11/2025 4:38 PM
20	Military	12/11/2025 4:05 PM
21	I liked that Savannah was close, but Pooler was way safer and friendlier. Loved all the trees, nature, and quiet. Now all I hear is highway....even in my house.	11/13/2025 3:35 PM
22	Native to the area. Found a house that suited our needs.	11/9/2025 11:15 AM
23	Military. Based out of Stewart, but CHOSE to purchase and reside in Pooler.	11/8/2025 1:54 PM
24	The fact that it was rural and close to the city.	11/7/2025 6:06 PM

25	To buy our first home in an area with special meaning.	11/6/2025 11:02 AM
26	Re-marry my husband who had moved to Pooler.	11/6/2025 10:32 AM
27	It was a beautiful small town with a haven of nature.	11/6/2025 9:52 AM
28	We moved to Savannah Quarters when it first opened. Bought a lot in 2002	11/5/2025 10:01 AM
29	Cost of living. Was affordable to build new home in 2018	11/4/2025 3:13 PM
30	Found a good price on a house	11/3/2025 6:49 PM
31	Good home price close to work	11/3/2025 6:41 PM

Q7 If you are not native to the City of Pooler what other places did you consider living in?

Answered: 183 Skipped: 62

#	RESPONSES	DATE
1	Richmond Hill, Wilmington Island, other states	2/3/2026 8:55 AM
2	None	2/1/2026 3:30 PM
3	Richmond Hill	2/1/2026 1:44 PM
4	Savannah	2/1/2026 12:04 PM
5	Albany Augusta	2/1/2026 11:21 AM
6	I've lived in Savannah and Richmond Hill prior to moving here.	2/1/2026 6:53 AM
7	What does this question mean? Like in the surrounding area where else did I look? Or do you mean across the US? Or do you mean like city vs suburbs vs country?	2/1/2026 3:09 AM
8	Richmond Hill and Rincon	1/31/2026 9:07 PM
9	This is it.	1/31/2026 8:54 PM
10	None	1/31/2026 7:10 PM
11	Guyton, Bloomingdale, Richmond Hill	1/31/2026 4:44 PM
12	Savannah	1/31/2026 12:40 PM
13	Savannah	1/30/2026 11:24 PM
14	Effingham county	1/30/2026 9:34 PM
15	Savannah, Bloomingdale, Rincon, Springfield	1/30/2026 9:09 PM
16	Texas, South Carolina, Florida	1/30/2026 6:55 PM
17	None. I was offered a job here and took it for career advancement.	1/30/2026 6:25 PM
18	Savannah	1/30/2026 5:26 PM
19	Georgetown	1/30/2026 2:41 PM
20	South Florida	1/30/2026 12:54 PM
21	Savannah , Guyton	1/30/2026 8:26 AM
22	Richmond Hill	1/30/2026 7:42 AM
23	Richmond Hill Tybee Savannah	1/30/2026 5:55 AM
24	Tennessee north carolina	1/29/2026 11:34 PM
25	Savannah	1/29/2026 10:05 PM
26	None	1/29/2026 10:02 PM
27	Savannah, Garden city	1/29/2026 9:39 PM
28	Savannah	1/29/2026 9:36 PM
29	Michigan	1/29/2026 9:35 PM
30	Savannah, Richmond Hill, Bluffton, Ellabell	1/29/2026 9:29 PM
31	Georgetown, Pembroke, Effungham	1/29/2026 9:29 PM

32	savannah	1/29/2026 9:16 PM
33	Savannah/Ardsley Park/Wilmington Island	1/29/2026 8:11 PM
34	Savannah	1/29/2026 3:56 PM
35	Richmond Hill	1/29/2026 3:44 PM
36	Savannah, Rincon and other nearby towns	1/29/2026 2:34 PM
37	Richmond Hill	1/29/2026 12:32 PM
38	Atlanta, Charleston	1/29/2026 10:30 AM
39	Bluffton	1/29/2026 7:14 AM
40	Bluffton SC	1/29/2026 6:11 AM
41	Guyton, Rincon, Richmond Hill	1/29/2026 2:03 AM
42	Savannah	1/29/2026 12:33 AM
43	None it’s where my job is	1/28/2026 10:35 PM
44	Savannah	1/28/2026 8:46 PM
45	Richmond Hill ga	1/28/2026 7:49 PM
46	Fla	1/28/2026 6:48 PM
47	NC SC	1/28/2026 5:43 PM
48	South Carolina	1/28/2026 1:21 PM
49	Richmond hill, Rincon	1/28/2026 12:31 PM
50	Richmond Hill, Savannah	1/28/2026 12:22 PM
51	N/a	1/28/2026 11:52 AM
52	Downtown Savannah, Bluffton	1/28/2026 11:31 AM
53	Florida	1/28/2026 11:20 AM
54	Richmond Hill	1/28/2026 11:07 AM
55	Fernandina Beach or Amelia Island	1/28/2026 10:35 AM
56	South Carolina	1/28/2026 10:32 AM
57	Savannah, GA Bloomingdale, GA	1/28/2026 10:16 AM
58	Only place considered. It suited our needs.	1/28/2026 9:10 AM
59	Amelia Island	1/28/2026 8:53 AM
60	Hilton Head and Bluffton. If I could have found something in either that suited my needs, I would have moved there. Unfortunately, on the heels of COVID, there wasn't much available.	1/28/2026 8:44 AM
61	Washington	1/28/2026 8:34 AM
62	Na	1/28/2026 12:18 AM
63	Florida,south Carolina	1/27/2026 10:06 PM
64	Effingham County	1/27/2026 10:02 PM
65	Savannah Amelia Island FL	1/27/2026 10:00 PM
66	Anywhere south of North Carolina	1/27/2026 9:45 PM
67	North Carolina, South Carolina, Florida	1/27/2026 8:47 PM
68	We lived in Richmond Hill prior to Pooler, but wanted more places to shop and eat now that the kids have graduated.	1/27/2026 7:46 PM

69	Wilmington, NC, Charleston, SC and Jacksonville, FL	1/27/2026 7:15 PM
70	Rincon, Richmond Hill	1/27/2026 7:03 PM
71	Hilton Head, skidaway, Charleston, Jacksonville	1/27/2026 6:43 PM
72	Upstate NY	1/27/2026 4:23 PM
73	Richmond Hill, Ga	1/18/2026 8:02 AM
74	Savannah, Richmond Hill, Rincon	1/15/2026 11:07 PM
75	Florida	1/15/2026 9:06 AM
76	Garden City, Port Wentworth, Faulkville, Savannah	1/13/2026 5:47 PM
77	Tennessee	1/12/2026 11:10 AM
78	Savannah, Rincon	1/6/2026 7:23 PM
79	Bluffton	12/29/2025 8:31 PM
80	Savannah, Richmond Hill, Georgetown	12/29/2025 5:24 AM
81	Savannah, Richmond Hill, other surrounding areas	12/27/2025 2:22 PM
82	Hilton Head	12/21/2025 8:31 AM
83	New England Ohio	12/17/2025 7:13 PM
84	N/A	12/17/2025 2:06 PM
85	Savannah midtown, southside	12/15/2025 9:18 PM
86	none	12/15/2025 8:10 PM
87	Savannah, Port wentworth	12/15/2025 12:36 AM
88	Jacksonville, Florida	12/14/2025 7:49 PM
89	Lithonia GA	12/13/2025 11:47 PM
90	Savannah, Hinesville, Atlanta	12/13/2025 11:18 PM
91	Houston, TX Tacoma, WA	12/13/2025 9:31 PM
92	Richmond Hill	12/13/2025 7:49 PM
93	Henderson	12/13/2025 4:51 PM
94	Effingham County	12/13/2025 4:47 PM
95	Savannah	12/13/2025 2:56 PM
96	None	12/13/2025 1:25 PM
97	I considered moving to the coast, but found myself in Pooler and have really enjoyed it. Especially when I moved in 10 years ago, unfortunately it seems to be changing for the wrong way. In my opinion now too much over building.	12/13/2025 8:02 AM
98	Savannah	12/12/2025 9:43 PM
99	Richmond Hill, Rincon , Midway and Glennville	12/12/2025 8:49 PM
100	Savannah, Augusta, Statesboro	12/12/2025 7:11 PM
101	Savannah Richmond Hill	12/12/2025 5:14 PM
102	Tennessee	12/12/2025 3:13 PM
103	Florida, North Carolina	12/12/2025 2:33 PM
104	Savannah, Richmond hill	12/12/2025 1:22 PM
105	Prior to moving to Pooler a lifelong resident of Effingham County.	12/12/2025 1:11 PM

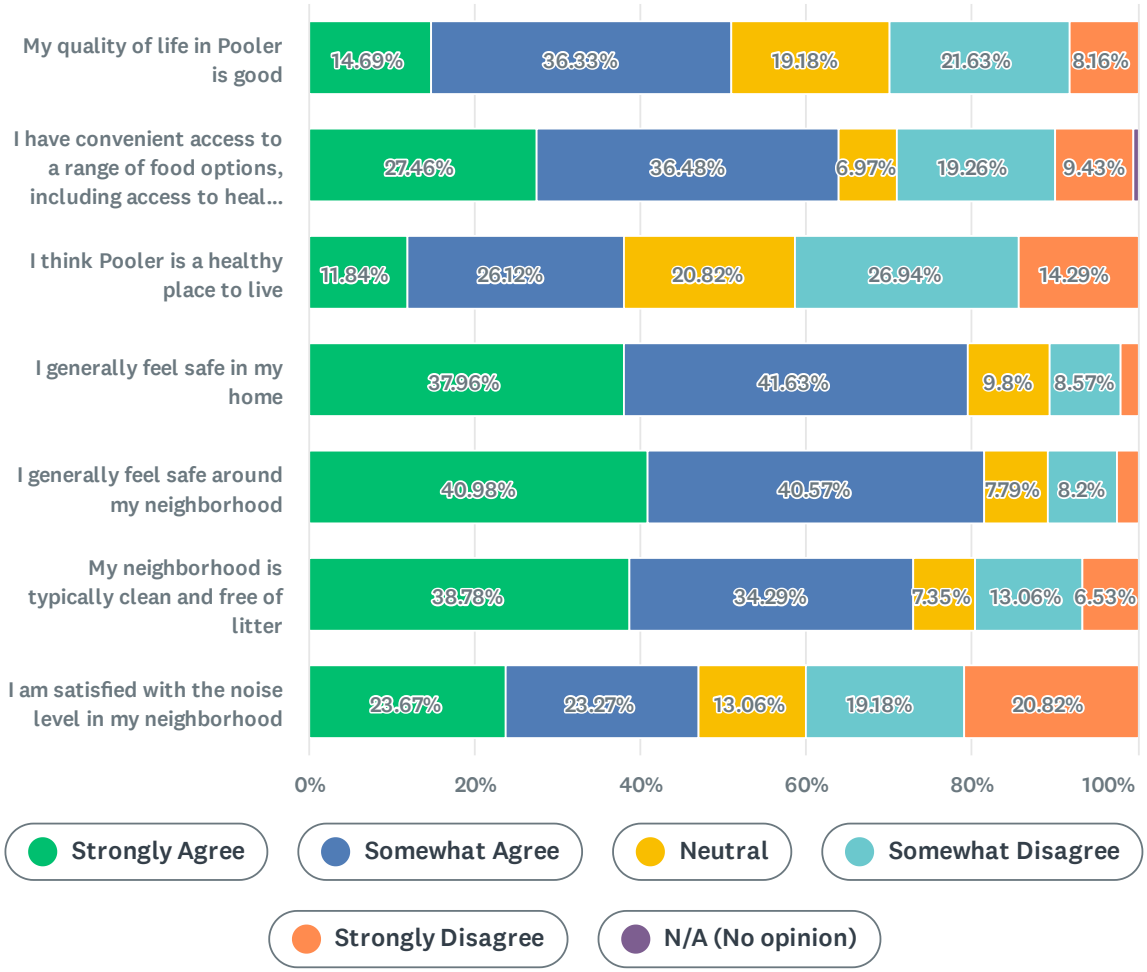
106	SAVANNAH	12/12/2025 11:28 AM
107	Beaufort County, South Carolina	12/12/2025 10:07 AM
108	None	12/12/2025 9:02 AM
109	Texas, Tennessee.	12/12/2025 8:03 AM
110	Wilmington Island	12/12/2025 6:56 AM
111	Savannah	12/11/2025 10:27 PM
112	Savannah and Bluffton	12/11/2025 10:20 PM
113	Jacksonville FL, St Augustine FL	12/11/2025 10:14 PM
114	Memphis, TN	12/11/2025 10:11 PM
115	Savannah ga	12/11/2025 6:58 PM
116	I am from Savannah, lived in Richmond Hill before coming to Pooler	12/11/2025 6:43 PM
117	Atlanta. Charleston	12/11/2025 6:04 PM
118	Savannah and rincon	12/11/2025 5:41 PM
119	Port Wentworth	12/11/2025 5:31 PM
120	Effingham County, Midway, Richmond Hill, Savannah	12/11/2025 4:05 PM
121	Western NY	12/11/2025 4:05 PM
122	Hilton Head, Savannah	12/11/2025 4:03 PM
123	Richmond Hill, GA. Bluffton, SC	12/10/2025 8:50 PM
124	Virginia and Florida	12/8/2025 10:47 AM
125	Anywhere in Chatham County	11/20/2025 6:10 AM
126	Sarasota FL	11/19/2025 9:56 AM
127	None	11/18/2025 5:08 PM
128	Charleston SC	11/14/2025 4:16 PM
129	I considered several towns in the southeast.	11/13/2025 3:35 PM
130	Downtown Savannah	11/11/2025 3:28 PM
131	Savannah and surrounding cities	11/11/2025 7:44 AM
132	Small town	11/9/2025 8:42 PM
133	Savannah	11/9/2025 8:03 PM
134	Savannah	11/9/2025 11:15 AM
135	Wilmington NC	11/9/2025 8:55 AM
136	Georgetown	11/9/2025 7:40 AM
137	Florida	11/8/2025 10:20 PM
138	Richmond Hill, Savannah	11/8/2025 1:54 PM
139	Georgetown	11/7/2025 6:06 PM
140	Bloomingdale	11/7/2025 5:41 PM
141	Savannah, Richmond Hill	11/7/2025 5:41 PM
142	Savannah, Guyton	11/7/2025 5:08 PM
143	Charleston and Greenville SC	11/7/2025 4:51 PM

144	Savannah	11/7/2025 4:29 PM
145	Charleston, SC Jacksonville, FL	11/7/2025 3:35 PM
146	Lived in Guyton, considered all Effingham and Chatham counties	11/7/2025 7:41 AM
147	Savannah, Richmond Hill, Port Wentworth	11/6/2025 8:21 PM
148	Guyton	11/6/2025 6:27 PM
149	Charleston and orlando	11/6/2025 1:50 PM
150	Springfield	11/6/2025 11:25 AM
151	Wherever the wife wanted to go	11/6/2025 11:16 AM
152	We looked in the general Savannah area.	11/6/2025 11:02 AM
153	Richmond Hill	11/6/2025 10:42 AM
154	Columbia SC	11/6/2025 10:37 AM
155	None	11/6/2025 10:32 AM
156	Rincon, Savannah, Richmond Hill	11/6/2025 10:25 AM
157	Ohio, Wisconsin	11/6/2025 9:52 AM
158	Richmond Hill	11/5/2025 3:54 PM
159	Berwick	11/5/2025 8:27 AM
160	New Jersey and New Orleans	11/4/2025 9:41 PM
161	Savannah	11/4/2025 3:57 PM
162	Charleston	11/4/2025 3:13 PM
163	Bloomingdale & Savannah	11/4/2025 2:18 PM
164	Bloomingdale & Downtown Savannah	11/4/2025 2:03 PM
165	Blufton, Richmond Hill	11/4/2025 11:02 AM
166	SAVANNAH, BLUFFTON	11/4/2025 9:44 AM
167	Guyton Statesboro	11/4/2025 9:08 AM
168	Moved here from Texas	11/4/2025 9:03 AM
169	Nashville, Charleston	11/4/2025 7:14 AM
170	Florida	11/3/2025 9:36 PM
171	Savannah, Richmond hill, rincon	11/3/2025 9:17 PM
172	Virginia	11/3/2025 8:54 PM
173	Somewhere around Savannah	11/3/2025 8:07 PM
174	PA	11/3/2025 7:58 PM
175	Blufton	11/3/2025 7:32 PM
176	Rincon, Georgia	11/3/2025 7:14 PM
177	Bloomingdale	11/3/2025 6:49 PM
178	Bloomingdale	11/3/2025 6:41 PM
179	Savannah, Bluffton, Port Wentworth, Beaufort	11/3/2025 5:42 PM
180	Savannah, Jacksonville, Richmond Hill	11/3/2025 5:09 PM
181	Statesboro, Woodstock	11/3/2025 4:49 PM

182	Hilton Head, Florida	11/3/2025 4:43 PM
183	Richmond Hill or Bloomingdale	11/3/2025 4:31 PM

Q8 How strongly would you agree with the following statements about the quality of life topics in the City of Pooler

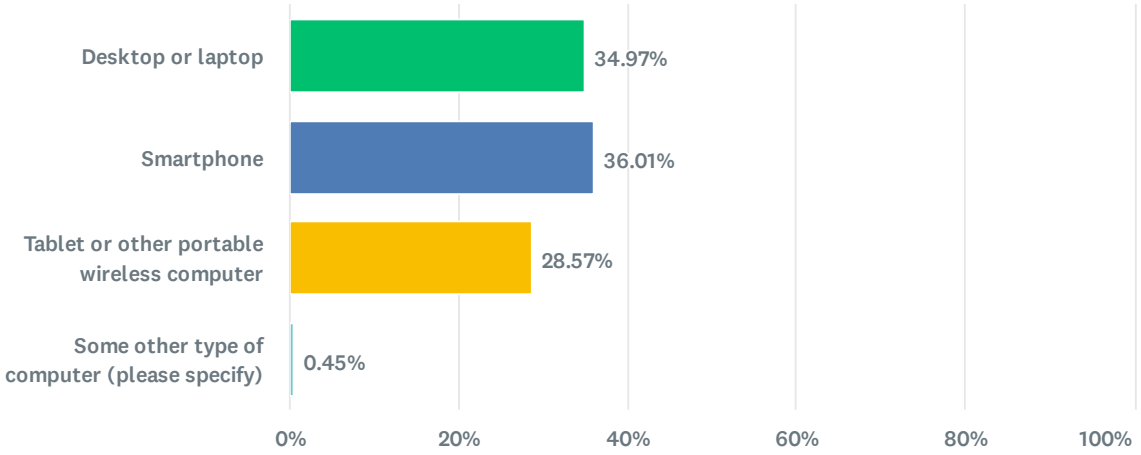
Answered: 245 Skipped: 0



	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	N/A (NO OPINION)	TOTAL	WEIGHTED AVERAGE
My quality of life in Pooler is good	14.69% 36	36.33% 89	19.18% 47	21.63% 53	8.16% 20	0.00% 0	245	3.28
I have convenient access to a range of food options, including access to healthy fresh food	27.46% 67	36.48% 89	6.97% 17	19.26% 47	9.43% 23	0.41% 1	244	3.53
I think Pooler is a healthy place to live	11.84% 29	26.12% 64	20.82% 51	26.94% 66	14.29% 35	0.00% 0	245	2.94
I generally feel safe in my home	37.96% 93	41.63% 102	9.80% 24	8.57% 21	2.04% 5	0.00% 0	245	4.05
I generally feel safe around my neighborhood	40.98% 100	40.57% 99	7.79% 19	8.20% 20	2.46% 6	0.00% 0	244	4.09
My neighborhood is typically clean and free of litter	38.78% 95	34.29% 84	7.35% 18	13.06% 32	6.53% 16	0.00% 0	245	3.86
I am satisfied with the noise level in my neighborhood	23.67% 58	23.27% 57	13.06% 32	19.18% 47	20.82% 51	0.00% 0	245	3.10

Q9 Do you or any member of your household own or use any of the following types of computers/devices?

Answered: 244 Skipped: 1

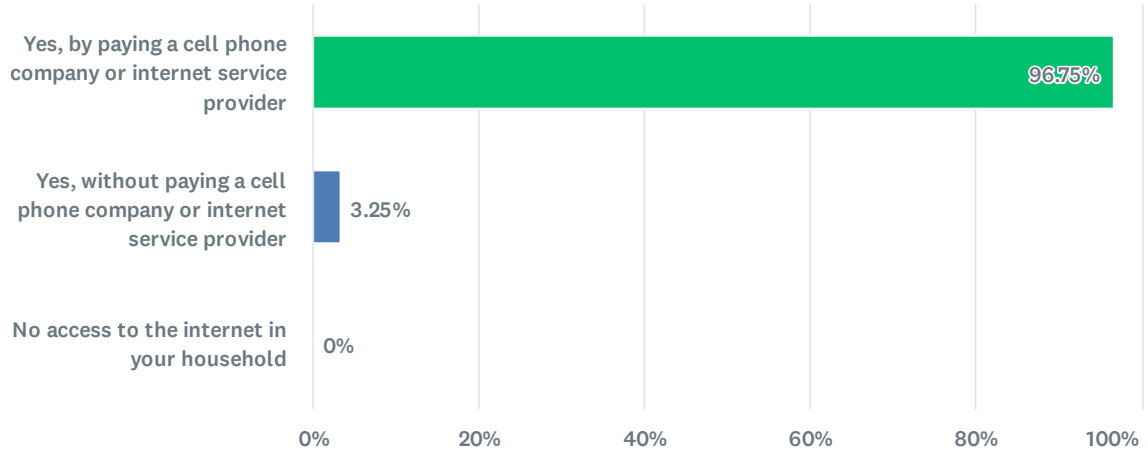


Answer Choices	Percentage	Responses
Desktop or laptop	34.97%	235
Smartphone	36.01%	242
Tablet or other portable wireless computer	28.57%	192
Some other type of computer (please specify) Show responses	0.45%	3
Total		**672**

#	SOME OTHER TYPE OF COMPUTER (PLEASE SPECIFY)	DATE
1	Smart devices	12/13/2025 7:49 PM
2	Lots of devices	12/11/2025 10:20 PM
3	Desktop	12/11/2025 6:43 PM

Q10 Do you or any member of your household have access to the internet?

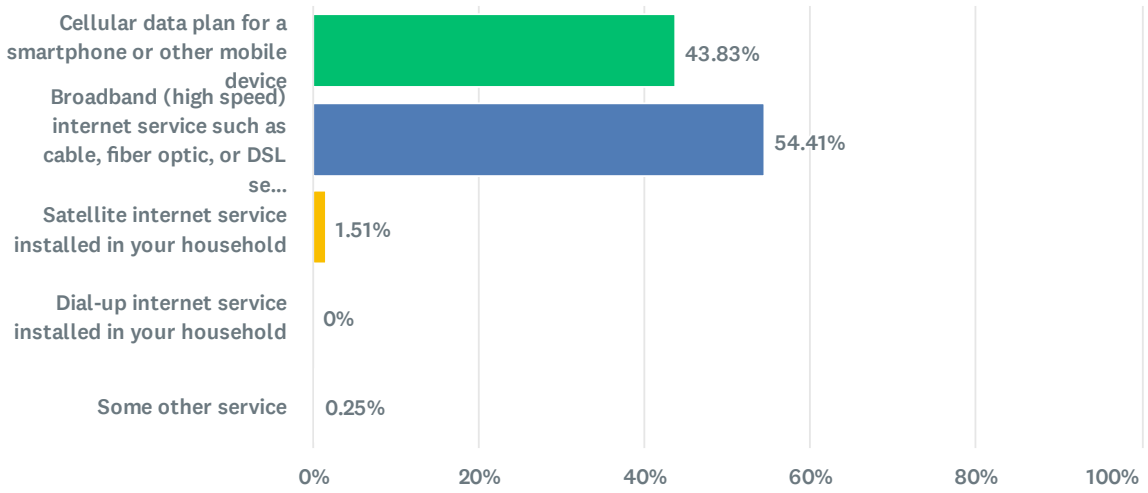
Answered: 244 Skipped: 1



Answer Choices	Percentage	Responses
Yes, by paying a cell phone company or internet service provider	96.75%	238
Yes, without paying a cell phone company or internet service provider	3.25%	8
No access to the internet in your household	0%	0
Total		**246**

Q11 Do you or any member of your household have access to the internet using the following:

Answered: 244 Skipped: 1



Answer Choices	Percentage	Responses
Cellular data plan for a smartphone or other mobile device	43.83%	174
Broadband (high speed) internet service such as cable, fiber optic, or DSL service installed in your household	54.41%	216
Satellite internet service installed in your household	1.51%	6
Dial-up internet service installed in your household	0%	0
Some other service Show responses	0.25%	1
Total		**397**

#	SOME OTHER SERVICE	DATE
1	In addition, a portable hotspot.	1/28/2026 8:44 AM

Q12 Do you have any additional comments about quality of life in the City of Pooler?

Answered: 172 Skipped: 73

#	RESPONSES	DATE
1	I wish we had better green spaces near Pooler Parkway instead of all the businesses. There is a place near Savannah Tire that is an empty lot and could be used.	2/3/2026 8:55 AM
2	All major roads need to be widened.	2/2/2026 9:34 AM
3	Stop destroying nature. We don't need all these gas stations, nail salons, vape shops and the same restaurants on Pooler Parkway. When I moved here 17 years ago it was a very peaceful city.	2/1/2026 6:16 PM
4	I have always enjoyed the small time feel of Pooler.	2/1/2026 3:30 PM
5	The city is allowing growth before infrastructure and getting rid of trees and wetlands !	2/1/2026 1:44 PM
6	There is too much growth and way too much traffic!	2/1/2026 12:51 PM
7	I'm curious as to what our broad band ability has to do with quality of life	2/1/2026 11:21 AM
8	Lack of green space, parks, trails, outdoor activities. FLOODING due to overdevelopment. Rampant development, redundant businesses. Undesirable. Not a forever home, not a hometown to stay in.	2/1/2026 6:53 AM
9	Everything is turning concrete please find some green space to buy for the community	2/1/2026 3:09 AM
10	The flooding is getting out of hand and I would like to see the city stop building warehouses. In addition, I would like to see infrastructure improve between Jimmy D and Pooler Parkway. It’s annoying to have to go out and around downtown Benton Blvd or all the way to Bloomingdale to get from one to the other.	1/31/2026 9:07 PM
11	Too much traffic and not enough road to handle it. Too many businesses being brought that aren't necessary. Not enough green space. We need sidewalks in old Pooler neighborhoods. Stop building apartment complexes. Feels like city council doesn't care about the citizens just about money coming in.	1/31/2026 4:44 PM
12	We are very happy here. It is starting to get a little crowded but we recognize that we are part of that wave of people who have decided to make Pooler their home.	1/31/2026 12:40 PM
13	I think the quality of life in Pooler has been great until the last 3 years I would say I've slowly seen a decrease in quality sadly.	1/31/2026 9:48 AM
14	no infrastructure land being raped for unworthy cause leaders of Pooler are misleading some authoritive people should be replaced commercialism is pushing residential areas out of their place lack of trust in politicians is that enough to get started or you need more ??	1/30/2026 11:26 PM
15	To crowded, to much traffic	1/30/2026 11:24 PM
16	Growing way too fast and no thought to road capabilities beforehand thus backed traffic and to many people	1/30/2026 9:34 PM
17	The quality of life in Pooler over the past 5 years has been in steady decline. Too much traffic, too much noise, too many warehouses, too many trees being cut down, too much failing infrastructure, and property tax and price is out of control.	1/30/2026 9:09 PM
18	My house shakes due to the traffic on 16 and loss of trees that has been torn down. I am at a Loss as to what to don	1/30/2026 7:40 PM
19	Traffic is horrific due to poor infrastructure. Add additional routes to help bypass the major roadway (Pooler pkwy) and get rid of some redundant lights that all lead to the same place (Lowe’s, Costco) to help travel on those roadways.	1/30/2026 6:55 PM

20	The traffic is so horrible that it’s very stressful. Sometimes I avoid going out to do anything simply because dealing with the traffic is so bad.	1/30/2026 6:25 PM
21	Drainage, roads, and lack of green space.	1/30/2026 5:26 PM
22	The city has little to no amenities for the citizens and are concerned only for developers that pay nothing to the coffers. Zoning laws are used only against citizens because but when a developer comes in "hands are tied because of zoning"	1/30/2026 5:25 PM
23	I wish there were more green spaces other Tim Triplett park and I would like to more progressive parks for children like in Bluffton SC and Jacksonville Fla. I like what Port Wentworth is doing with having community events that are relevant to everyone.	1/30/2026 2:41 PM
24	Traffic congestion has gotten really bad. Too many apartments	1/30/2026 12:54 PM
25	Need to have a better, bigger library —- been told for couple of years it’s going to be built but nothing still	1/30/2026 8:26 AM
26	Nothing to do, no parks, traffic is horrendous. Not enough stores that are actually needed. Just the same box companies on every corner that aren’t what anyone is looking for.	1/30/2026 7:42 AM
27	When I first came here it was great with a more rural feel now it’s a city and hate it. As soon as I can afford to I will be moving	1/29/2026 11:34 PM
28	Why are there so many new developments? Why are there so many houses and apartments being built on previously protected land?	1/29/2026 10:43 PM
29	Need better parks. Less athletic fields and more active areas in the current ones. Don’t waste money on more fields. Do interactive play areas for variety of ages.	1/29/2026 10:02 PM
30	Something needs to be done about the flooding in Garden acres subdivision	1/29/2026 9:39 PM
31	We need more family friendly spaces- bigger, better playgrounds. fenced in areas.	1/29/2026 9:36 PM
32	This city only cares about corporations and money. The infrastructure/ roads are terrible and the city as a whole is so poorly planned. They keep cramming more mediocre big box stores and shitty fast food chains, apartments, and housing, but they do nothing to widen roads to help with traffic. People drive like absolute maniacs here. Trees keep getting cut down to make room for more crap the at we just don’t need. People over all are very rude and self centered. Much of pooler, especially closer to I-95, is filthy and the roads are terrible. Thru streets are regularly covered in tire hazards- I swear to god I have never had to replace my tires as often as I have living here. I’ve never been able to drive a set till the tread wears out. I’m always replacing them because multiple nails, screws and bolds are on the tires, and I happens multiple times a year. I wish i was exaggerating. Also It’s way too expensive to live here and the word luxury gets thrown around far too freely in this town. The city literally stinks too. Cost for living is so high but none of the jobs in the area are paying a livable wage. The water is terrible. We really could use a hospital, but instead self storage units, vape shops, liquor stores, a third chick fil a, and other crap chain food places just keep getting crammed in. We need Better schools, A HIGHSCHOOL. Public transportation would be wonderful, but I won’t hold my breath. Sidewalks that actually connect and go around the city would be nice. This city could be a healthier, walkable city, but it seems Pooler just wants to be full of of cars driven by a bunch of lazy, rude fatasses. It’s definitely not “Cooler in Pooler”- what a lie and such a stupid ass slogan for a shit hole town. This place is getting worse and worse every single year. I cannot wait till I can finally leave!	1/29/2026 9:35 PM
33	Need more internet options. My internet is always so slow even paying for the top plan because there's just too many users. Pooler Library is WAY too small for the children programs and amount of children they entertain, the parking situation is horrendous there it makes me not even want to go out there.	1/29/2026 9:29 PM
34	the constant destruction of wildlife and lack of care for the quality of the community is yucky, wouldnt recommend anyone to live here	1/29/2026 9:16 PM
35	There are way too many people living here. Traffic is conjested. Not enough green space.	1/29/2026 8:11 PM
36	Too much traffic caused by too much residential growth.	1/29/2026 3:56 PM
37	I am disappointed in the removal of trees and natural landscape. Nothing will replace it.	1/29/2026 3:44 PM
38	Cell service is absolutely horrendous. Verizon was so bad I had to switch carriers and even	1/29/2026 2:34 PM

	now it's still pretty bad.	
39	Too many new apartments overcrowding the small area on Quacco Rd/Pooler Pkwy	1/29/2026 10:30 AM
40	Overall good quality of life. With the amount of people that are moving to the area, I feel that our infrastructure is lagging behind. More and more people are moving into our community, and the amount of housing/apartment communities and businesses being built in the area is creating headaches while trying to navigate around the community. The need for updated infrastructure is a very high priority of items that need to be addressed in the community to improve my family's quality of life. We love Pooler there needs to be some changes made in order to keep our community a great place to live.	1/29/2026 7:14 AM
41	Traffic is getting to be terrible and dangerous	1/29/2026 2:03 AM
42	Nowhere to walk around, no good parks, one thousand self-storage units (low-income housing perhaps...?), every single apartment is $1500 and expects you to make at least $4500/month even though the only 3 places to work are Tanger ($11/hr), A Warehouse ($18/hr), or Gulfstream (can afford to live, actually). Flooding is worse every season because there's no trees to absorb water any more and y'all somehow think that because you don't call it a wetland any more that Pooler isn't built on a swamp. also? ICE OUT OF POOLER. ICE OUT OF GEORGIA. I should not be greeted EVERY DAY with images of empty cars left in the Pooler area, with strangers asking to help identify the owner to tell their family they were kidnapped by DHS.	1/29/2026 12:33 AM
43	Too crowded. Poor infrastructure for the population growth. Too many identical businesses in close proximity.	1/28/2026 10:50 PM
44	You're asking the wrong questions. Traffic is terrible for this size city. Way too many warehouses and semi trucks. Green spaces decimated at an alarming rate. Wildlife habitat destroyed. Wetlands destroyed. Ecosystems destroyed. High property taxes. And a council that cares more about catering to business tax breaks and incentives than its own citizens.	1/28/2026 10:35 PM
45	It's getting too busy with people. Afraid crime may go up	1/28/2026 7:49 PM
46	Dislike all the apartment complexes that are being built. Dislike noise from 16 Dislike the traffic on Pooler Parkway Dislike the merging lane in front of Publix @ Blue Moon Xing Dislike there are not many grocery options Mobile home communities look run down and messy	1/28/2026 6:48 PM
47	The traffic is insane!!! Speeders everywhere. Lack of a hospital. More concern for subdivisions with insane HOA's	1/28/2026 5:43 PM
48	Not enough non-chain restaurants, getting to over-built, too much traffic, not enough greenspace/parks	1/28/2026 1:21 PM
49	Stop building apartments!!!!!!	1/28/2026 12:35 PM
50	STOP all the building in neighborhoods. Landmark 24 out of control. Absolutely need a sound wall on I16 by Harmony subdivision—quality sleep in nonexistent.	1/28/2026 11:55 AM
51	The water in Pooler tastes terrible.	1/28/2026 11:52 AM
52	Too much development and not enough protection on wildlife & forests!!	1/28/2026 11:31 AM
53	When we 1st moved here we felt very safe but now our neighborhood is surrounded by apartments. People race up and down the roads, party at various parking lots, and crime is increasing. 1 time somebody drive down quacco road shooting at homes for no reason! With all the trees gone we constantly hear noise pollution from the interstate, headaches have increased due to this and ringing in the ears. With trees gone air pollution has increased thus causing breathing issues for many in our area. We can no longer enjoy being outside in our yard. The bees are pretty much gone now so our little garden has been a flop the last 2 years. We have lived in many places the 36 years of our marriage and can say it is sad to see the destruction of what was a nice city to live in.	1/28/2026 11:20 AM
54	There is limited healthy food sources - not enough ORGANIC options - to buy ingredients or to eat out.	1/28/2026 11:07 AM
55	It could be better. Look at Peachtree City or Hiltonhead. Those are great examples.	1/28/2026 10:35 AM
56	The traffic is getting bad The noise levels are insane!!!	1/28/2026 10:16 AM

57	Traffic congestion and travelers speed	1/28/2026 9:10 AM
58	Develop pedestrian friendly pathways around the city that accommodates people, golf carts and bicycles.	1/28/2026 8:53 AM
59	What does my internet have to do with the quality of life in Pooler? How does the internet provide for trees, a downtown that I could be proud of (Fernandina Beach for example), or getting rid of the smell of sewage when I drive down Pooler Parkway? How does my demographics change any of that?	1/28/2026 8:44 AM
60	Quit allowing more building! No more warehouses, no more apartments. Leave what nature is left alone! Enforce traffic laws for those Not going the speed limit, not using blinkers, and for distracted driving. Those contribute to more accidents than just speeding.	1/28/2026 8:20 AM
61	Water, sulphur is horrible. Smelling it through the day and night .	1/28/2026 8:14 AM
62	Too much traffic and trees are being replaced with apartments, malls, and warehouses. Save the trees!!!	1/28/2026 8:13 AM
63	I miss the City of Pooler(COP) I moved into 39 years ago. Buddy Carter started the commercial development without any regard to the congestion. Career politician and he sold out this town.	1/28/2026 12:18 AM
64	Enough of the fast-foods/ and junk stores. Better restaurants and higher end stores needed	1/27/2026 10:06 PM
65	We need the sidewalk on Pooler Parkway to connect I95 to I16	1/27/2026 10:02 PM
66	Too much development without infrastructure to support traffic, etc Warehouses and commercial development intruding on residential areas. Fewer and fewer trees for wildlife, natural water drainage. Etc. more noise from traffic, trains, sirens constantly up and down Pooler Pkwy, military training noises because natural noise barriers are gone.	1/27/2026 10:00 PM
67	This city would be so much better if there were parks and more places to be outside. Keep the stadium open so people can exercise there (run steps)	1/27/2026 9:45 PM
68	Extremely poor planning. How is it that warehouses and apartment complexes command no controls? Infrastructure and quality of life benefits are extremely poor. City touts growth, great, but since apartment renters don't pay R/E taxes, the school taxes place a disproportionate burden on single family homes. Why is it that developers don't pay proportionate hook up fees and impact fees? Lastly why are developers sitting on so many city boards when they have conflicts of interest as the city is so lax in controlling unchecked expansion on the backs of single family homes owners? Oh, why are developers allowed to clear cut trees? As an example Raleigh, NC requires keeping trees.	1/27/2026 8:47 PM
69	We need more charm here. There is no real downtown. We also need more conveniences like a Target. Roads need improvements especially around the time that Gulf Stream gets out. We also really need the sound wall to be built on 16 by Savannah Quarters and think impact fees for builders are very important. There needs to be standards.	1/27/2026 7:46 PM
70	Crime is rising, traffic congestion is way out of line. infrastructure needs to precede expansion.	1/27/2026 7:15 PM
71	Not enough greenways and green spaces like trails, too much building in small areas when places like Bloomingdale have more than enough space to build. Very heavy traffic especially on pooler parkway. Amenities in Pooler are incredible, but building homes needs to slow down and priority on green spaces needs to increase. People need homes, but they also need outdoor spaces, hiking trails playgrounds, etc	1/27/2026 7:03 PM
72	I am tired of the same fast food and chain restaurants. Would like more like Noble Roots	1/27/2026 6:43 PM
73	Lacking parks and recreation areas	1/27/2026 4:23 PM
74	Traffic is horrible. The noise from lack of trees is awful.	1/18/2026 8:02 AM
75	The traffic is terrible due to lack of roads as well as the light timers. We would love to see more family life amenities in Poller. For example, more parks. Also, amenities for empty nesters or single people.	1/15/2026 9:06 AM
76	There seems to be too many extremely loud "after-market" mufflers on vehicles, especially in the Hunter's Ridge neighborhood.	1/13/2026 5:47 PM
77	Quality of life has decreased in the Pooler area. I live in Old Pooler and it's like we've been	1/12/2026 11:10 AM

	forgotten about	
78	2009 when i moved backed to the area it was really great. I fear that it is quickly out developing the infrastructure in place. Traffic has become a issue on both sides of pooler parkway. Appartment complexs are now a terrible eye sore. Adding businesses just for the sake of adding businesses is a mistake. We need to start being more selective on the things that are being built. Do we really need 3 chick fil a's in a 3 mile radius. 3 quick lube oil chains in one parking lot is over kill. These are the things that are making it harder to stay in the area.	1/6/2026 7:23 PM
79	Growth is creating traffic problems. No foresight by Pooler. Traffic again! Please get a traffic engineer who knows how to synchronize lights. Could we get more fast food places, or oil change businesses, nail salons…..ridiculous. Now the massive amount of apts on Pooler pkwy! Turning into anything but a great place to live!	12/29/2025 8:31 PM
80	Traffic impact is frustrating and reduces quality of life.	12/29/2025 5:24 AM
81	I think Pooler is great, but the unregulated constant building and commercial re-zoning is going to ruin the community. You all have got to do a better job of protecting natural resources and keeping green spaces. Not every inch of land should be developed.	12/27/2025 2:22 PM
82	Yes, lack of good restaurants, specialty markets Too many apartments going up. Lack of infrastructure to support this boom. Traffic on Pooler Parkway is out of control. We moved here for the convenience of Savannah in the lower population. It has exploded since we have been here. Why would we need all these apartments?	12/21/2025 8:31 AM
83	No local schools. No local parks.	12/17/2025 7:13 PM
84	The traffic discourages or all together prevents me frequenting the shops. I used to live in Pooler but left in part due to the traffic just to cross intersections.	12/17/2025 2:06 PM
85	Please have someone do a noise level study in the Harmony subdivision. I dont live in close proximity to the interstate, but you would think I live right next too it given how loud the noise is coming fro. The interstate	12/16/2025 2:10 PM
86	Infrastructure does not support the tremendous growth. Don't feel safe anymore due to too much traffic and not enough traffic control.	12/15/2025 9:18 PM
87	Pooler has grown unbridled with NO concern for quality of life. Clearcutting has increased heat, air, and sound pollution. Why do we need three oil change places within walking distance of Costco? Traffic is horrible and the road system is an embarrassment. Roads cannot handle the traffic now, and widening Pooler Parkway / Quacco Road will not help much. The new Marriott at Blue Moon Crossing will only make the traffic at Blue Moon even worse. Why weren't the roads widened and traffic lights installed by the apartments BEFORE construction? Why are developers allowed to REPEATEDLY severe power and internet lines, so that we lose services for many hours? The condition of Triplett Park is also an embarrassment and is unsafe: a number of the piers and docks have severely rotted wood. The city manager and city council do nothing to support residents. For many years, fees owed by developers were never collected. Houses do not sell because of all of the apartments. No one wants to move to Pooler, only to move out of Pooler. With all of the new development and increased tax base, why haven't our property taxes gone down? Why aren't areas designated as forever green and/or parks? In a few short years, Pooler has degraded immensely, and all the council cares about is bowing down to developers. Just monitor comments on the NextDoor app to see what residents think. there are NO positive comments, only negative comments.	12/15/2025 8:10 PM
88	While my quality of life has not changed much, I can say that I’m more concerned with the seemingly poorly planned growth which may affect my property value and if I have to move, that will greatly affect my quality of life.	12/15/2025 11:44 AM
89	Sudden increase in traffic and poor intersections during high traffic times. IE anywhere around Tanger outlet / Pooler parkway, by Panda Express, at home. Intersection of HWY 80 / ramp to Pooler parkway. (By harbor freight) increased flooding on Benton BLVD all the way to Jimmy Deloach during any rain.	12/15/2025 12:36 AM
90	There is too much building without a plan. Too many trees being bull-dozed. One of the reasons we chose the area is all the green and trees. There can be building and growth without tearing everything down. Ask Hilton Head. Traffic is getting crazy. Someone needs to actually be a city manager and have some sort of plan.	12/14/2025 7:49 PM
91	The city of Pooler definitely needs a top tier trauma center. With all the warehouses, Hyundai	12/13/2025 11:47 PM

	plant nearby, it only makes sense to get top level care immediately on this side of the county than have to go all the way to Memorial.	
92	We need a hospital, it not a fully functioning hospital, at least 24 hr Emergency Department that is able to do x-rays, CT-Scans, bloodwork etc.	12/13/2025 11:18 PM
93	Inadequate infrastructure makes life in Pooler stressful and dangerous. Traffic is horrible which makes a quick trip through town longer than it should be.	12/13/2025 9:31 PM
94	No	12/13/2025 7:49 PM
95	Where to start. The city has been allowed to explode without proper infrastructure in place to support it, including appropriate roadways, highways and schools. You've allowed the city to be overrun with overdevelopment of commercialized spaces with limited/no parks, bike lanes, walking/running paths…there is no coding whatsoever on the outside exteriors of shopping center throwing up so driving down Pooler Parkway look disconnected and down right trashy. There's zero landscape, no trees and giving "The Lorax". Highly concerning the public schools are trash and there seems to be no urgency to improve at any time. We continue to mix and approve commercial warehouses right near housing developments, increasing noise, air pollution and decreasing quality of life. Can't wait for 1 more apartment complex to go up. As usual, bang-up job by the government. Pretty on-par with expectations.	12/13/2025 4:51 PM
96	The traffic is horrible. Such poor planning to build build build before the streets can handle the volume.	12/13/2025 4:47 PM
97	Stop building apartments, attract restaurants not chains or fast food. Improve traffic at 95 and 16 end of Pooler Parkway	12/13/2025 2:56 PM
98	Not improving. Poor traffic planning and too many buildings empty but permits keep on being approved. The city is getting ugly.	12/13/2025 1:25 PM
99	As I said, when I moved in 10 years ago, I think it was a much healthier place to live. The city has allowed over building and has taken down way too many trees, causing flooding and honestly aesthetically. It's not as pretty as it was when I moved in 10 years ago.	12/13/2025 8:02 AM
100	Too many apartment buildings being built while others not being maintained well. Stricter ordinances on trash removals are needed.	12/12/2025 9:43 PM
101	Too much development. 4 oil change places in one block, really????? Gtfo	12/12/2025 9:25 PM
102	Slow down construction!!! Too many apartments which will DECREASE our property values!! Keep crime out of Pooler…don't let Savannah spill over!	12/12/2025 5:14 PM
103	Traffic and infrastructure is bad. Traffic needs to be addressed before adding more unnecessary business'. We don't need the same businesses on both sides of Pooler parkway such as three chic filas, two McDonald's, etc. we should NOT be building large buildings like wal mart near HOMES and NEIGHBORHOODS. We NEED to maintain green space and keep what wetlands we have left.	12/12/2025 1:22 PM
104	Need less apartments and better roads. Also need more places to stop on the new side of Pooler. Huge area is empty near Costco that needs places to eat.	12/12/2025 12:42 PM
105	Air quality in Pooler is consistently not good according to The Weather Channel. A real concern for me & something I did not think about when we first moved here. Noise from I16 is also getting worse. We need more trees!	12/12/2025 11:28 AM
106	traffic is horrendous; stop cutting down all the trees; Pooler PD needs to do a better job enforcing speed limits, parking in front of fire hydrants, etc.	12/12/2025 10:07 AM
107	Too much traffic driven by too many apartments. All apartments building permits should cease in favor of single family homes and green space.	12/12/2025 8:03 AM
108	The quality of life in Pooler is exceptional because of the low crime rate!!! As Residents, When We See Somthing We Say Something! My Motto for Pooler is: Snitches Retain Our Riches!!!	12/11/2025 10:27 PM
109	Pooler is just a large strip mall not a city. Nothing ties it together.	12/11/2025 10:20 PM
110	The traffic and lack of activities outside of shopping is concerning	12/11/2025 10:11 PM
111	We need safer roads, public transit to take cars off the street, and more sidewalks/cart paths. This city is very unsafe for pedestrians/bicyclist. I feel safe paths would increase foot traffic	12/11/2025 7:08 PM

	and decrease the amount of vehicles on the road. Give people a safe path to ride bicycles/e-scooters to and from the major shopping centers. Give us public transit so that we can go to downtown Savannah without taking our car.	
112	They need to stop building and work on infrastructure. We are starting to flood in areas that have never flooded	12/11/2025 6:58 PM
113	The traffic is unacceptable, the wanton clearing of trees has reduced the amount of wildlife and it caused a rise in noise pollution.	12/11/2025 6:43 PM
114	Your infrastructure sucks.	12/11/2025 6:04 PM
115	Too much traffic and too many stores not enough of things to do instead of just shopping. Moved here for the nature and almost all of that is gone now	12/11/2025 5:41 PM
116	Traffic is getting to be terrible to navigate. I try to stay home on weekends. Noise pollution increase 90% in 6 years. Need more restaurants, too long of waits on east side of Pooler, and very few restaurants on west side of Pooler to eat at.	12/11/2025 5:31 PM
117	We need to let areas be natural and stop building and clear cutting everything. It’s horrible.	12/11/2025 4:38 PM
118	Not enough PUBLIC accessible and usable GREEN SPACE/ walking trails/ free outdoor activities	12/11/2025 4:05 PM
119	Not enough social activities	12/10/2025 8:50 PM
120	Establish ordinances to allow infrastructure to catch up as much as possible	12/8/2025 10:47 AM
121	The rapid growth of commercial/industrial properties being built is taking away from the beauty of our city that was more of a suburb of a major city, Savannah. It is becoming more like living in Savannah now. Overcrowded with more crime.	12/1/2025 9:46 PM
122	I do miss bicycle ways a lot.	11/18/2025 5:08 PM
123	More parks, less strip malls that sit vacant.	11/14/2025 4:16 PM
124	The traffic on Pooler Pkwy, and the road noise from I-16 & I-95 is horrendous. Please build some sound deadening walls along the interstates. Also, stop cutting down ALL of the trees.	11/13/2025 3:48 PM
125	I have a shower head that provides instant relief by providing a muscle massage to an injury on my neck from 20 years ago. Since these apartments were built, I have terrible water pressure, and every morning I am cause physical pain by the overdevelopment in the area. Then I drink my morning coffee on the porch listening to the noises of 2 highways, since the over-development and no highway walls. Filling out this survey, I am wondering why I even live here.	11/13/2025 3:35 PM
126	The development in the Savannah Quarters area is HORRIBLE. When we moved here, there were trees and we could drive the roads. City leadership STINKS! And when they fill up all those apartments, what the crime rate then. And by the way, will these apartments accept Section 8? "For Sale" signs have increased and we are considering a move ourselves. We also could use a real hospital with a real emergency room where they don't stack people up in the hallways. Health care in the Savannah area sucks for lack of resources and others have made the same comments to me.	11/13/2025 11:12 AM
127	Pooler is a completely car dependent cesspool of big box stores and chain fast food with no downtown at all and a ridiculous amount of work the would be required to have something even resembling a main street considering the "Downtown" is currently just a strip of split highway with a multimillion dollar city hall surrounded by fast food pizza and sadness. I have to leave my suburb and get onto a highway onramp just to reach a grocery store with fresh food and healthy options because we refuse to properly connect roads to avoid suburban through traffic. If roads were properly connected I could spend 15 minutes walking to a nice grocery store. Instead I have to drive 15 minutes. There's a "park" near my house. I can get there by walking down an uncovered sidewalk with a curb between me and high traffic to enjoy a patch of grass and water surrounded by a onramps and traffic. I couldn't let my kid play there, a ball bounces wrong and they're running into a high speed street,	11/11/2025 3:28 PM
128	Light noise and highway noise is a lot. Turning into a concrete jungle	11/11/2025 7:44 AM
129	We are full and have built enough!!! No public housing and no bus service.	11/9/2025 8:42 PM

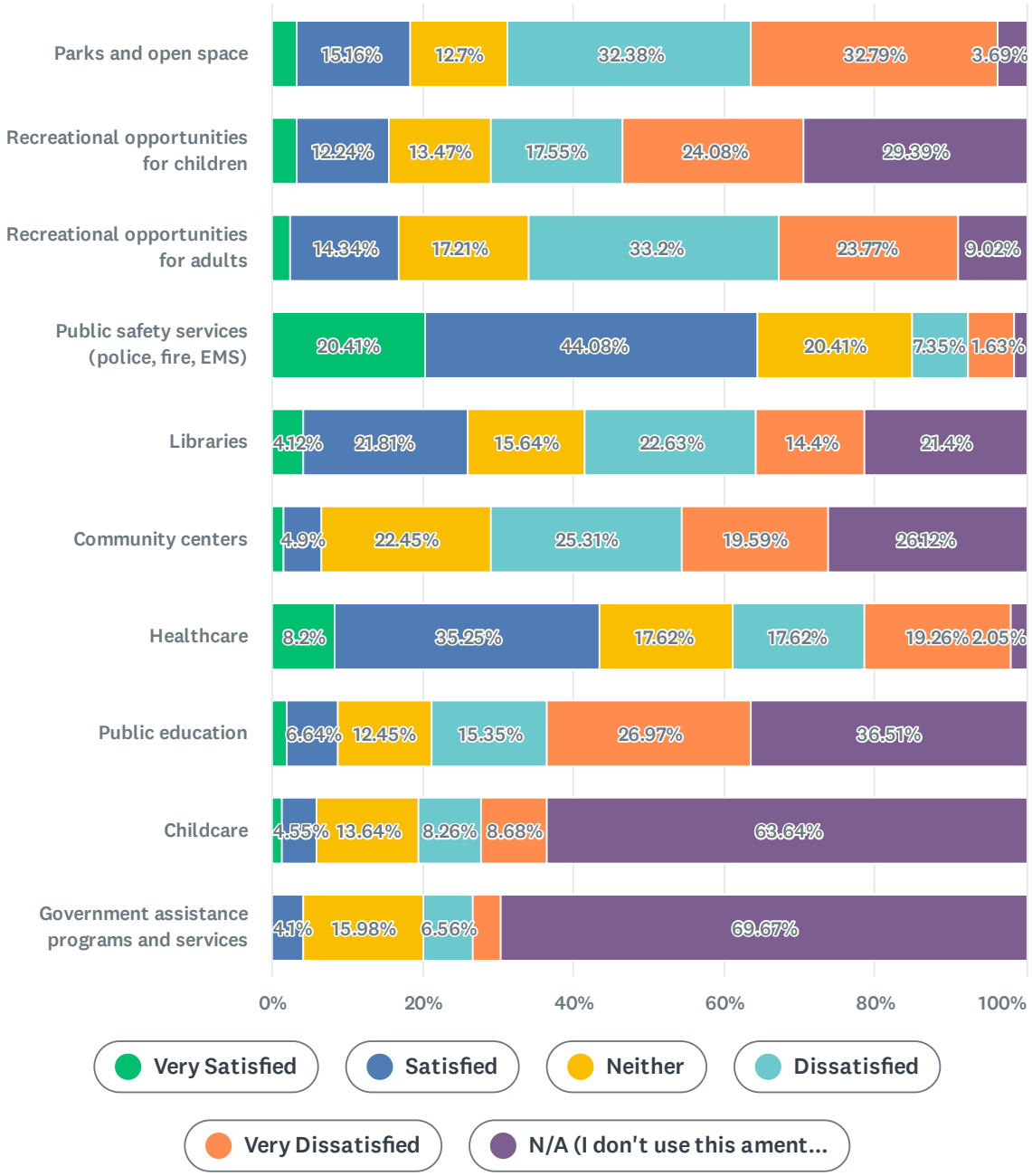
130	Quality of life has significantly declined since our family moved here. Looking to move out of Pooler due to the inability of the elected leadership to manage growth effectively.	11/9/2025 8:33 PM
131	Too much traffic. Does no one do city planning here?! You may be widening quacco but to what end? When those monstrosity of apartment complexes open there will be more lights and even more traffic. I moved here for the small town, not a traffic nightmare to get from one end of Pooler pky to the other.	11/9/2025 8:03 PM
132	I-16 has to have a sound barrier. The noise is terrible all day and all night.	11/9/2025 8:55 AM
133	Looking for relocation	11/9/2025 7:40 AM
134	We need more walking places and events to go to. More trees and landscaping.	11/8/2025 10:20 PM
135	Stop cutting down all the damn trees.	11/8/2025 8:10 PM
136	Karen, you legit live up to your name and you’re a disgrace to all military spouses. Stop using the military spouse status while you haven’t done anything for us. Stop blaming the previous administration for wasting our tax dollars on BS. We live in the Gates at SQ. We used to feel safe and secured, but thanks to YOU, city manager whom doesn’t reside here and the city council for chasing after pleasing developers and photo ops, instead of putting the much needed funds to PD and FD, we feel less secure about our safety every day. This is getting ridiculous. Our FD and PD work very hard all while they are severely underpaid and overworked with more folks leaving the forces than coming aboard.	11/8/2025 1:54 PM
137	Pooler is no longer a safe place to live. The apartments have brought in a criminal element from Savannah. Stop with trying to make it "accessible" to lower income people	11/7/2025 6:06 PM
138	There are too many commercial buildings replacing all the natural lands. Makes me want to cry	11/7/2025 5:41 PM
139	Traffic is too dangerous due to semi traffic, including in areas where speed is posted 35 mph. The City has still failed to fix the timing for the lights on HWY 80 at exit 102, causing it to be a terrible bottleneck during busy times of day, which is most of the day. I've never seen police pull over semis that speed through Pooler, even as they speed past City Hall, which is citation money that could have benefited the police department. Flooding is becoming worse in my neighborhood. The City keeps approving building and development and it's ruining the natural environment and residential areas.	11/7/2025 5:41 PM
140	There is nothing to do here that is active. We have way too many apartments and a poor infrastructure/road systems. I'm not sure what we cater to here, but its not families and fitness, its transient workers and franchises. There is no community activities.	11/7/2025 5:08 PM
141	Pooler is full, stop the building especially apartments, there are way too many along with wearhouses.	11/7/2025 4:51 PM
142	Need to stop building definitely stop building apartments and warehouses Need more parks and children’s activities	11/7/2025 7:41 AM
143	New street lamp bulb is too bright. It causes light pollution and is affecting the nocturnal habitat.	11/7/2025 3:37 AM
144	Not as enjoyable due to traffic and noise due to less trees and more traffic etc	11/6/2025 10:46 PM
145	More large parks are needed. Moved from Topeka, KS. Please look at Gage Park in Topeka KS for ideas on what a park should be...not one in the median of a highway or ramp to a highway.	11/6/2025 8:21 PM
146	Noisy, poor traffic planing, poor separation between residential and businesses. Crime is escalated since all apartments have overwhelmed this small city.	11/6/2025 6:27 PM
147	There is no public (ie free) spaces to have fun w kids or have picnics etc. the park across from Piggly Wiggly is dangerous w traffic I am disappointed the city put money into shelters and parking there when it’s such an unsafe spot for children.	11/6/2025 1:50 PM
148	Giving the minimum bidders on infrastructure is a waste for productivity and it takes away my want to go places. Need to raise the minimum requirements for Trees.	11/6/2025 11:16 AM
149	Please stop cutting down the dang trees. I didn't move here to be surrounded by concrete, apartments, and warehouses. This was supposed to be a city with small town charm. Now it's just a city with a big for sale sign.	11/6/2025 11:02 AM

150	I moved here from Apex NC, it is not as safe, traffic is horrible (and driver are dangerous), people are afraid of police. There is very little sense of community. Very little sense of ownership to help the community. I helped start a community volunteer organization and no one wants to help, but they all want to complain. The growth here is a bit behind Apex, but the exact same thing is happening and it is all always blamed on council. The mayor here does too many event photo ops and not enough people in her town connections. When it is more about your reputation and not about your people there is a problem. There are not enough parks, greenways. It is not as safe as it should be, but it is because the people don't seem to care.	11/6/2025 10:25 AM
151	Stop destroying everything in site, quit rezoning, improve ordinances for buffers, trees, wetlands and restricting overbuilds.	11/6/2025 9:52 AM
152	Traffic is horrible. Drainage is bad and getting worse.	11/6/2025 5:17 AM
153	Flooding and traffic is out of control.	11/5/2025 4:16 PM
154	The Quacco Road end of Pooler Pkwy has become a major traffic jam area. It takes 10-15 minutes every morning to leave my neighborhood and go a mile up the road too I16. The constant construction has become a major problem for the citizens in that area.	11/5/2025 3:54 PM
155	There is too much transient housing (rental) which brings in people that have no vested interest in keeping the community clean and safe. There appears to have been no advance preparation for the current amount of high-density housing and the Costco. The widening of Quacco / south Pooler Parkway should have been completed before a major population & traffic increase. The single I-16 exit onto Pooler Parkway is woefully inadequate to support the explosive growth in housing and the influx of shoppers heading to major retailers like Costco. Every day, residents are stuck in gridlock, frustrated by poor infrastructure that simply hasn't kept pace with development. This isn't just inconvenient—it's irresponsible. Overpopulating the area with dense housing and large commercial centers without expanding access and traffic flow is a recipe for chaos. It puts strain on emergency services, increases commute times, and chips away at the quality of life for everyone who calls Pooler home. We need bold, proactive planning—not reactive patchwork. The people of Pooler deserve infrastructure that reflects the scale of our growth and respects the time and safety of our community.	11/5/2025 8:27 AM
156	Pooler has become just a retail and fast food center. Between the airport and Savannah.	11/4/2025 9:41 PM
157	Plenty of grocery stores but would love a Farmers Market. Need more greenspaces for children and for adults to walk. Lots of recreational parks for school kids, but not a lot of leisure parks for adults or public sports facilities. Also need a community building with a large kitchen for local gatherings.	11/4/2025 2:03 PM
158	The library is one of the worst I've ever been to. Small, nothing ever available and terrible parking lot. Why aren't there any bookstores? Used or new? No unique gift shops/antique stores, etc. Even Byrds Cookies stores have all left. Even many of the chain stores here are small versions that don't have full stock that Savannah does. Such as Michael's and Home Goods.	11/4/2025 11:02 AM
159	Rent is way too high. It makes it very difficult for our family to enjoy anything. Anything else about Life other than putting every penny we have to our rent. Our neighborhood is decent, but at times our son has felt unsafe riding his bike because there are people that drive too fast and seem reckless and somewhat shady. Tom triplet is nice, but I wish there were other options for parks and peaceful places for people to go as a family, rather than just all the shopping. Irish people could be a little quieter and the air could be a little cleaner. Just too much traffic, ambient light and noise pollution.	11/4/2025 9:49 AM
160	Walkability and nature conservation should be much higher priority!	11/4/2025 9:44 AM
161	It has decreased for us the last few years so we will be moving within the next five years.	11/4/2025 9:08 AM
162	Pooler has been planned well for my needs	11/4/2025 9:03 AM
163	water quality seems poor	11/4/2025 7:14 AM
164	Flooding, overdevelppment, and traffic are serious issues. Civic and community engagement are underdeveloped.	11/3/2025 9:17 PM
165	Too many trees are being destroyed.	11/3/2025 8:07 PM
166	I would really like to see more sidewalks and more bike friendly roads. I used to ride my bike	11/3/2025 7:58 PM

	from my home (Somersby) to Tom Triplett Park, but stopped because of issues with dangerous motorists on Pine Barren Road. The children could also benefit from sidewalk completion along the Pine Barren Roadway. It extends either direction from the school, but ends before it should.	
167	My neighbor hood, Garden Acres is forgotten. Parking on grass. Abandoned cars parked in street. Trash cans line the end of driveways. I'm ashamed of where I live.	11/3/2025 7:14 PM
168	Needs to be more walkable with sidewalk expansion	11/3/2025 6:41 PM
169	Traffic on Pooler Pkwy is horrendous	11/3/2025 5:09 PM
170	The growth in my neighborhood has cause the traffic to cause my house to shake due to trucks on I-16 behind me. I hate it. I feel Trapped in a bad house market with a shaken noisy house	11/3/2025 4:49 PM
171	Construction is out of control. More and more of the same cheap chain restaurants.	11/3/2025 4:43 PM
172	The noise of cars and motorcycles racing down Quacco Rd is getting out of control.	11/3/2025 4:31 PM

Q13 Please rate your satisfaction with the following public amenities and services in your community

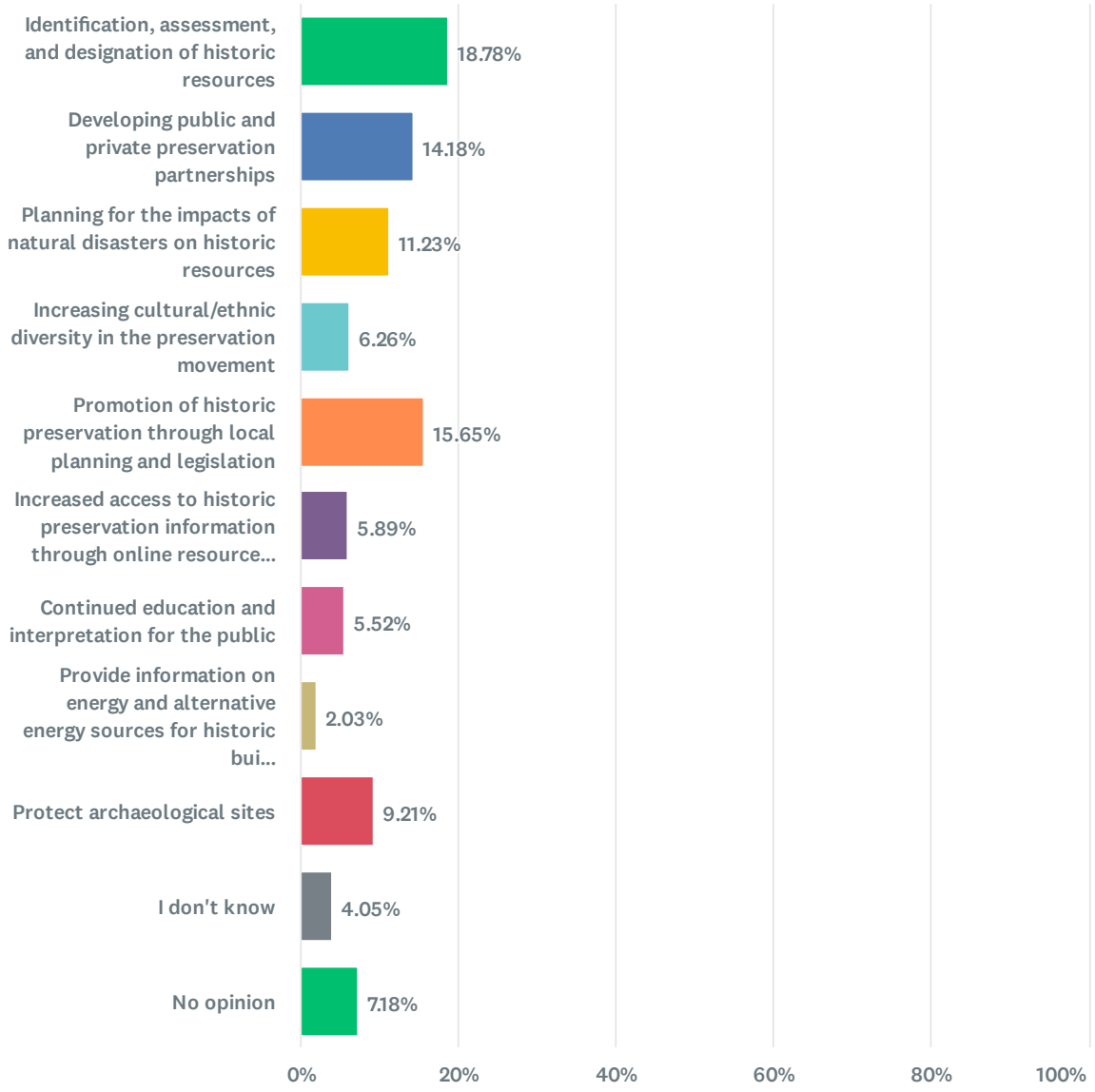
Answered: 245 Skipped: 0



	VERY SATISFIED	SATISFIED	NEITHER	DISSATISFIED	VERY DISSATISFIED	N/A (I DON'T USE THIS AMENTIY/SERVICE)	TOTAL	WEI AVE
Parks and open space	3.28% 8	15.16% 37	12.70% 31	32.38% 79	32.79% 80	3.69% 9	244	
Recreational opportunities for children	3.27% 8	12.24% 30	13.47% 33	17.55% 43	24.08% 59	29.39% 72	245	
Recreational opportunities for adults	2.46% 6	14.34% 35	17.21% 42	33.20% 81	23.77% 58	9.02% 22	244	
Public safety services (police, fire, EMS)	20.41% 50	44.08% 108	20.41% 50	7.35% 18	6.12% 15	1.63% 4	245	
Libraries	4.12% 10	21.81% 53	15.64% 38	22.63% 55	14.40% 35	21.40% 52	243	
Community centers	1.63% 4	4.90% 12	22.45% 55	25.31% 62	19.59% 48	26.12% 64	245	
Healthcare	8.20% 20	35.25% 86	17.62% 43	17.62% 43	19.26% 47	2.05% 5	244	
Public education	2.07% 5	6.64% 16	12.45% 30	15.35% 37	26.97% 65	36.51% 88	241	
Childcare	1.24% 3	4.55% 11	13.64% 33	8.26% 20	8.68% 21	63.64% 154	242	
Government assistance programs and services	0.00% 0	4.10% 10	15.98% 39	6.56% 16	3.69% 9	69.67% 170	244	

Q14 In your opinion, what are the most important historic preservation actions for the City of Pooler? (Select up to three)

Answered: 243 Skipped: 2

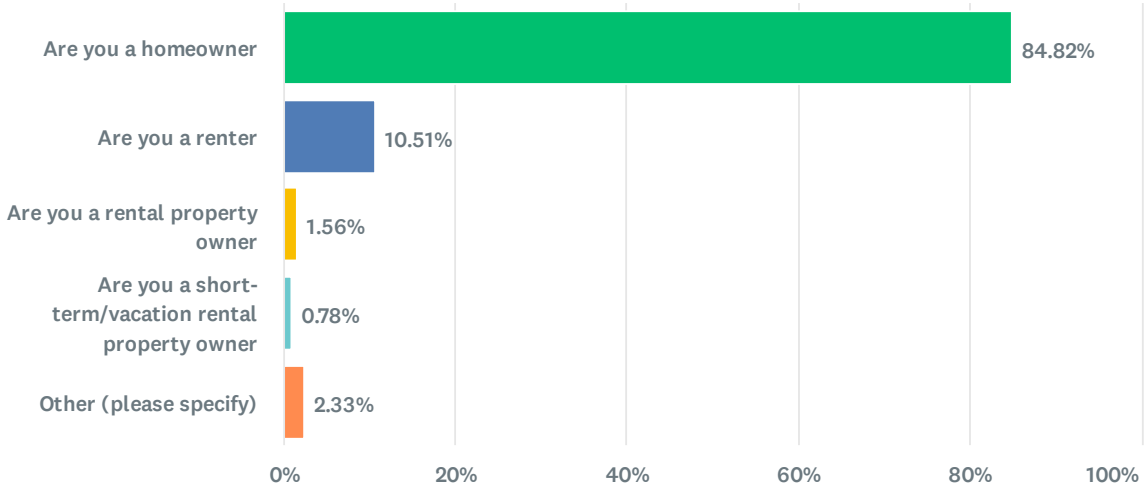


Answer Choices	Percentage	Responses
Identification, assessment, and designation of historic resources	18.78%	102
Developing public and private preservation partnerships	14.18%	77
Total		**543**

Answer Choices	Percentage	Responses
Planning for the impacts of natural disasters on historic resources	11.23%	61
Increasing cultural/ethnic diversity in the preservation movement	6.26%	34
Promotion of historic preservation through local planning and legislation	15.65%	85
Increased access to historic preservation information through online resources and local institutions	5.89%	32
Continued education and interpretation for the public	5.52%	30
Provide information on energy and alternative energy sources for historic buildings	2.03%	11
Protect archaeological sites	9.21%	50
I don't know	4.05%	22
No opinion	7.18%	39
Total		**543**

Q15 Which category best describes you? (Select all that apply)

Answered: 245 Skipped: 0

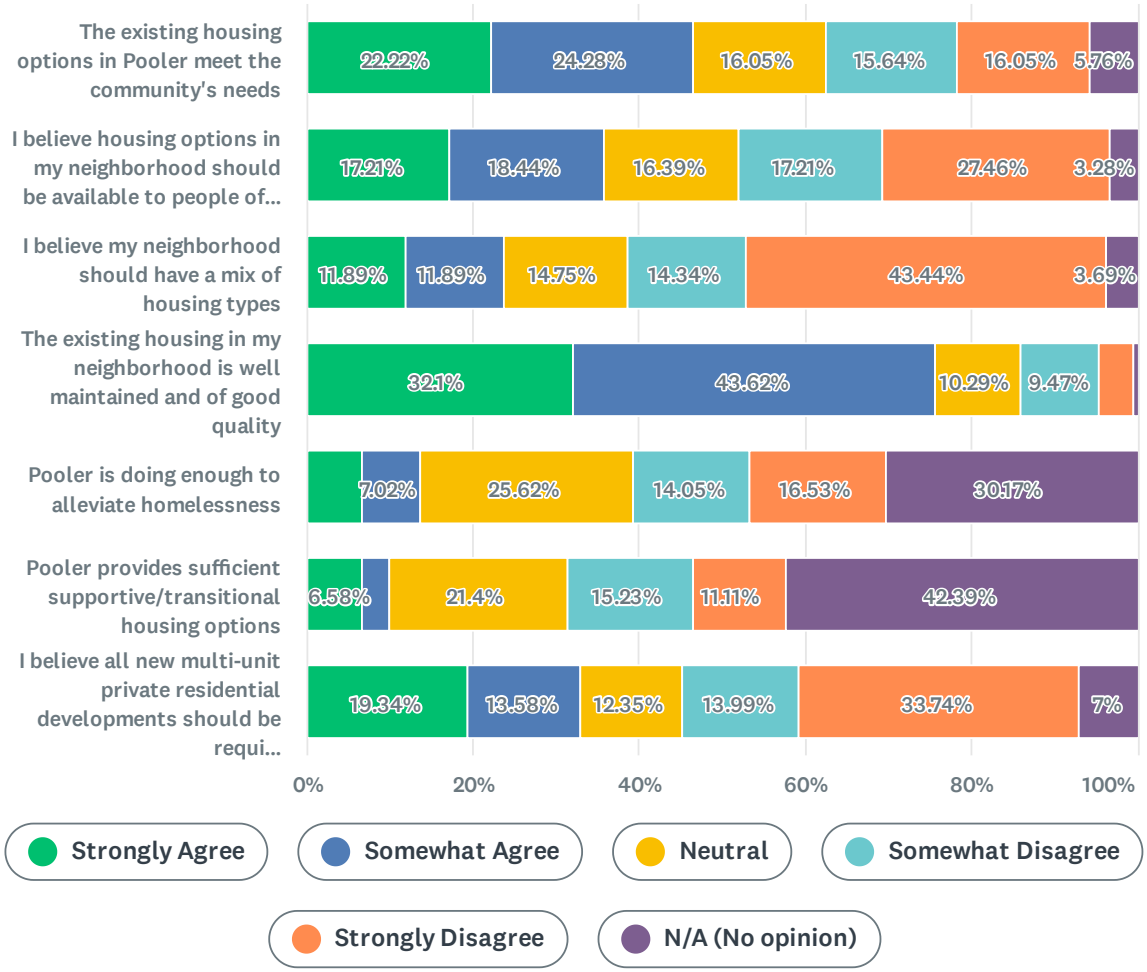


Answer Choices	Percentage	Responses
Are you a homeowner	84.82%	218
Are you a renter	10.51%	27
Are you a rental property owner	1.56%	4
Are you a short-term/vacation rental property owner	0.78%	2
Other (please specify) Show responses	2.33%	6
Total		**257**

#	OTHER (PLEASE SPECIFY)	DATE
1	I didn't buy a home here because I'm only here for my career. Renting because Pooler is undesirable, except for the shorter commute.	2/1/2026 6:53 AM
2	Previously a renter. I shop, go to doctor appointments, and eat in Pooler now.	12/17/2025 2:06 PM
3	N/A	12/15/2025 11:44 AM
4	I live in a beautiful older neighborhood off of Pooler Parkway. I am extremely happy with my neighborhood.	12/13/2025 8:02 AM
5	The answer options for the above question are in the form of a question. Yikes.	11/13/2025 3:48 PM
6	We are renting until we figure out if this is the place we want to live forever.	11/6/2025 10:42 AM

Q16 How strongly would you agree with the following statements about housing in the City of Pooler?

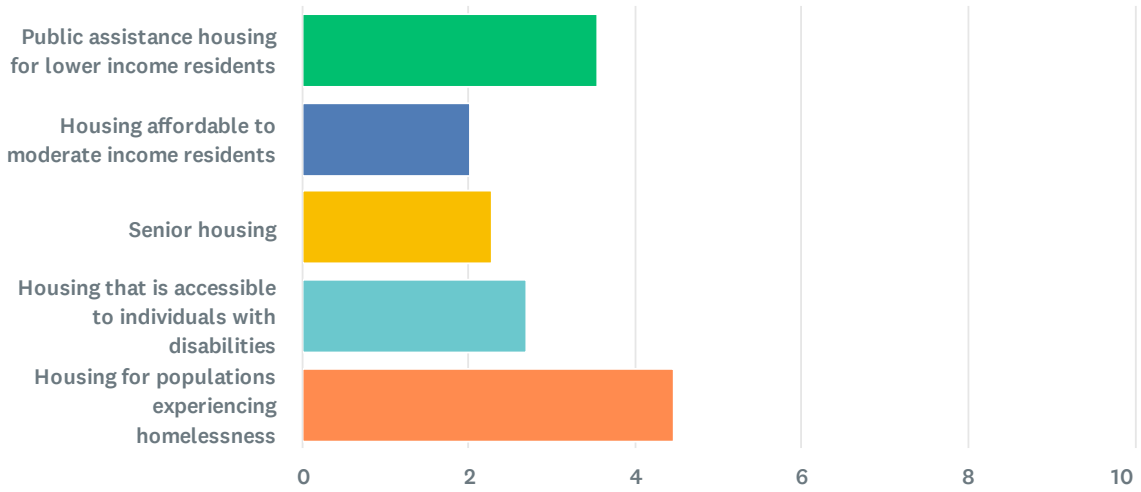
Answered: 245 Skipped: 0



	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	N/A (NO OPINION)	TOTAL	WEIGHTE AVERAG
The existing housing options in Pooler meet the community's needs	22.22% 54	24.28% 59	16.05% 39	15.64% 38	16.05% 39	5.76% 14	243	3.
I believe housing options in my neighborhood should be available to people of all income levels	17.21% 42	18.44% 45	16.39% 40	17.21% 42	27.46% 67	3.28% 8	244	2.
I believe my neighborhood should have a mix of housing types	11.89% 29	11.89% 29	14.75% 36	14.34% 35	43.44% 106	3.69% 9	244	2.
The existing housing in my neighborhood is well maintained and of good quality	32.10% 78	43.62% 106	10.29% 25	9.47% 23	4.12% 10	0.41% 1	243	3.
Pooler is doing enough to alleviate homelessness	6.61% 16	7.02% 17	25.62% 62	14.05% 34	16.53% 40	30.17% 73	242	2.
Pooler provides sufficient supportive/transitional housing options	6.58% 16	3.29% 8	21.40% 52	15.23% 37	11.11% 27	42.39% 103	243	2.
I believe all new multi-unit private residential developments should be required to set aside a certain percentage of units for lower income residents	19.34% 47	13.58% 33	12.35% 30	13.99% 34	33.74% 82	7.00% 17	243	2.

Q17 Please rank the following housing options in order of how they should be prioritized in the City of Pooler in the next 5 years, with 1 being the highest priority and 5 being the lowest

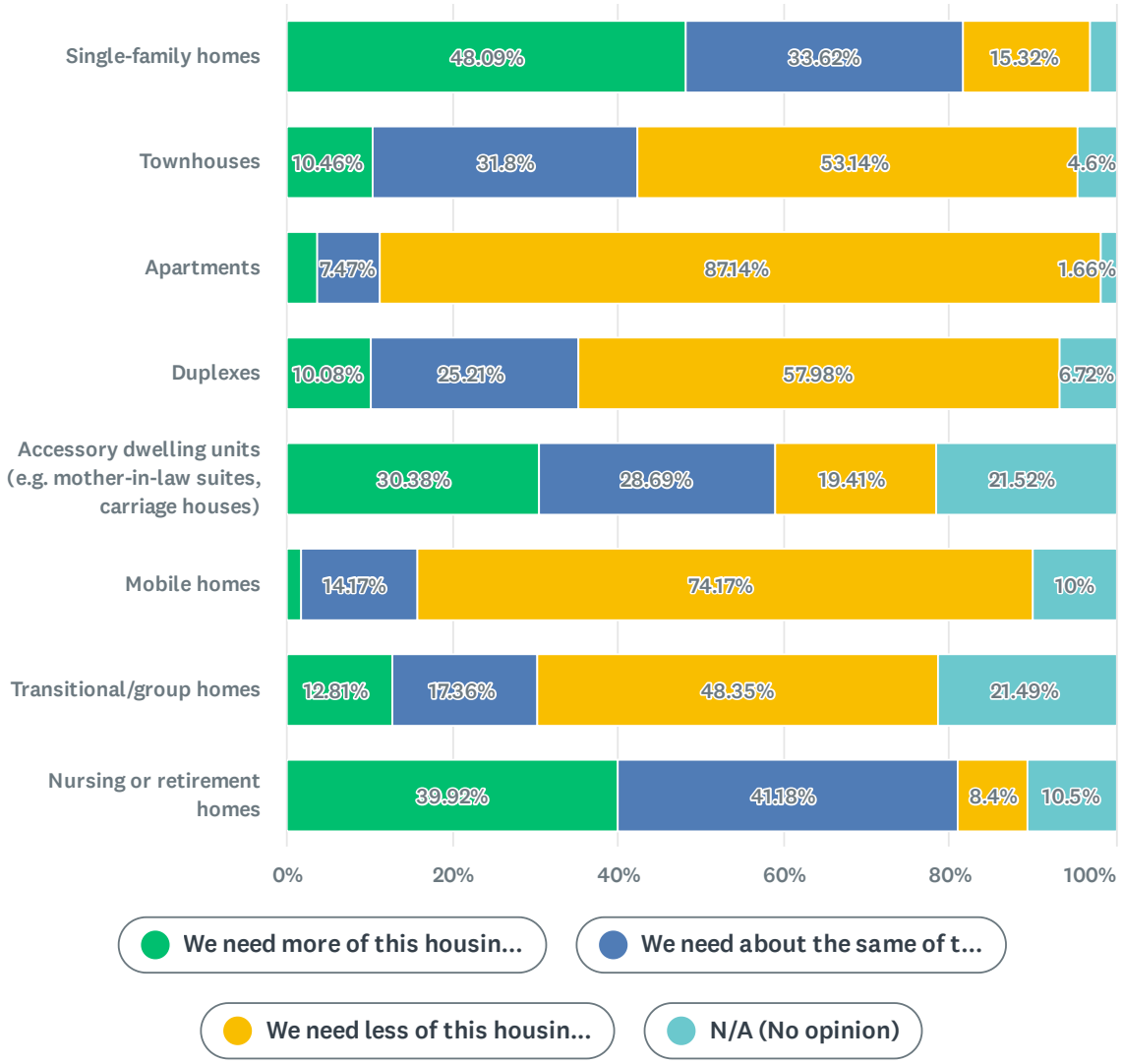
Answered: 240 Skipped: 5



	1	2	3	4	5	TOTAL	SCORE
Public assistance housing for lower income residents	7.92% 19	10.83% 26	12.92% 31	56.25% 135	12.08% 29	240	2.46
Housing affordable to moderate income residents	49.17% 118	20.00% 48	19.17% 46	4.17% 10	7.50% 18	240	3.99
Senior housing	26.67% 64	39.58% 95	19.58% 47	7.08% 17	7.08% 17	240	3.72
Housing that is accessible to individuals with disabilities	12.08% 29	27.50% 66	40.83% 98	17.08% 41	2.50% 6	240	3.30
Housing for populations experiencing homelessness	4.17% 10	2.08% 5	7.50% 18	15.42% 37	70.83% 170	240	1.53

Q18 In your opinion, does the City of Pooler need more, less, or about the same of the following housing types?

Answered: 242 Skipped: 3



	WE NEED MORE OF THIS HOUSING TYPE	WE NEED ABOUT THE SAME OF THIS HOUSING TYPE	WE NEED LESS OF THIS HOUSING TYPE	N/A (NO OPINION)	TOTAL	WEIGHTED AVERAGE
Single-family homes	48.09% 113	33.62% 79	15.32% 36	2.98% 7	235	2.34
Townhouses	10.46% 25	31.80% 76	53.14% 127	4.60% 11	239	1.55
Apartments	3.73% 9	7.47% 18	87.14% 210	1.66% 4	241	1.15
Duplexes	10.08% 24	25.21% 60	57.98% 138	6.72% 16	238	1.49
Accessory dwelling units (e.g. mother-in-law suites, carriage houses)	30.38% 72	28.69% 68	19.41% 46	21.52% 51	237	2.14
Mobile homes	1.67% 4	14.17% 34	74.17% 178	10.00% 24	240	1.19
Transitional/group homes	12.81% 31	17.36% 42	48.35% 117	21.49% 52	242	1.55
Nursing or retirement homes	39.92% 95	41.18% 98	8.40% 20	10.50% 25	238	2.35

Q19 Do you have any additional comments about housing in the City of Pooler?

Answered: 133 Skipped: 112

#	RESPONSES	DATE
1	I wish the housing and street planning were planned better. It's difficult to get into certain neighborhoods and you can tell when it wasn't planned properly because there are spots where you can see a house between two different neighborhoods where they could connect, but don't.	2/3/2026 8:55 AM
2	Too many apartments.	2/2/2026 9:34 AM
3	Please do something about the water drainage on property. Every rain fall ruins backyards and cause severe damage	2/1/2026 11:52 PM
4	We really don't need any more housing. Let's make changes in the apartment and townhouses we already have to meet those need.	2/1/2026 6:16 PM
5	In the last almost 20 years that I have lived in and worked as a teacher in Pooler, I have witnessed a change for the worse since the surge of apartment complexes have been built. I understand the obvious growth, but feel we have attracted crime to our safe little town at the expense of our citizens.	2/1/2026 3:30 PM
6	Building to many apartments and store fronts when a good percentage is unoccupied for two years !	2/1/2026 1:44 PM
7	Pooler needs to STOP growing. We are too big and too busy now.	2/1/2026 12:51 PM
8	We need housing options that younger people can afford to help grow the community. The people who work here in many instances, can't afford to live here.	2/1/2026 11:21 AM
9	Stop building in marshes!	2/1/2026 6:53 AM
10	We need single family home neighborhoods- if there is any space left for development? Its interesting all these housing options questions because I cannot think of any space in Pooler big enough to develop more single family housing so why ask the question- there doesn’t seem to be a place to do it?	2/1/2026 3:09 AM
11	Too many apartments and townhomes. Too many rentals	1/31/2026 7:10 PM
12	You are packing in houses and apartment complexes like sardines. There will be so much traffic here and you are so slow to keep up with infrastructure with everything you bring in. Most people hate living here now and the people that don't live here don't want to come here because of the traffic. You have ruined it. Wake up.	1/31/2026 4:44 PM
13	We need communities of "starter homes." Simple 2 bed 1 bath or 3/1, 2/2, or 3/1. 800-1590sqft. Under 200k, some under 175k. The young workers in Pooler need actual affordable housing to build wealth and family. Renting 2k/month apartments is a terrible.	1/30/2026 9:09 PM
14	Needs to be more intentional with residential and commercial zoning. Developments (such as Savannah quarters) need multiple exits and access roads to alleviate some of the traffic pressure on major roadways.	1/30/2026 6:55 PM
15	S	1/30/2026 5:25 PM
16	The access is very difficult due to high prices. There should affordable options.	1/30/2026 2:41 PM
17	No more apartments. Not enough stores or infrastructure to support the amount of apartments in this small area.	1/30/2026 7:42 AM
18	The apartments are ridiculous and there are way too many. It is going to make Pooler full of crime and overpopulated	1/30/2026 5:55 AM
19	Unaffordable for most single people	1/29/2026 11:34 PM

20	Why are so many apartments and new developments being built? There is too much housing being thrown together in previously protected lands and it's destroying property value and forcing long term residents to move away for better options.	1/29/2026 10:43 PM
21	We need starter housing development. Small homes 800-1200 square feet, 2 bedrooms on small (5000sqft) lots clustered close with open park areas. These should be maintained as for sale properties. Priced 150k or less as starter homes.public private partnership so they include high end finished and durable homes to last.	1/29/2026 10:02 PM
22	Road infrastructure SUCKS- stop allowing apartment buildings to move in	1/29/2026 9:36 PM
23	It’s too damn expensive!! Stop building unless you’re going to plan better and do something about the traffic flow!	1/29/2026 9:35 PM
24	The housing market in Pooler is honestly just crazy expensive. How is anyone able to buy a home anymore?	1/29/2026 9:29 PM
25	The build up of apartments and rental is insane	1/29/2026 9:29 PM
26	rental properties are not being kept clean and many do not want to actually clean mold and instead paint over it, leaky windows and slum lording	1/29/2026 9:16 PM
27	The city of pooler is overbuilt and property values have fallen sharply in the last few years.	1/29/2026 3:56 PM
28	too many apartments	1/29/2026 10:30 AM
29	I own a home so this may not be something I should comment on, but looking at prices of some of the apartment complexes around the area and rental homes and townhomes, the rent prices are astronomical, yet there seems to be more and more developments. In my opinion, anyone looking to move into this area will look at some of the rent prices and may scare them away from moving to the community.	1/29/2026 7:14 AM
30	We are incredibly over populated. There are tons of apartment buildings and traffic.	1/29/2026 6:11 AM
31	Getting to be too much apartment living.	1/29/2026 2:03 AM
32	less houses and more things and activities for families to do. more night life, better food options.	1/29/2026 12:52 AM
33	STOP ADDING PEOPLE TO POOLER WHEN THE ROADS DON'T FIT MORE PEOPLE. NO MORE PEOPLE, YES MORE ROAD. Is that simple enough to be understood? Too many people bad! Road car no move when too full!	1/29/2026 12:33 AM
34	Roads not equipped to handle the number of apartments being built in the SQ area	1/28/2026 10:50 PM
35	No more apartments.	1/28/2026 10:35 PM
36	Stop building please	1/28/2026 7:49 PM
37	Many neighborhoods and communities look unkept	1/28/2026 6:48 PM
38	Too many apartments. Stop building on the wetlands!	1/28/2026 12:35 PM
39	Stop building apartments everywhere!	1/28/2026 12:22 PM
40	There are already way too many apartments being built. We have lived all over the US and has seen areas decline rapidly as crime came in. We foresee that in 5 years this area will be low income, crime filled just like many areas of Savannah. Those with good paying jobs will move away because of crime, traffic, and overbuilding.	1/28/2026 11:20 AM
41	PROPERTY TAXES ON HOMEOWNERS IS THEFT, SHOULD BE ABOLISHED	1/28/2026 11:07 AM
42	No more apartments, please	1/28/2026 10:16 AM
43	More code enforcement.	1/28/2026 8:53 AM
44	The City of Pooler has so much to worry about. Government honesty and transparency. Listening to it's citizens. Being mindful that they work for the taxpayers. Protecting the interest of taxpayers. Stop cowtowing to develpers.	1/28/2026 8:44 AM
45	Building needs to stop period, until roads, traffic, nature, and water drainage is taken into consideration. Commercial property (especially large sites!) Should be paying their share of	1/28/2026 8:20 AM

	taxes & Not moving it to residential property owners. Too many people are moving here & building here & it is totally disrupting the original purpose of moving to the suburbs! Suburbs includes nature. Everything thing is being cut down, removed & built on with no thought to existing residents and wildlife. Crime is also increasing with all 5his unnecessary "growth"! We don't need nor want all this growth! I could have stayed in Savannah if I wanted that.	
46	Way too many apartments for the ONE parkway!	1/28/2026 8:14 AM
47	No more apartments!	1/28/2026 8:13 AM
48	Stop building already.	1/28/2026 12:18 AM
49	Enough with the apartments!!!	1/27/2026 10:00 PM
50	Stop building!	1/27/2026 9:45 PM
51	the housings have to have better refuse control. Apartments prior to entering Savannah Quarters frequently have trash overflowing and the appearance is a disgrace.	1/27/2026 7:15 PM
52	Lower income as in first responders or elderly is great. If residents can't afford the homes in Pooler they can go to other cities. People work hard to afford their homes and bringing a ton more here just raises property taxes. I own a home in another state. Plus there is no true hospital here with all these people needing care. And doctors in Pooler are horrible!	1/27/2026 7:03 PM
53	Too many apartments being built. No control	1/27/2026 6:43 PM
54	Stop allowing for more apartments by special use and variances.	1/27/2026 4:23 PM
55	We need homeowners who want to invest in our community.	1/15/2026 11:07 PM
56	Single family homes are being purchased by large corporations and rented out at a premium. This is pricing people right out of their homes.	1/12/2026 11:10 AM
57	Appartments are out of control	1/6/2026 7:23 PM
58	No.	12/29/2025 5:24 AM
59	No more apartment buildings. There’s already way too many and the development is going too far. It’s going to ruin Pooler.	12/27/2025 2:22 PM
60	Again too many apartments.	12/21/2025 8:31 AM
61	Pooler does not need any more apartments!	12/17/2025 2:06 PM
62	Way too many apartments!!! Stop.	12/15/2025 9:18 PM
63	There are too many apartments. It causes high traffic density and brings in. even more crime. Whenever I see police dispatched to an incident, it is always at apartments, never single family homes.	12/15/2025 8:10 PM
64	Stop approving large luxury apartment developing on main thoroughfares which add to the traffic nightmare on Pooler Parkway & decreasing the home value of existing single-family homes.	12/15/2025 11:44 AM
65	Too many apartments! With no plan for the additional traffic.	12/14/2025 7:49 PM
66	STOP BUILDING APARTMENTS AND START BUILDING THINGS RESIDENTS WILL USE OFTEN	12/13/2025 11:47 PM
67	It’s beginning to become too much, there are more than enough housing options and no more is needed.	12/13/2025 11:18 PM
68	Stop building so many apartments	12/13/2025 9:31 PM
69	Not enough grocery stores	12/13/2025 7:49 PM
70	More single homes, less apartment complexes for family building	12/13/2025 7:22 PM
71	For the love of god, stop with the apartment complexes.	12/13/2025 4:51 PM
72	Attract mid to higher incomes	12/13/2025 2:56 PM
73	As far as apartment building, we are way overbuilt. And I do not think a nice neighborhood	12/13/2025 8:02 AM

	even if his apartment should have to have section 8 included in them. It really brings down the value of the property and the safety.	
74	Too many apartments.	12/12/2025 9:43 PM
75	Too many new apartment complexes advertising 1600-1800/month. Who the hell can afford that? Who is Pooler really catering to?	12/12/2025 9:25 PM
76	Stop allowing apartments / rental units to be built. Way out of control!!!!!	12/12/2025 8:49 PM
77	Quit building apartments!!! They DECREASE our property values!!	12/12/2025 5:14 PM
78	Way too many multi storied apartment buildings	12/12/2025 2:33 PM
79	Already have to many apartments it's ridiculous traffic is a nightmare that's what you should be working on	12/12/2025 1:41 PM
80	Address traffic and fix the roads.	12/12/2025 1:22 PM
81	Quit building apartments and need better parks	12/12/2025 12:42 PM
82	There are 1000s of apartments in Pooler which are empty & not rented. With the pause on the Hyundai plant, battery plant gone & decreased shipments at the Ports, Pooler could be in trouble.	12/12/2025 11:28 AM
83	stop building apartment buildings that working class cant afford; we don't need anymore overpriced new construction houses	12/12/2025 10:07 AM
84	Please STOP building apartments. I've never lived anywhere other than large cities with so many apartment buildings. In addition, require larger setbacks and more green space and tree preservation for ANY future new construction (think of Bluffton visually).	12/12/2025 8:03 AM
85	The City of Pooler is synonymous for being a safe, clean, low crime rate place for professionals, working class & retirees to co-exist, work and raise families in peace & harmony. Destroying that balance by differentiating from the high standards that current exists would be detrimental to the proud residents that makes this city so awesome to call home!!! Thank you!!!	12/11/2025 10:27 PM
86	Infrastructure needs to be in place before allowing developers adding to congestion. Impact fees need to be paid by developers for the impact they cause	12/11/2025 10:14 PM
87	The infrastructure is not capable of handling large amount of apartments being built.	12/11/2025 10:11 PM
88	I feel we need less Airbnb's. There are 5-6 within a block of where I live in "Old Pooler"	12/11/2025 7:08 PM
89	There are way too many apartments and housing for pooler	12/11/2025 5:41 PM
90	The planning for traffic and shopping for all of the apartments and townhomes is ruining the quality of living for those who purchased homes here without knowing what was coming. No building should be allowed without traffic studies conducted by the developer. Bryan County can do it, so can we. I think a residential/multi-family moratorium needs to be in place immediately.	12/11/2025 5:31 PM
91	Impact studies MUST BE complete with PUBLIC sharing BEFORE ANY new builds are begun. And for gosh sakes - IMPACT FEES and retroactive IMPACT fees too	12/11/2025 4:05 PM
92	There should be clearer definitions on what is considered affordable housing.	12/10/2025 8:50 PM
93	The apartment growth in Pooler is excessive. Many are sitting empty. Investment groups and developers do not care if they are able to fill them. The developers build and move on to another city, claim losses and continue to build while affording them the right to avoid paying taxes. They only have to pay the property taxes the first year and the homeowners in the city flip the bill for the infrastructure improvements that are required due to over growth. An unfair burden on the home owners. Due to the overgrowth, the schools are over crowded and are as bad as the Savannah schools that many of us "old Pooler" families moved here to get away from. If I had school age children still, I would sell and move to Effingham. We moved to Pooler for the small town community it once was, our children being able to grow up playing ball with the same kids at the Pooler Park. Spending weekends with other families at games under the shade of the big Oak trees at the Pooler park. Our last year playing ball was the first year the new Rec fields were opened. Concrete and blazing sun. I was so glad we would t be playing any longer for Pooler Rec. not once they moved everyone over there. Such a	12/1/2025 9:46 PM

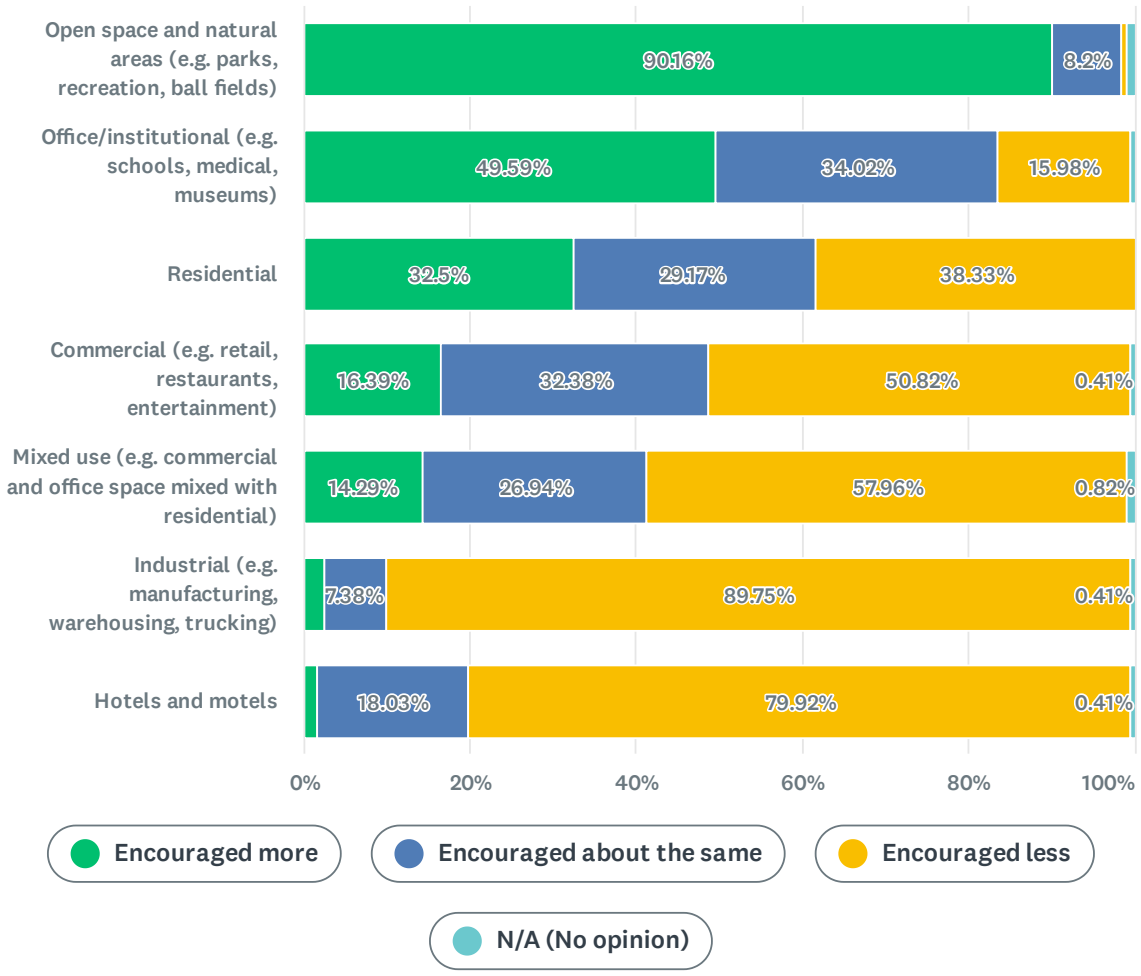
	disappointment. Thank fully I live in a neighborhood they can't expand, but the way they are now encroaching on Pinebarren road is making the future of Pooler look bleak. We do not need income based apartments, we do not need a city bus, and we do. It need more apartments built. We are not Savannah and residents here do not want to live in another Savannah,	
94	Too many apartments that are vacant. The apartment companies should be paying more in property taxes and also for infrastructure	11/14/2025 4:16 PM
95	There are way too many apartment complexes are being built. This is going to significantly change the demographics of the area...and not in a good way.	11/13/2025 3:48 PM
96	These apartments everywhere are insane. The infrastructure is not in place for all these potential new residents. My water pressure is to a trickle. Traffic is terrible. It took me two paychecks to save for a new fridge a few years ago, and since the power kept surging/cutting off from the new apartments being built, it fried the circuits in the fridge. Savannah has plenty of low-income housing. Pooler is a town of working-class folks... that worked hard to live in a safer place.	11/13/2025 3:35 PM
97	Stop all the construction. We are large enough. Quality of live in Pooler is being flushed down the toilet and others we know feel the same way. Look at all the "For Sale" signs cropping up.	11/13/2025 11:12 AM
98	Housing in pooler is a nightmare. If the city was smart they would be commercial/apartment combos, midrises, duplexes, anything to increase density and decrease prices. You could be absorbing so much of Savannah's current priced out population. If you actually want to create a downtown you need to get rid of a lot of these one story structures and bring in larger mid rise retail/housing spaces.	11/11/2025 3:28 PM
99	I dont know how you fix something so broken now this far into it but ride through old Pooler to see how bad it looks. From broken down cars to dilapidated and unkept homes. The city should do something to promote renovation or better landscaping at the very least, and fix the roads	11/11/2025 7:44 AM
100	We are full!! Quit building!	11/9/2025 8:42 PM
101	Private equity should not be allowed to purchase single family homes. Period. This is ruining our community.	11/9/2025 8:33 PM
102	Too many apartments	11/9/2025 8:03 PM
103	Pooler needs to include green spaces with the housing options.	11/9/2025 8:55 AM
104	Too many apartments.....	11/8/2025 10:20 PM
105	STOP BUILDING OVER PRICED OVER CROWDED APARTMENTS RIGHT ON QUACCO and POOLER PKWY	11/8/2025 1:54 PM
106	Stop inviting poor people who are criminals to live in Pooler	11/7/2025 6:06 PM
107	Neighborhoods need more speed bumps, particularly at the entrance and exits where people come speeding through to get from Benton Boulevard over to Tanger outlet	11/7/2025 5:41 PM
108	Pooler cannot handle the amount of people newly built developments (apartments, townhomes) are going to house. Many of them are built off two-lane roads that are incredibly busy from 7am all the way until 7pm. Pooler needs to STOP building and start working on the infrastructure.	11/7/2025 5:41 PM
109	We should absolutely not require low income housing and homeless shelters to be put in neighborhood planning. Funding should be geared towards preventing this in the first place and getting people back in houses, or back to work. They should not have long term, no strings attached housing in neighborhoods via tax from those neighbors.	11/7/2025 5:08 PM
110	Pooler is full and we don't need any more apartments, there are way too many for a city this size. Let Savannah build more apartments!	11/7/2025 4:51 PM
111	No more apartments period. Senior independent or assisted living needed	11/7/2025 7:41 AM
112	Way too many apartments and to put them all beside one another is risky, unsafe and not well thought out.	11/6/2025 10:46 PM
113	Lot sizes have become small with minimum distances between structures continually being reduced. The minimum distances should be increased slightly.	11/6/2025 8:21 PM

114	Too much poor planning of growth and failure of leadership to listen to citizens has negatively impacted housing for single families.	11/6/2025 6:27 PM
115	There are too many homeless people wandering around. Please provide people w resources if where to go and encourage them to not wander the busy roads. It makes me so nervous they are going to get hit but I don't see police or anyone offering assistance	11/6/2025 1:50 PM
116	Make it more affordable! One income homes or single parents are struggling out here.	11/6/2025 11:25 AM
117	More trees and smaller park areas like downtown Savannah Squares as an example	11/6/2025 11:16 AM
118	Quality should be put before quantity. It does us no good to throw up these apartments that are crumbling while charging an entire month's salary in rent. No one can afford them and no one deserves to live in those conditions.	11/6/2025 11:02 AM
119	This type of growth is not sustainable. By allowing lower income to rent high dollar homes you open yourself up to people that live trashy and don't care. There needs to be regular homes for those who can afford them and then places like apartments and low income homes where they can live the way they want to. The section 8 housing in my neighborhood it is obvious which houses they are. They don't care and don't take care of the property, it is a shame. Your roads do not have the capacity to stand up to all the growth, you should stop while you are ahead. The flooding is an issue and will only get worse. I rent a really nice home, but if I had to choose I would not buy in Pooler. Also school zone on pine barren is a joke, the blinking lights need school zone hours, so those without kids know when it is a school zone. Cars drive so slow it them makes drivers pass in front of neighborhood and when you pull out of your neighborhood you almost get hit head on (that is a huge issue)!	11/6/2025 10:25 AM
120	Pooler was a beautiful safe community. Stop overbuilding, bringing trash and destroying the wildlife. It heartbreaking.	11/6/2025 9:52 AM
121	No more apartments and houses on Quacco Road	11/5/2025 3:54 PM
122	While we understand the need for rental housing to support a growing and diverse population, the unchecked mixing of transient rentals with long-term single-family homes is eroding the very foundation of our community. Families who have made lasting investments in Pooler—who've planted roots, built lives, and contributed to the city's growth—deserve stability and respect. There's a place for rental housing, but it must be thoughtfully planned and intentionally located. Clustering these dwellings in designated areas would allow for better infrastructure, management, and community cohesion. When rentals are scattered throughout established neighborhoods, it disrupts the sense of permanence and pride that long-term residents bring—and it risks lowering property values and weakening the social fabric. This isn't about exclusion—it's about balance, foresight, and protecting the integrity of Pooler's future. Our city planners must prioritize smart growth that honors both the needs of renters and the investments of homeowners.	11/5/2025 8:27 AM
123	We need to slow down or stop the over development of the city.	11/4/2025 9:41 PM
124	Let the market decide what type of housing should be built	11/4/2025 3:13 PM
125	As the city gets larger, town homes/duplexes/homes with mother-in-law suites/etc will naturally become more common. They use less land and provide good quality of life. Apartments are not the best but they have their place. If we can encourage more families to age in place it would be best long term.	11/4/2025 2:18 PM
126	I'd like to see more multifamily house for families to be able to age in place and house their parents/grandparents. Not McMansions - homes with In-law Suites or duplexes & town homes. Multiple story homes like apartments are not good for families when they age - but they're great for the transitional stage in life.	11/4/2025 2:03 PM
127	Stop with the massive, overpriced apartment complexes. Need neighborhoods with nice, single family homes that are mid priced, but not cheaply built or smashed together.	11/4/2025 11:02 AM
128	As far as the ones where I said, we need about the same of this housing type; I also strongly believe we need to improve a lot of of those current housing types. In my current neighborhood, there are multiple single-family homes that are rundown. I think part of the problem is that they're so expensive even for a tiny rundown house that moderate income families can't afford them or if they can't afford them they can't afford to fix them up. And unfortunately, you have real estate people coming in buying the homes and then renting them out for ridiculous prices. I think Moore should be done to beautify and enhance the living	11/4/2025 9:49 AM

	experience for senior citizens and those in a nursing home setting. Richmond Hill has done a good job of this and I have not been comfortable with what I've seen in Pooler. I just feel like Pooler is very much focused on building new structures instead of taking care of what we already have.	
129	We should be building UP not OUT - and we should be keeping nature conservation and walkability in mind. A higher focus on public transportation would also alleviate some traffic issues while continuing to expand the city.	11/4/2025 9:44 AM
130	Apartments are sprouting up like weeds. The infrastructure is not in place to accommodate the residents moving in	11/4/2025 9:08 AM
131	No	11/4/2025 9:03 AM
132	no more aapartments	11/4/2025 7:14 AM
133	Stop approving building townhomes already!	11/3/2025 4:31 PM

Q20 Compared to recent trends, do you think the City of Pooler should encourage the following types of development more, less, or about the same over the next 10 years?

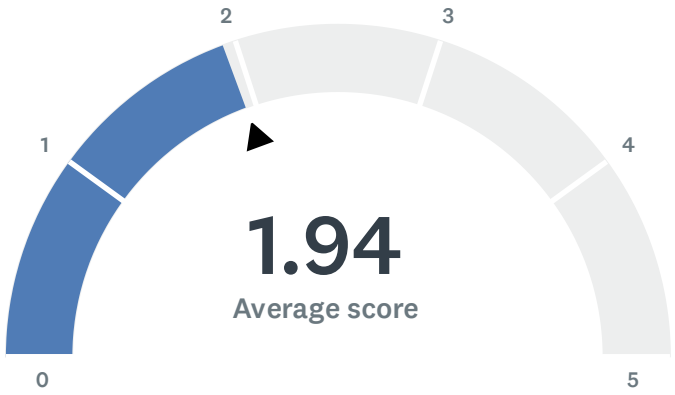
Answered: 245 Skipped: 0



	ENCOURAGED MORE	ENCOURAGED ABOUT THE SAME	ENCOURAGED LESS	N/A (NO OPINION)	TOTAL	WEIGHTED AVERAGE
Residential	32.50% 78	29.17% 70	38.33% 92	0.00% 0	240	1.94
Commercial (e.g. retail, restaurants, entertainment)	16.39% 40	32.38% 79	50.82% 124	0.41% 1	244	1.65
Industrial (e.g. manufacturing, warehousing, trucking)	2.46% 6	7.38% 18	89.75% 219	0.41% 1	244	1.12
Office/institutional (e.g. schools, medical, museums)	49.59% 121	34.02% 83	15.98% 39	0.41% 1	244	2.34
Hotels and motels	1.64% 4	18.03% 44	79.92% 195	0.41% 1	244	1.21
Mixed use (e.g. commercial and office space mixed with residential)	14.29% 35	26.94% 66	57.96% 142	0.82% 2	245	1.56
Open space and natural areas (e.g. parks, recreation, ball fields)	90.16% 220	8.20% 20	0.82% 2	0.82% 2	244	2.90

Q21 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 the City of Pooler in the past 5 years?

Answered: 240 Skipped: 5



Basic statistics				
Minimum	**Maximum**	**Median**	**Mean**	**Standard Deviation**
0.00	5.00	1.00	1.94	1.32

#		DATE
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2	1	2/2/2026 9:34 AM
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4	1	2/1/2026 6:16 PM
5	1	2/1/2026 3:30 PM
6	0	2/1/2026 1:44 PM
7	1	2/1/2026 12:51 PM
8	3	2/1/2026 12:04 PM
9	4	2/1/2026 11:21 AM

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11	1	2/1/2026 6:53 AM
12	1	2/1/2026 3:09 AM
13	4	1/31/2026 9:07 PM
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39	1	1/29/2026 9:29 PM
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177	1	11/9/2025 8:03 PM
178	4	11/9/2025 11:15 AM
179	1	11/9/2025 8:55 AM
180	1	11/9/2025 8:34 AM
181	0	11/9/2025 7:40 AM
182	3	11/9/2025 4:04 AM
183	1	11/8/2025 10:20 PM
184	1	11/8/2025 8:10 PM
185	0	11/8/2025 1:54 PM
186	1	11/7/2025 7:20 PM
187	1	11/7/2025 6:06 PM
188	1	11/7/2025 5:41 PM
189	0	11/7/2025 5:41 PM
190	1	11/7/2025 5:08 PM
191	2	11/7/2025 4:51 PM
192	1	11/7/2025 4:29 PM
193	4	11/7/2025 3:35 PM
194	1	11/7/2025 7:41 AM
195	3	11/7/2025 3:37 AM
196	1	11/6/2025 10:46 PM
197	4	11/6/2025 8:21 PM
198	1	11/6/2025 6:27 PM
199	1	11/6/2025 1:50 PM

200	1	11/6/2025 11:25 AM
201	2	11/6/2025 11:16 AM
202	2	11/6/2025 11:02 AM
203	3	11/6/2025 10:42 AM
204	4	11/6/2025 10:37 AM
205	1	11/6/2025 10:32 AM
206	1	11/6/2025 10:25 AM
207	1	11/6/2025 9:52 AM
208	1	11/6/2025 5:17 AM
209	1	11/5/2025 4:16 PM
210	2	11/5/2025 3:54 PM
211	1	11/5/2025 3:44 PM
212	5	11/5/2025 1:03 PM
213	2	11/5/2025 10:01 AM
214	1	11/5/2025 9:29 AM
215	1	11/5/2025 8:27 AM
216	1	11/4/2025 9:41 PM
217	4	11/4/2025 3:57 PM
218	3	11/4/2025 3:13 PM
219	3	11/4/2025 2:18 PM
220	3	11/4/2025 2:03 PM
221	1	11/4/2025 11:02 AM
222	3	11/4/2025 9:49 AM
223	2	11/4/2025 9:44 AM
224	1	11/4/2025 9:08 AM
225	3	11/4/2025 9:03 AM
226	1	11/4/2025 7:14 AM
227	3	11/3/2025 9:36 PM
228	1	11/3/2025 9:17 PM
229	2	11/3/2025 8:54 PM
230	3	11/3/2025 8:07 PM
231	1	11/3/2025 7:58 PM
232	4	11/3/2025 7:32 PM
233	3	11/3/2025 7:14 PM
234	1	11/3/2025 6:49 PM
235	1	11/3/2025 6:41 PM
236	3	11/3/2025 5:42 PM
237	4	11/3/2025 5:09 PM

238	1	11/3/2025 4:49 PM
239	1	11/3/2025 4:43 PM
240	2	11/3/2025 4:31 PM

Q22 Do you have any additional comments about land use in the City of Pooler?

Answered: 160 Skipped: 85

#	RESPONSES	DATE
1	I personally feel like builders are just building to build right now. We've got empty warehouses with more warehouses going up. We've prioritized terrible chain restaurants or overprices restaurants in Pooler. The only independently owned locations seem to be korean restaurants and mexican restaurants. We also need more green space within the city of Pooler. The closest parks are other villages or counties, or are owned by Tanger/the YMCA. A nice playground near or around where Bostons is would be nice. I'd love to see an open area with multiple smaller food stores that isn't Tanger built. Something like they have at Starland Yard. We also need to do better with the Library. It looks kind of run down, and its small. Despite being right next door to City Hall.	2/3/2026 8:55 AM
2	Too much copy cat commercial	2/2/2026 9:34 AM
3	Target, trader Joe, and Apple is needed	2/1/2026 11:52 PM
4	Less repetitive businesses and more parks and nature	2/1/2026 6:16 PM
5	Please maintain the natural beauty of Pooler and end the clearing of trees.	2/1/2026 3:30 PM
6	Stop removing trees and building on wetlands , no more luxury apartments or store fronts until what is already here are occupied ! Stop building just to build	2/1/2026 1:44 PM
7	Pooler needs to STOP growing. We are too big and too busy now. Land needs to be preserved for our ecosystem and nature.	2/1/2026 12:51 PM
8	better road planning, more turning lanes	2/1/2026 12:04 PM
9	The old center of town would feel a lot more welcoming if there were walking and biking trails.	2/1/2026 11:21 AM
10	Preservation and land management should be #1.	2/1/2026 6:53 AM
11	Stop with approving all the variance requests - or get the zoning ordinances updated and stick with them! Please save our little city!	2/1/2026 3:09 AM
12	We need more green space.	1/31/2026 9:07 PM
13	We need to stop cutting down all the trees unless absolutely necessary.	1/31/2026 8:54 PM
14	Poor planning, raping the land, too many apts and rentals, too many strip commercial, not enough parks, open space, bike lanes,hiking trails	1/31/2026 7:10 PM
15	Stop bringing in crap we don't need or want. STOP! Residents think you have brought enough in for a lifetime.	1/31/2026 4:44 PM
16	Preserve our natural resources and lands	1/31/2026 9:48 AM
17	I believe Pooler was built to be mainly single family residential with an infrastructure to withstand grow and be limited to over taking wetlands forrest nature preserving parks waterways and natural resources building is out of control and developers are not paying there share. tax payers are being burdened at politicians every whim. my property is being overrun with light commercial and commercial issues. the so called code enforcement can control a noise level code. WHEN DOES IT STOP?? you can't tell me build ing over 5000 apartments within quarter mile of another 5000 apartments within a quarter mile of 5000 residential homes on to a 2 lane roadway makes sense. when half those people get up and hit the road at same time what will transpire? you think we have wrecks on our roadways now?	1/30/2026 11:26 PM
18	We need to stop commercial development	1/30/2026 11:24 PM
19	Every inch of land in Pooler has been sold to greedy developers building more useless	1/30/2026 9:09 PM

	warehouses, empty strip malls and overpriced housing.	
20	Zero regard for natural green space, wildlife conservation or parks/recreation for existing residents.	1/30/2026 6:55 PM
21	Too much building too fast. Construction has started causing flooding in my neighborhood. There are too many people here for the existing infrastructure.	1/30/2026 6:25 PM
22	I hate the trees are gone. When I moved to Pooler over 25 years ago, the city has a small town feel. The traffic now is outrageous.	1/30/2026 2:41 PM
23	Need more homes , even mixed use, and less retail space — have an influx of those with vacancies and satisfied with amount/ variety of stores & restaurants, (need another good seafood restaurant), but traffic around Benton Blvd is rough (appreciate some work done but another outlet / street to alleviate bottle up long lines on Benton to get to Jimmy Deloach Blvd	1/30/2026 8:26 AM
24	Too much building going on. Planning should be prioritized and not just approval of every proposal that comes their way.	1/30/2026 7:42 AM
25	I will probably move because of all the apartments and blue collar businesses going up at an insane rate	1/30/2026 5:55 AM
26	Too much growth for a infrastructure that cannot support it	1/29/2026 11:34 PM
27	There's too many new subdivisions being built on top of each other. There's no local businesses, just more and more chains and duplicates of restaurants/stores within 5 miles of each other. There are more warehouses being built and taking away valuable green space that could be used to the communities benefit.	1/29/2026 10:43 PM
28	Land use should be directed to mixed use vertical and/or close properties leaving green space/walk ability in each pod.	1/29/2026 10:02 PM
29	Stop cutting down trees and killing natural animal habitats	1/29/2026 9:39 PM
30	We don’t need anymore storage units!! Or warehouses!!	1/29/2026 9:36 PM
31	Stop cutting down trees! This town gets uglier and uglier because of it.	1/29/2026 9:35 PM
32	we NEED trees to survive, wildlife needs nature to survive, we need wildlife to survive. continue ripping up our livelihood and we'll become a miserable concrete jungle like NYC where nobody has their humanity and only the extremely wealthy have money. i care about our children and the future and living here, it is evidently clear thats not a priority	1/29/2026 9:16 PM
33	Please stop the overbuilding of residential properties.	1/29/2026 3:56 PM
34	Quit cutting down trees and eliminating natural landscape!	1/29/2026 3:44 PM
35	Not enough natural outdoor spaces or parks	1/29/2026 10:30 AM
36	We need more mixed-use developments in the community. Bulldozing a tremendous amount of land in our area to build these large and vast apartment/housing communities is a waste of space. Having mixed-use developments can help the community balance housing and business challenges that it will be facing soon once we are out of land to develop on. This may also make the community a more desirable place to live.	1/29/2026 7:14 AM
37	Stop building. Too much traffic.	1/29/2026 2:03 AM
38	stop chopping trees for boring and unaffordable apartments or unnecessary warehouses. more entertainment and things to do.	1/29/2026 12:52 AM
39	I need a negative side of the scale, chief. It's dogsh-t. Y'all live here - the only thing to do is go to TJ Maxx. I'm not that into TJ Maxx. Also, your "scenario" options are a false choice. The "business as usual" model now includes... improving our infrastructure! Which is something I support! Except this is not at all actual reality, and is not taking place! And somehow none of the other options include improving the road infrastructure. Also lol @ "public transit hubs" - never heard of her! What alleged "public transit" do we have here?	1/29/2026 12:33 AM
40	We have 2-10 of every type of business. We don’t need anymore of anything. Stop clearing land so we can have more and more of the same garbage. I used to love Pooler. Hilton head mitigated development correctly. You’ve destroyed this place.	1/28/2026 10:35 PM

41	Calm down or we all move	1/28/2026 7:49 PM
42	Stop allowing all the commercial building	1/28/2026 5:43 PM
43	Please stop clear cutting all of the trees!	1/28/2026 12:22 PM
44	PROTECT WILDLIFE WAY MORE- MORE GREENSPACE FOR RESIDENTS.	1/28/2026 11:31 AM
45	We NEED more green space. We NEED some of the wetlands restored. Water does not soak into concrete so flooding is going to become more of an issue than it already is because of the wetlands being filled it and built on.	1/28/2026 11:20 AM
46	Raping the land of it's natural resources, giving tax hand-outs to influence commercial entities while robbing the tax paying homeowners is dispicable. Shame on Pooler - almost no better than Savannah!	1/28/2026 11:07 AM
47	The city didn't plan for what's happening. Those in charging are just rubber stamping projects without considering the residents. Stop cutting down all the trees. Work around the trees. At this rate there won't be any natural places for a run/walk /bike trail or golf cart path. This could be a GREAT city to live, work and play. If we're not careful it will become Garden City. If there were golf cart paths from Savannah Quarters to Godley Station that would cut car emissions. Think pedestrian friendly community.	1/28/2026 10:35 AM
48	Commercial would be great if you stopped attracting big box stores. Boutique shopping and family run restaurants is what is needed. The big box store that would be beneficial is Whole Foods.	1/28/2026 8:44 AM
49	Leave the existing land alone & undeveloped	1/28/2026 8:20 AM
50	Way to many apartments for one area	1/28/2026 8:14 AM
51	More FREE public spaces for the thousands of families you lure here!	1/28/2026 8:13 AM
52	There is too much commercial development of warehouses along Hwy 80. Hwy 80 is too congested and no additional businesses should be allowed direct access to it. The businesses should have to find alternatives to route onto I-16.	1/28/2026 2:31 AM
53	I hope future land use is less and utilized naturally.	1/28/2026 12:18 AM
54	Growth is good as long as there is a plan as to what this city wants to be. Box stores and fast food at tracks lower income levels rather than restaurants and boutique type stores as in Hilton head or Charleston. Quacco road mobile homes are an embarrassment to drive by. No zoning is enforced for cleaning up garbage…drive by them!	1/27/2026 10:06 PM
55	Need an amphitheater or conference/civic center. The City has no community center.	1/27/2026 10:02 PM
56	Please leave some trees standing in Pooler! Our wildlife needs it as well as us humans.	1/27/2026 10:00 PM
57	Stop cutting trees and building warehouses/commercial space	1/27/2026 9:45 PM
58	Why hasn't there been a master plan in place?	1/27/2026 8:47 PM
59	There should be more consideration to what is built where and the overall appearance. Roads need to be kept up and more parks are needed. It would be so nice to have a weekly farmers market and summer lawn events like live bands. More things to bring us together as a community.	1/27/2026 7:46 PM
60	Infrastructure, Infrastructure and more Infrastructure. You should consider changing the city name to the City of Congestion. All along Pooler Highway, it takes forever to go nowhere.	1/27/2026 7:15 PM
61	Too much building not enough infrastructure, which is causing flooding, and high traffic volume	1/27/2026 7:03 PM
62	There appears to be no growth plan	1/27/2026 6:43 PM
63	Stop filling in wetlands and put some teeth into the zoning regulations	1/27/2026 4:23 PM
64	In my opinion there needs to be more roads in place before anymore construction is done. Also, better and bigger buffer zones should be added to building ordinances. Before any more building there needs to be outside studies done on environmental impact especially with flooding. The growth has been tremendous just in the few years we have been here and it is causing negative impact on our quality of life.	1/15/2026 9:06 AM

65	Seems to be overdevelopment. We do NOT need any more gas stations, convenience stores, apartments, strip shops, warehouses, etc. Green spaces need to be preserved and protected.	1/13/2026 5:47 PM
66	Have we run out of undeveloped land yet? Outdoor area and open natural trails would be nicer than more vape stores and nail salons.	1/12/2026 11:10 AM
67	The land that is left in the city should be prioritized for more green spaces and parks that the public can enjoy.	1/11/2026 8:39 AM
68	Growth is good but it need to be controlled and be done in a smart way	1/6/2026 7:23 PM
69	Land use? Wrong types approved.	12/29/2025 8:31 PM
70	Make sure the environment is bring considered and protected. Swamp land and forests serve a purpose and are essential. Runoff water from storms needs a place to go to avoid flooding.	12/29/2025 5:24 AM
71	You've got to protect green space and stop approving every commercial project. It's too much.	12/27/2025 2:22 PM
72	Stop the population growth to lessen traffic. Less hotels, more restaurants that are not chains. Good markets. Keep some open space	12/21/2025 8:31 AM
73	I want pocket parks in neighborhoods.	12/17/2025 7:13 PM
74	No more commercial or warehouses unless it's something for the kids to do. No more chain restaurants either. Outdoor space that can be walked to and utilized by everyone.	12/17/2025 2:06 PM
75	Out of control building without developer contributions to infrastructure. Came here because of all the trees and quieter life. This has been destroyed.	12/15/2025 9:18 PM
76	It is horrible. Way too many apartments and redundant businesses. No green spaces; hotels and other businesses located where the road access was too crowded even before the buildings went up. It is impossible to cycle in Pooler.	12/15/2025 8:10 PM
77	We definitely need to implement impact fees to cover the cost of infrastructure needs that result from development. Taxpayers are impacted twice by decreased quality of life and paying for the infrastructure.	12/15/2025 11:44 AM
78	We need more green space.	12/15/2025 7:09 AM
79	More outdoors spaces. Tom Triplett park is not as great as people make it out to be. Additionally the traffic in that area is worse and hard to get in and out of. We need more parks and dog parks. Look at BARK park in Richmond hill for inspiration.	12/15/2025 12:36 AM
80	Building should not continue on wetlands and continue to deplete natural vegetation that will help with the flooding concerns that come with clearing all the land.	12/14/2025 7:49 PM
81	A large school campus mixed of junior, middle and high school should be built on the corner of Pooler parkway and pine barren across from Wawa	12/13/2025 11:47 PM
82	The city needs more parks and walking trails.	12/13/2025 11:18 PM
83	I don't mean 5 in a good way. Again, overdeveloped for existing infrastructure.	12/13/2025 4:51 PM
84	We need safe parks and outdoor space.	12/13/2025 4:47 PM
85	Too may apartment	12/13/2025 2:56 PM
86	No need for more commercial buildings.	12/13/2025 1:25 PM
87	They need to reinforce the Van on cutting down mature oaks. And the way it is now developers if you cut down trees, you plant a sapling. That does nothing for the water table and that doesn't help flooding or aesthetics.	12/13/2025 8:02 AM
88	Roads need to be wider and drainage needs addressed. I95 and I16 areas on Pooler Parkway need improved with more lanes and better traffic flow	12/12/2025 9:43 PM
89	Too many warehouses, too many expensive apartments	12/12/2025 9:25 PM
90	Quit building apartments!!! They DECREASE our property values!! Quit building strip shopping centers!! Quit facing the back of buildings to Pooler Parkway!!	12/12/2025 5:14 PM
91	The growth has been done poorly. Trees have been destroyed an not replaced. Pooler Park	12/12/2025 3:13 PM

	way could look so much nicer with better planning. No impact fees from developers, just stupid!	
92	Too many strip malls and fast food restaurants chains	12/12/2025 2:33 PM
93	You've already used up all the land and nothing for traffic	12/12/2025 1:41 PM
94	No more commercial warehouses. I have three public storage units within three minutes of my home. Enough is enough.	12/12/2025 1:22 PM
95	No apartments	12/12/2025 12:42 PM
96	Pooler needs more trees & green spaces. Once again, the air quality in Pooler (per TWC) is consistently POOR. Poor air quality should be a major concern for us all.	12/12/2025 11:28 AM
97	focus on preserving open spaces with trees/barriers/natural buffers along highways	12/12/2025 10:07 AM
98	I'd like to see would be another gated community with large lots 1/3rd-3/4 acre other than SQ and preservation of woods/parks and a requirement for larger setbacks with more greenspace. Also a bridge or ramps or some sort of clever solution other than adding lanes to the traffic around the mall.	12/12/2025 8:03 AM
99	Please stop building!!! Overpopulating has the potential for an overall unstable environment, whereby decreasing property value and forcing good residents to relocate!	12/11/2025 10:27 PM
100	More open space, parks, and set backs. Protect wetlands.	12/11/2025 10:20 PM
101	All I see is bulldozed areas, leave more trees. Plant trees on the on/off ramps by the interstate. Right now it is nothing but an ugly mud pit that probably costs thousands to mow. We need more trees, less grass. Also, reduce parking lot size requirements for businesses. We have parking lots everywhere. We have enough high density apartments. How about use some of that land for pedestrian/bike paths that go behind the neighborhoods instead of along roads. Give some nice paths through nature.	12/11/2025 7:08 PM
102	Too many warehouses and land being destroyed	12/11/2025 5:41 PM
103	Enough of the empty warehouses, storage units and apartments. We need to be responsible and provide enough restaurants, grocery stores and a hospitals for the residents here.	12/11/2025 5:31 PM
104	All of #23 sucks to the high heavens	12/11/2025 4:53 PM
105	Stop building on every tiny little fragment of land.	12/11/2025 4:38 PM
106	STOP REZONING SHIT - especially half assed stuff and stuff you KNOW is BAD for RESIDENTS. Only approve once ALL studies are complete and BUSINESS need actually fits COL and average housing/rent prices. POOLER IS NOT a LAST minute CASH GRAB on the backs of residents.	12/11/2025 4:05 PM
107	It's out of control.	12/11/2025 4:05 PM
108	Too much growth without proper infrastructure.	12/11/2025 4:03 PM
109	Traffic is terrible. The city pimps out the area to any developer with a checkbook. Nothing is done for the residents and taxes continue to rise.	12/11/2025 3:43 PM
110	Pooler is a suburb of Savannah. We do not want to be Savannah. It has always been a more residential community until th recent 5 or so years. The explosion of growth is disheartening and I do not want to live in a city that is full of warehouses. I do not want to turn our city into garden city or portwentworth either. It loses value and becomes a dirty city with no clear boundaries of residential and commercial. It is very clear that the city council did not take residents concerns and definitely not the desires into consideration. They allow them to speak at meetings, but continue to disregard what is being said by residents and continue approving more warehouses being built.	12/1/2025 9:46 PM
111	New Libray is needed to keep up with the citys growth.	11/19/2025 9:56 AM
112	More bike ways.	11/18/2025 5:08 PM
113	Infrastructure is behind. Infrastructure first, then should come the apartment and retail buildings.	11/14/2025 4:16 PM
114	Stop approving apartment complexes to be constructed. Also, the hotel options in the area	11/13/2025 3:48 PM

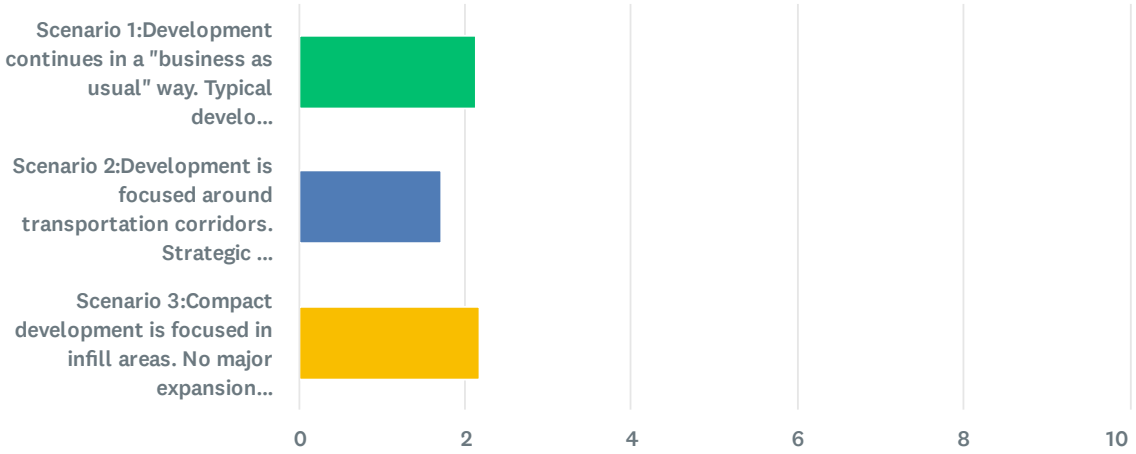
	seems to exceed demand.	
115	Please build a highway sound wall. Please stop building apartments. If you are itching to building something, how about a park. All of the scenarios below are not good. Expand roads, restore water lines, improve sewer lines, and stop building.	11/13/2025 3:35 PM
116	Does the City of Pooler have a Planning Board? What do they think their mandate is? Certainly not to protect the quality of live i Pooler.	11/13/2025 11:12 AM
117	No	11/12/2025 7:42 PM
118	Pooler has allowed its land to become nothing but monstrous traffic choked stroads. Massive box stores and fast food signage gaudily rising above the buildings. This is not currently a city, it's a bunch of retail islands connected by roads, with residential island completely separated. It's disgraceful. Pooler needs to retake some of this land if its going to be able to turn around into anythoing actually resembling a town. Pooler desperately needs to change it's land use allowances and its parking requirements for parcels. We need few massive parking oceans.	11/11/2025 3:28 PM
119	Not sure why you ask questions of encouragement when you know zoning laws are already in place for those areas so you can't stop that growth but maybe you can have signage requirements and better landscaping requirements at the very least. That terrible "my place" sign by Sam's looks like a hotel McDonald's. Why was that allowed, in those colors? Or the ugly aesthetics by Lowe's? Can you please put some standards of design in place so it isn't such a hodge podge of crap type of look?	11/11/2025 7:44 AM
120	Stop building !!!! No more concrete, housing , restaurants, chain stores ect….. Try and fix the traffic and roadways that you created without public bussing system.	11/9/2025 8:42 PM
121	Squandered a "green field" opportunity" to create an eyesore known as Pooler. Weak to nonexistent "leadership".	11/9/2025 8:33 PM
122	Fix the roads fix the timing of the lights figure out how to move all this traffic you created. And get a bookstore in this town. We need more than hotels and restaurants	11/9/2025 8:03 PM
123	More parks for people to engage with	11/9/2025 8:55 AM
124	Pooler has always been a city without a plan. Anything is allowed to be thrown up anywhere. I think at this point we just need to preserve what we have left. NO more apartments!, NO more strip mall/office buildings. Build a park…… Look at Bluffton and how beautiful it is, follow that model.	11/9/2025 8:34 AM
125	It is being done in a bad way. Changing zones from church and schools is stupid.All the strip malls suck.	11/8/2025 10:20 PM
126	No more warehouses	11/8/2025 8:10 PM
127	Does it matter? Do you guys even care?	11/8/2025 1:54 PM
128	Pooler needs more designated green spaces.	11/7/2025 6:06 PM
129	I think the City failed to listen to what the majority of the citizens wanted for this city and it is a very disappointing place to live now.	11/7/2025 5:41 PM
130	The city is growing by adding ONLY apartment complexes. We must be at over 100 giant units by now. Apartments are for short term living while you earn enough to buy or rent a house. Commercial apartments are killing this community. There are not enough nice single-family homes built with quality.	11/7/2025 5:08 PM
131	Pooler near I-16 needs to finish development and Pooler parkway needs to be 3 lanes each way now because it's always congested.	11/7/2025 4:51 PM
132	We did the 2040 survey and asked for Greecnspace and open space, none of that happened. Okey officials need to listen to the people that elected them with promises of green areas and parks. Actually use the tree fund to build a year canopy in pooler parkway	11/7/2025 4:29 PM
133	Quit building everywhere Preserve green space and improve drainage and storm protection	11/7/2025 7:41 AM
134	Need more trees/green space	11/6/2025 10:46 PM
135	Lack of trees has increases heat and noise. No longer a relaxing, safe city. Too much mix of business in residential areas.	11/6/2025 6:27 PM

136	There is soooo much concrete! Please do not approve any more variances those zoning regulations are there for a reason right?	11/6/2025 1:50 PM
137	Too quick to say yes just to say, "look what I can do?" Need more trees left especially the big ones. If there is a big tree (100+ yrs old in the development, it stays as a requirement with a huge fine if it gets "damaged".	11/6/2025 11:16 AM
138	We need greenspaces and recreation areas. We need neighborhood parks for our children and trails that are safe for residents.	11/6/2025 11:02 AM
139	Ingress/egress to Tanger and to Costco is inadequate	11/6/2025 10:37 AM
140	Stop taking all the natural wetlands, it is causing excess flooding!	11/6/2025 10:25 AM
141	Stop rezoning. The objective should be to preserve the little amount of woods we have left. The Wildlife should be top priority. Do not trash Pooler up with low income housing. You have already overbuilt trash .	11/6/2025 9:52 AM
142	Green space is all but completely gone.	11/6/2025 5:17 AM
143	The lack of infrastructure planning to handle the growth seems like an afterthought.	11/5/2025 3:44 PM
144	Our community is growing, thriving—and yet, when it comes to dining and business diversity, we're stuck in a loop of fast-food chains and redundant services. Where are the inviting, moderate-to-upscale restaurants that bring people together and reflect the character of our city? We need places that offer more than just convenience—we need quality, atmosphere, and variety. It's not just about food. The lack of thoughtful planning is evident when you see two oil change shops practically side by side. That's not development—it's duplication. Pooler should be cultivating a rich mix of businesses that serve different needs and create a vibrant local economy. And then there's the heartbreaking loss of our natural spaces. Forests are being bulldozed at an alarming rate, only to make way for retail buildings that sit empty. It's not just wasteful—it's demoralizing. It makes residents question whether city planners truly care about the long-term health and beauty of our community.	11/5/2025 8:27 AM
145	It appears the development of Pooler has been done haphazardly without a Master Plan. Now we are dealing with congestion and the loss of green space	11/4/2025 9:41 PM
146	We have too many auto oil change and nail shops.	11/4/2025 3:57 PM
147	The growth in Pooler is fine but the infrastructure needs to keep pace- Widen the roads, fix Pooler parkway and Benton and I-95. Prioritize more drainage improvements over more ball fields and community center.	11/4/2025 3:13 PM
148	We need more land reserved for sidewalks and medians between the people and the roads. It should be required along every road for people to be able to travel by foot.	11/4/2025 2:03 PM
149	Pooler has completely missed the mark in developing any type of centralized dining/shopping/entertainment area. Look into Bradley Fair in Wichita, Ks for example. It's A shopping area designed around a retention lake with restaurants that have lovely outdoor dining. Fireworks and concerts and movies outside around the lake. All we get are strip malls with the same stores in them. If there is any outdoor dining, it's on the edge of a hot parking lot. Save trees and make shopping/dining areas with shade and ambiance. Again, the clear cutting of trees just to put in more strip malls with the same nail salons, liquor stores and fast food restaurants is horrible.	11/4/2025 11:02 AM
150	More parks, more museums, more historical preservation, more focus on the people in the community and caring for what we already have.	11/4/2025 9:49 AM
151	We are becoming a concrete jungle, an industrial park. Clear-cutting land and paving over everything is ruining our quality of life.	11/4/2025 9:08 AM
152	Need to meet the demands of growth	11/4/2025 9:03 AM
153	quit tearing down tress and wetlands	11/4/2025 7:14 AM
154	For a healthier, happier community that is sustainable long-term, we need natural areas, walkable areas and environmentally responsible land use, including tree canopy and wetlands to absorb stormwater.	11/3/2025 9:17 PM
155	I feel the growth in Pooler is very unbalanced. Too many warehouses and commercial entities	11/3/2025 7:58 PM

	have developed areas without developing roads and supportive infrastructure to take on the extra traffic and resource demand.	
156	Too Much mixed use and messy planning	11/3/2025 6:41 PM
157	Water runoff needs more planning	11/3/2025 5:42 PM
158	Flooding is out of control due to growth	11/3/2025 4:49 PM
159	Allowing all trees to be removed has caused increased flooding. Why are developers not required to pay for infrastructure, schools and the library	11/3/2025 4:43 PM
160	This is a tough question to ask and I would have to write several paragraphs, but I've seen the drastic change in our small city's landscape and I can already tell the noise levels have gone up, the wildlife is getting run over, and the construction of wider roads will only bring more unwanted traffic to our areas such as illegal street racing.	11/3/2025 4:31 PM

Q23 Please rank the following future growth scenarios in terms of your preference for the City of Pooler, with 1 being most preferred and 3 being least preferred.

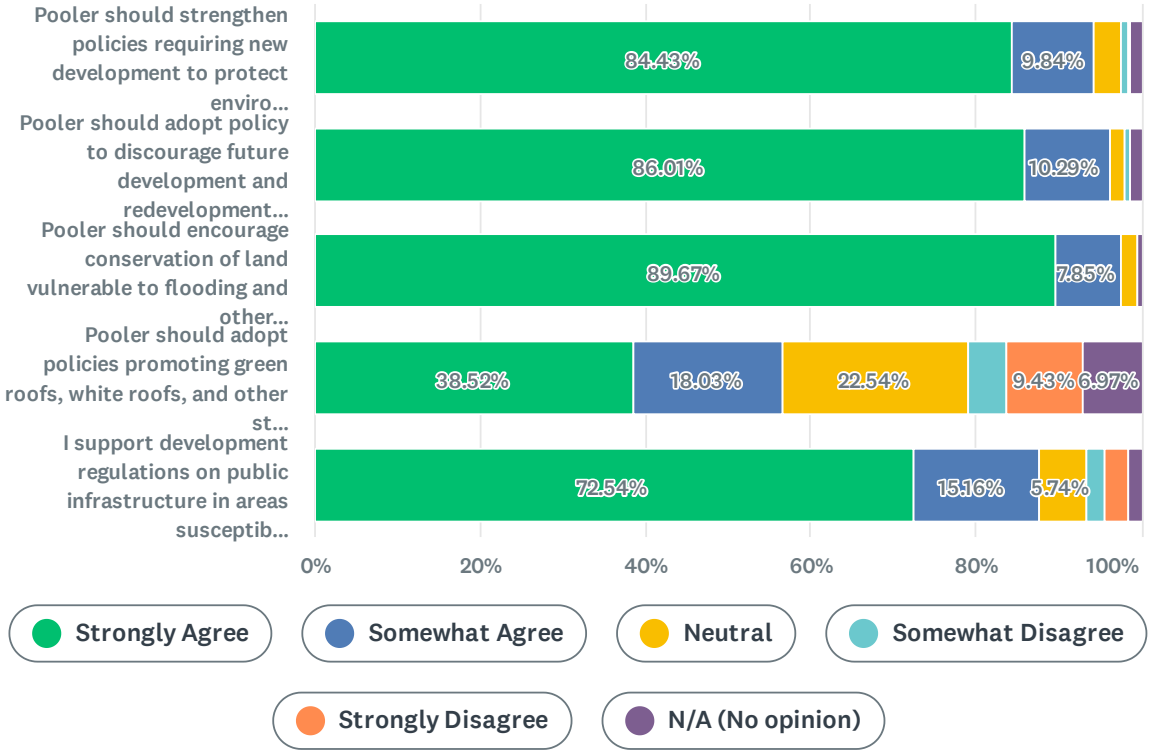
Answered: 230 Skipped: 15



	1	2	3	TOTAL	SCORE
Scenario 1:Development continues in a "business as usual" way. Typical development and growth are outward towards the County boarders, 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.	33.48% 77	20.87% 48	45.65% 105	230	1.88
Scenario 2:Development is focused around transportation corridors. Strategic infill and redevelopment along existing infrastructure corridors and focus areas. No major expansion or 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 or rural lands and wetlands.	42.17% 97	45.22% 104	12.61% 29	230	2.30
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 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 exitsting city center.	24.35% 56	33.91% 78	41.74% 96	230	1.83

Q24 How strongly would you agree with the following statements about natural resources in the City of Pooler?

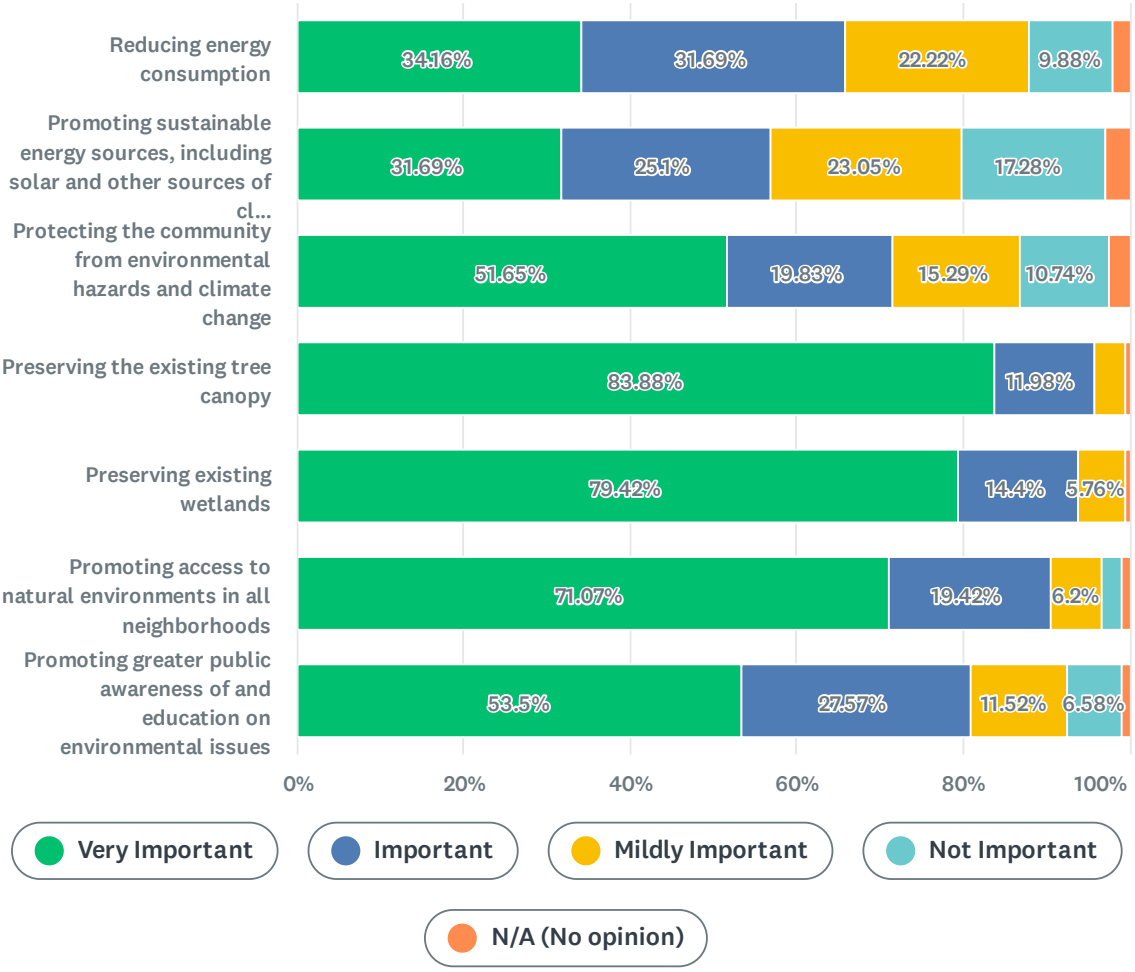
Answered: 244 Skipped: 1



	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	N/A (NO OPINION)	TOTAL	WEIGHTED AVERAGE
Pooler should strengthen policies requiring new development to protect environmentally sensitive areas	84.43% 206	9.84% 24	3.28% 8	0.82% 2	0.41% 1	1.23% 3	244	4.79
Pooler should adopt policy to discourage future development and redevelopment of areas vulnerable to flooding and other coastal hazards	86.01% 209	10.29% 25	1.65% 4	0.82% 2	0.00% 0	1.23% 3	243	4.84
Pooler should encourage conservation of land vulnerable to flooding and other coastal hazards	89.67% 217	7.85% 19	2.07% 5	0.00% 0	0.00% 0	0.41% 1	242	4.88
Pooler should adopt policies promoting green roofs, white roofs, and other strategies to cool the local environment	38.52% 94	18.03% 44	22.54% 55	4.51% 11	9.43% 23	6.97% 17	244	3.77
I support development regulations on public infrastructure in areas susceptible to flooding and sea level rise	72.54% 177	15.16% 37	5.74% 14	2.05% 5	2.87% 7	1.64% 4	244	4.55

Q25 How important are the following natural resources objectives to you?

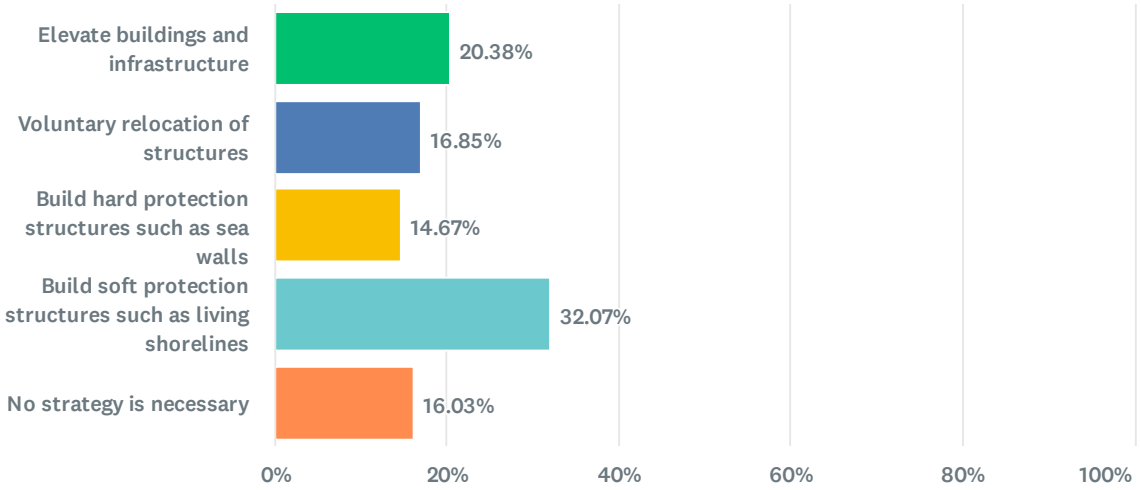
Answered: 243 Skipped: 2



	VERY IMPORTANT	IMPORTANT	MILDLY IMPORTANT	NOT IMPORTANT	N/A (NO OPINION)	TOTAL	WEIGHTED AVERAGE
Reducing energy consumption	34.16% 83	31.69% 77	22.22% 54	9.88% 24	2.06% 5	243	2.92
Promoting sustainable energy sources, including solar and other sources of clean and renewable energy	31.69% 77	25.10% 61	23.05% 56	17.28% 42	2.88% 7	243	2.73
Protecting the community from environmental hazards and climate change	51.65% 125	19.83% 48	15.29% 37	10.74% 26	2.48% 6	242	3.15
Preserving the existing tree canopy	83.88% 203	11.98% 29	3.72% 9	0.00% 0	0.41% 1	242	3.80
Preserving existing wetlands	79.42% 193	14.40% 35	5.76% 14	0.00% 0	0.41% 1	243	3.74
Promoting access to natural environments in all neighborhoods	71.07% 172	19.42% 47	6.20% 15	2.48% 6	0.83% 2	242	3.60
Promoting greater public awareness of and education on environmental issues	53.50% 130	27.57% 67	11.52% 28	6.58% 16	0.82% 2	243	3.29

Q26 Which of the following strategies would you support to protect resources in the City of Pooler from hazards related to climate change? (Select all that apply)

Answered: 231 Skipped: 14



Answer Choices	Percentage	Responses
Elevate buildings and infrastructure	20.38%	75
Voluntary relocation of structures	16.85%	62
Build hard protection structures such as sea walls	14.67%	54
Build soft protection structures such as living shorelines	32.07%	118
No strategy is necessary	16.03%	59
Total		**368**

Q27 Do you have any additional comments about natural resources in the City of Pooler?

Answered: 80 Skipped: 165

#	RESPONSES	DATE
1	My first thought is always "what natural resources?" but then I think of Tom Triplett. That's a good example of how we utilize natural resources. However, it would be nice to have a revamp of that area.	2/3/2026 8:55 AM
2	Please do something about the water drainage on property. Every rain fall ruins backyards and cause severe damage	2/1/2026 11:52 PM
3	Vote out all incumbents that support building just to build and get $$$	2/1/2026 1:44 PM
4	Pooler needs to STOP growing. We are too big and too busy now. Protect what land and nature is left in Pooler.	2/1/2026 12:51 PM
5	Protect them! What are you thinking, letting it go this far, creating flooding issues in the established neighborhoods?	2/1/2026 6:53 AM
6	Stop taking down all the trees to build more crap. Stop taking all the green space to build more crap.	1/31/2026 4:44 PM
7	our natural resources are not in abundance as it was in the past. we have come close to destroying them completely. i have a herd of deer in my yards nightly. they have been deprived of their home as well as the squirrels rabbits possums raccoons etc which some have taken up residence in my one acre of land that i could throw a baseball from and land in CITY HALLS YARD	1/30/2026 11:26 PM
8	Protect them.	1/30/2026 6:55 PM
9	The City has destroyed our natural resources.	1/30/2026 5:26 PM
10	No	1/30/2026 2:41 PM
11	Wetlands and green space needs to be better protected.	1/30/2026 7:42 AM
12	Try keeping trees and natural habitats	1/29/2026 11:34 PM
13	There are none because every bit of free space is being developed into more warehouses or strip malls or subdivisions/apartment complexes.	1/29/2026 10:43 PM
14	None	1/29/2026 10:02 PM
15	Stop cutting down the trees, stop needless building	1/29/2026 9:39 PM
16	Stop turning wetlands into subdivisions.	1/29/2026 3:56 PM
17	Again, so many false choices. There are so many other ways to protect from natural disaster and climate change. Like, idk, NOT CUTTING DOWN MORE TREES? That's hella cheap too, I know y'all looooooove cheap!	1/29/2026 12:33 AM
18	We don’t need strategies against climate change. You’ve created and made worse the flooding problems in Pooler single handedly. Congrats, you beat Mother Nature to the punch.	1/28/2026 10:35 PM
19	Calm down. Look at what you are taking away.	1/28/2026 7:49 PM
20	We need our natural wetlands back, trees to filter the air and help with sound pollution but sadly that will never happen. The natural resources in Pooler are forever gone.	1/28/2026 11:20 AM
21	If you're buying into the Climate Change scam, your already lost!	1/28/2026 11:07 AM
22	Stop cutting down all the trees!!! Save some of the natural resources. No more gas stations, nail salons, apartments and lube stations!! We need a Hospital!	1/28/2026 10:35 AM

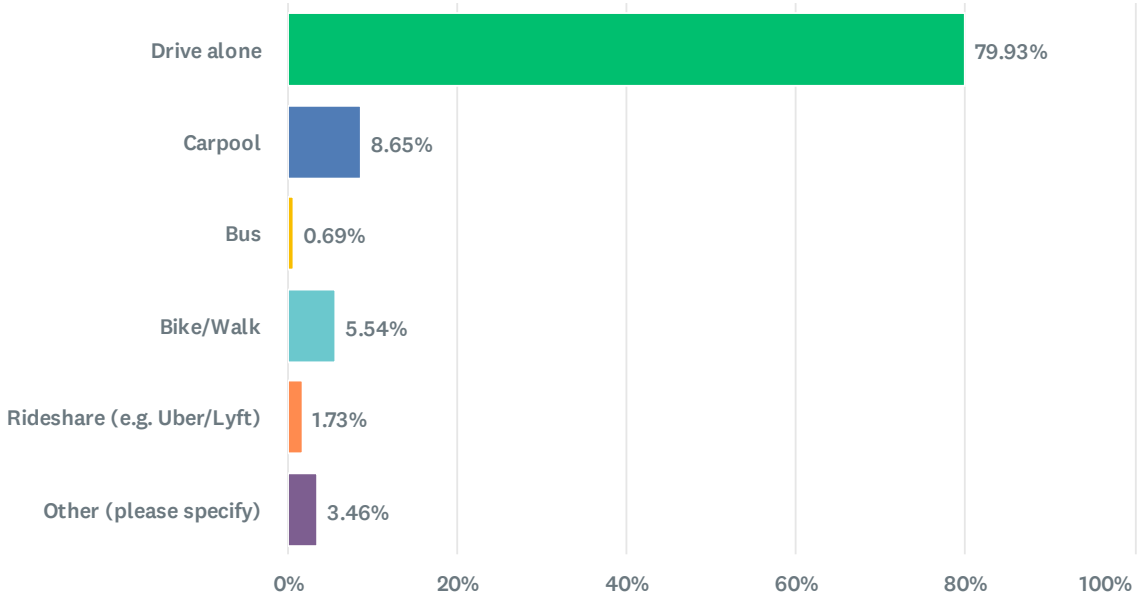
23	N/a	1/28/2026 10:16 AM
24	The City has done a horrible job of protecting our natural resources heretofore. We have flooding and lack of trees. The City has put development over the environment. They are not mutually exclusive. You can do both!	1/28/2026 8:44 AM
25	Protect our natural resources.	1/28/2026 12:18 AM
26	Please preserve what we have left before it’s too late	1/27/2026 10:00 PM
27	Stop destroying the natural resources	1/27/2026 9:45 PM
28	Make sure beaver dams so wayer doesn’t back up during heavy storms.	1/27/2026 8:47 PM
29	Wetlands need to have deeper drainage ponds. the ponds now are too shallow. Management of pond depth needs to be better and drained prior to upcoming severe storms	1/27/2026 7:15 PM
30	The hazards are being caused by development not climate change.	1/27/2026 7:03 PM
31	We've lost a ton of natural resources due to all the warehouses that have been built. It's now a lost cause.	1/12/2026 11:10 AM
32	No.	12/29/2025 5:24 AM
33	A mandate for every warehouse to put solar panels on their roof. They are allowed to come in, flatten an ecosystem, create an abundance of water shed that has no where to go, and create a heat bubble due to all of the concrete. Warehouses and large structures/buildings should be required to provide some environmental support and I think solar panels on the roofs would be a substantial help. Pay back into a system they are destroying. And no they should not be allowed to bank that energy it goes back to the entire power grid.	12/17/2025 2:06 PM
34	We need more and preserve what we already have	12/15/2025 9:18 PM
35	There are none. They have all been paved over.	12/15/2025 8:10 PM
36	No	12/13/2025 7:49 PM
37	I think the tree canopy is extremely important, however, they have annihilated a huge amount of it already	12/13/2025 8:02 AM
38	Enough trees have been taken down	12/12/2025 9:43 PM
39	If you would quit cutting down all the trees you wouldn’t have these issues	12/12/2025 5:14 PM
40	Need to preserve wetlands and wildlife.	12/12/2025 1:22 PM
41	Pooler needs more trees & green spaces to allow for better sound & air quality.	12/12/2025 11:28 AM
42	develop tree buffers along all highways	12/12/2025 10:07 AM
43	N/A	12/11/2025 10:27 PM
44	We need to preserve what we have, and there is lots of opportunities to replant trees.	12/11/2025 7:08 PM
45	Its being destroyed	12/11/2025 5:41 PM
46	Bring back the protection of Live Oak trees and stop allowing such destruction of existing trees. The noise pollution alone is ruining qualify of life due to commercial traffic and loss of the trees as noise barriers.	12/11/2025 5:31 PM
47	Yes! What tree canopy! You’ve chopped them all down	12/11/2025 4:53 PM
48	Stop allowing them to be diminished - HARD NO to any wetland buffers IDGAF about whatever the developer/seller is saying if there aren’t FACTS/STUDIES/HISTORICAL data - hit the NO. And for the love of God, FINE THE EVER LIVING CRAP out of land owners/developers for trees cleared that shouldn’t have been cleared. Stop allowing anyone with a bulldozer to wreck havoc without worry.	12/11/2025 4:05 PM
49	Continuing to fill in the wet lands to build more unnecessary commercial and industrial buildings is a huge problem. We have never experienced flooding in our neighborhood in 25 years of living here until this past year. This city used to have so many beautiful trees and	12/1/2025 9:46 PM

	wooded areas. Now wild animals are seen in the neighborhoods because they are being driven out of their homes.	
50	Restrict building in low lying areas that are prone to flooding, while providing pumps to remove water from canals that are tend to flood.	11/18/2025 5:08 PM
51	Removing wetlands and replacing them with concrete will only lead to flooding issues	11/14/2025 4:16 PM
52	Can't really comment on something that has been completely removed from the area.	11/13/2025 3:48 PM
53	Stop tearing down tree to build apartments.	11/13/2025 3:35 PM
54	STOP THE CONSTRUCTION.	11/13/2025 11:12 AM
55	No	11/12/2025 7:42 PM
56	Seawalls and living shorelines are not exactly things you see in pooler. Odd answer	11/11/2025 7:44 AM
57	Yes —- quit building!!! Fix the problems you created.	11/9/2025 8:42 PM
58	Sad that borders is incorrectly spelled. Question 23. With regard to natural resources, the city would be well served to have an outdoor amphitheater- see Alpharetta.	11/9/2025 8:33 PM
59	The natural resources are being chopped down and paved over.	11/8/2025 10:20 PM
60	Stop with the overdevelopment	11/7/2025 6:06 PM
61	You definitely need to research a lot more options than the ones above. There are a lot more strategies to protect Pooler from climate change.	11/7/2025 5:41 PM
62	Do what we asked	11/7/2025 4:29 PM
63	Stop building	11/7/2025 7:41 AM
64	Become a dark sky city. Promote using light fixtures which help the night sky become visible again.	11/6/2025 8:21 PM
65	Please no POA	11/6/2025 6:27 PM
66	If Pooler parkway was a State-run road, we would not be having this discussion.	11/6/2025 11:16 AM
67	Stop destroying them.	11/6/2025 11:02 AM
68	Keep them as is, protect them or the flooding will get worse	11/6/2025 10:25 AM
69	Pooler has become a city of greed and has put the builders ahead of the home owners. Protect the natural resources.	11/6/2025 9:52 AM
70	Pooler needs leadership to prioritize real, tangible issues affecting our daily lives—and not be distracted by unproven theoretical concerns like climate change. Our city is facing immediate, visible challenges that demand action: traffic congestion, litter, neglected public spaces, and community safety. These are the issues residents experience every day, and they deserve focused, practical solutions—not ideological detours.	11/5/2025 8:27 AM
71	We should not be allowing commercial /retail development to clear cut trees and pave areas without providing for a fund toallow the city to our hase green space. Also developers should not be allowed to clear cut land	11/4/2025 9:41 PM
72	Fix flooding/drainage. Don’t add ineffectual regulations and red tape under the guise of fighting climate change.	11/4/2025 3:13 PM
73	Trees for Stormwater	11/4/2025 2:18 PM
74	The destruction of the tree canopy is horrific. There is no reason to clear cut. If Blufton can maintain trees, so can we. And to allow 1000’s of tree to be cut and replaced by 4 tiny twigs that are never maintained and soon die and never to be replaced is a travesty.	11/4/2025 11:02 AM
75	Are any of our natural resources still left?	11/4/2025 9:08 AM
76	No	11/4/2025 9:03 AM
77	I think city officials should engage and partner with environmental experts to recommend and implement strategies to mitigate climate change.	11/3/2025 9:17 PM

78	I maintain the wooded biking / hiking trails out at Tom Triplett Community Park. I feel this is a very important resource for this area. And it's really the only one I know of in the immediate area. The Park management seems to favor the idea of downsizing and selling off land rather than protecting it. The Port Authority actually owns most of the land surrounding the Park, and doesn't seem to have any use for it, since it consists of wet lands that aren't suitable for building. Probably the only reason we've had the biking / hiking trails for as long as we've had them. I'd really like to see this resource protected, and some kind of agreement with the other land owners to use it for natural recreation trails.	11/3/2025 7:58 PM
79	More bike paths should be created	11/3/2025 4:43 PM
80	No because I am not an expert.	11/3/2025 4:31 PM

Q28 What is your primary mode of travel?

Answered: 243 Skipped: 2



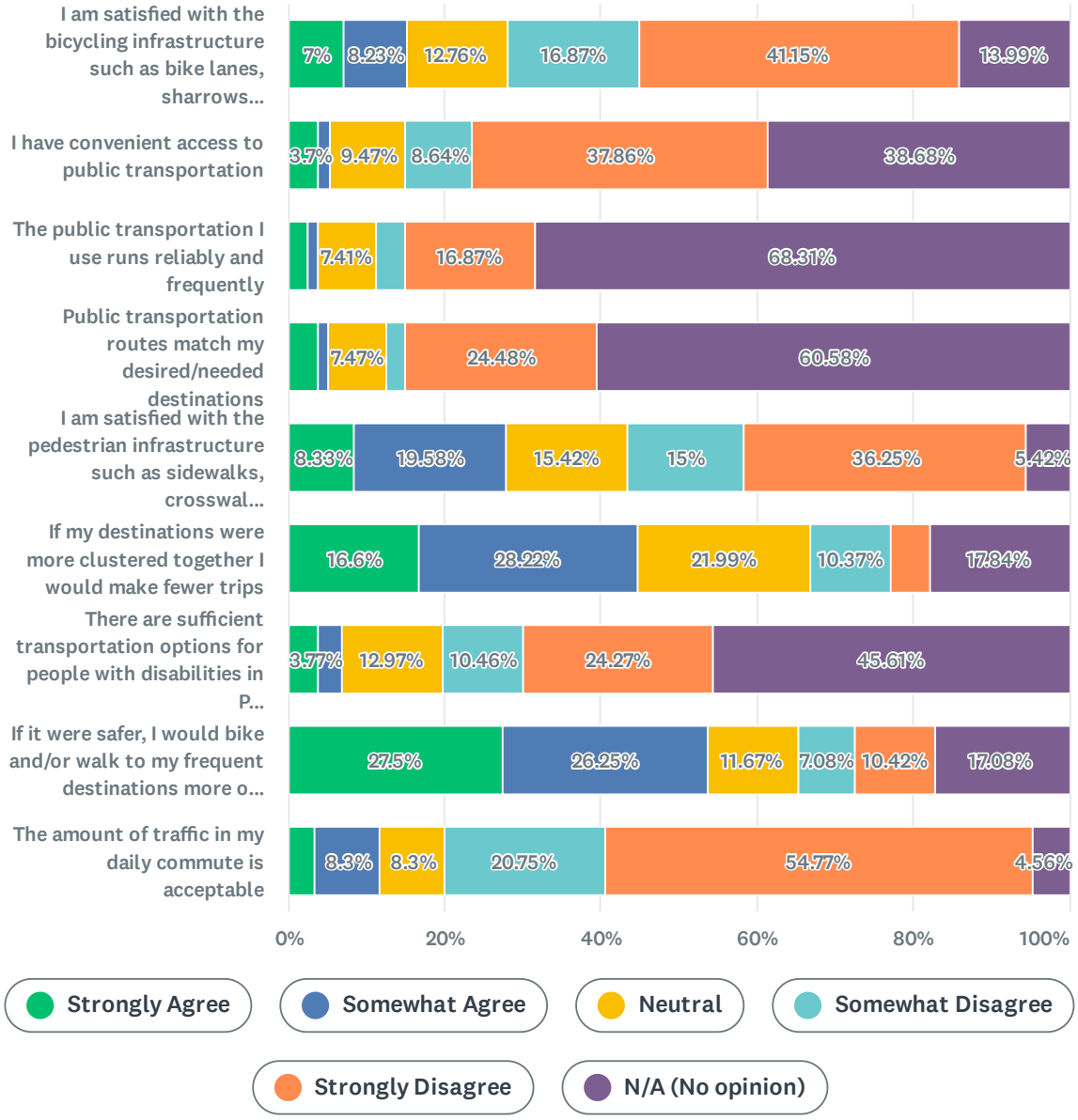
Answer Choices	Percentage	Responses
Drive alone	79.93%	231
Carpool	8.65%	25
Bus	0.69%	2
Bike/Walk	5.54%	16
Rideshare (e.g. Uber/Lyft)	1.73%	5
Other (please specify) Show responses	3.46%	10
Total		**289**

#	OTHER (PLEASE SPECIFY)	DATE
1	I do often walk around town a lot, but it’s dangerous due to how insane the drivers are. And not all sidewalks connect.	1/29/2026 9:35 PM
2	I would absolutely adore taking a bus, or lightrail! Unfortunately we've never had a bus that isn't useless. (No, the CAT bus doesn't count as "not useless" - if you cannot guarantee that I will arrive somewhere within 30 minutes of the expected time, it's not a reliable mode of transportation. If it is unreliable, folks can't use it to go to work. If you can't use it to get to work, it's useless.)	1/29/2026 12:33 AM

3	If there were golf cart paths, I along with many others would have one.	1/28/2026 10:35 AM
4	golf cart	1/27/2026 7:15 PM
5	Airport car service	1/27/2026 4:23 PM
6	Drive with family	12/12/2025 8:03 AM
7	I work from home.	12/11/2025 10:20 PM
8	Would be walking/biking/bus more if these modes were more accessible. Walking/biking can be unsafe and the bus is nice but could definitely be significantly improved upon.	11/4/2025 9:44 AM
9	I would ride my bicycle more, but the roads are really not safe for cyclists.	11/3/2025 7:58 PM
10	Not physically able to drive.	11/3/2025 7:14 PM

Q29 How strongly do you agree with the following statements about transportation in the City of Pooler?

Answered: 243 Skipped: 2



	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	N/A (NO OPINION)	TOTAL	WEIGHTED AVERAGE
I am satisfied with the bicycling infrastructure such as bike lanes, sharrows, and bike racks in my community	7.00% 17	8.23% 20	12.76% 31	16.87% 41	41.15% 100	13.99% 34	243	2.11
I have convenient access to public transportation	3.70% 9	1.65% 4	9.47% 23	8.64% 21	37.86% 92	38.68% 94	243	1.77
The public transportation I use runs reliably and frequently	2.47% 6	1.23% 3	7.41% 18	3.70% 9	16.87% 41	68.31% 166	243	2.01
Public transportation routes match my desired/needed destinations	3.73% 9	1.24% 3	7.47% 18	2.49% 6	24.48% 59	60.58% 146	241	1.92
I am satisfied with the pedestrian infrastructure such as sidewalks, crosswalks, and signals in my community	8.33% 20	19.58% 47	15.42% 37	15.00% 36	36.25% 87	5.42% 13	240	2.46
If my destinations were more clustered together I would make fewer trips	16.60% 40	28.22% 68	21.99% 53	10.37% 25	4.98% 12	17.84% 43	241	3.50
There are sufficient transportation options for people with disabilities in Pooler	3.77% 9	2.93% 7	12.97% 31	10.46% 25	24.27% 58	45.61% 109	239	2.11
If it were safer, I would bike and/or walk to my frequent destinations more often	27.50% 66	26.25% 63	11.67% 28	7.08% 17	10.42% 25	17.08% 41	240	3.64
The amount of traffic in my daily commute is acceptable	3.32% 8	8.30% 20	8.30% 20	20.75% 50	54.77% 132	4.56% 11	241	1.79

Q30 Do you have any additional comments about transportation in the City of Pooler?

Answered: 108 Skipped: 137

#	RESPONSES	DATE
1	If the locations my destinations were more clustered together and worth going to, it would be nice. A perfect example is where Sam's Club is vs Tanger. I have to get out of my car to go into Sam's Club, then get back in and drive out into terrible traffic to get to Tanger when roads could have connected them in the first place. Everything is just spaced out enough to not be worth it to walk between places.	2/3/2026 8:55 AM
2	Traffic during rush hour is unbearable	2/1/2026 11:52 PM
3	We do not need bus lines.	2/1/2026 6:16 PM
4	Traffic horrible!!!! Pooler is too big and needs to stop growing. We have become the new Savannah and Pooler Parkway is the new Abercorn.	2/1/2026 12:51 PM
5	Clustering is good. Traffic is bad. If you're planning clusters, please try to figure out how thru traffic can get by to the next cluster.	2/1/2026 11:21 AM
6	Need more lighting on Pooler Parkway, Pine Barren, all major roads in the area.	2/1/2026 6:53 AM
7	Traffic is getting out of control. There needs to be a traffic light at each entrance of Tanger. Sometimes it's hard to get out of outlets.	1/31/2026 8:54 PM
8	Traffic is horrible in Pooler, everyone knows this, whether you live here or not. It is horribly dangerous to ride a bike or walk since there are not enough sidewalks. If I could move I would.	1/31/2026 4:44 PM
9	Too many tractor trailers driving too fast on main streets overflowing into residential areas	1/30/2026 11:26 PM
10	Truly horrific.	1/30/2026 6:55 PM
11	The traffic is outrageous. I recognize that some strategies have been put in place but needs to be done.	1/30/2026 2:41 PM
12	Too much traffic for the growth. Do not feel like ww need to get public transport in Pooler	1/30/2026 12:54 PM
13	The main roads in Pooler need to stop being used as a cut through to avoid the highway. This causes traffic congestion and frustration for those who actually live here.	1/30/2026 7:42 AM
14	It shouldn’t take 40mins for what should be 10mins	1/29/2026 11:34 PM
15	The roads weren't designed to hold this much infrastructure. The traffic is terrible because theres too much development and no attention given to the roadways.	1/29/2026 10:43 PM
16	We do not need buses.	1/29/2026 10:02 PM
17	Pooler needs more bike paths and more accessible transportation	1/29/2026 9:39 PM
18	ROAD INFRASTRUCTURE IS ABYSMAL. Many roads cannot support the level of traffic seen on a day to day basis	1/29/2026 2:34 PM
19	Transportation is a huge reason why my family and I would consider moving out of the community. Traffic has become a nightmare. If I had to guess, traffic probably adds on another 10-15 minutes of commute each way to work every day.	1/29/2026 7:14 AM
20	though i believe this is technically savannah city limit. benton blvd has way too much traffic for it to still only be one lane. many cars coming in and out of pooler. even worse on rainy days when the road is flooded.	1/29/2026 12:52 AM
21	LMFAOOOOOOOOOOOOOOOOOOOOOOOOO it is not good. it is bad. it is "i live 1 mile from my job, which may take 10 minutes of driving but it also might take 67 minutes of driving" bad. we don't even have 24 hour food but we have the worst traffic i've ever seen per capita	1/29/2026 12:33 AM

22	The lights at 16 and blue moon crossing on pooler parkway need to be synced. Also, when I drive home from work at 9:30 at night on a weekday why do I need to stop at 6 red lights on pooler parkway in 4 miles. Ridiculous.	1/28/2026 10:35 PM
23	No	1/28/2026 7:49 PM
24	You built too many housing units before the infrastructure could support it. Traffic is terrible.	1/28/2026 12:35 PM
25	Prioritize public transportation!	1/28/2026 11:31 AM
26	Pooler Pkwy is overcrowded as is and with all the additional apartments being built it is getting worse. We have been rear-ended twice while sitting at a red light. We have cameras in both front and back windows of our vehicles to record in case we get hit again and the person runs away. Hit and runs are happening more often in Pooler now. A bus system is not going to fix this nightmare! It is way too dangerous to walk or bike along Pooler Pkwy. More traffic lights mean more people "gunning it" to try and beat the next light changing red. Traffic circles are not an answer either because they will just increase the vehicles on the road waiting. WE NEED more roads to get from place A to place B in Pooler.	1/28/2026 11:20 AM
27	Golf cart paths and bike trails would make a lot of residents of Poler very happy.	1/28/2026 10:35 AM
28	N/a	1/28/2026 10:16 AM
29	Restrictions on tractor trailer vehicles on residential roads.	1/28/2026 8:53 AM
30	City buses aren't going to fix the problem.	1/28/2026 8:44 AM
31	Public transportation is a must!!!	1/28/2026 8:13 AM
32	No	1/28/2026 12:18 AM
33	I wasn’t aware of public transportation in pooler	1/27/2026 10:06 PM
34	Synchronize all traffic signals	1/27/2026 10:02 PM
35	I have to deal with the traffic lights at Pine Barren and Pooler Pkwy every time I go somewhere. The length of green lights on Pine Barren need adjusting	1/27/2026 10:00 PM
36	Build infrastructure BEFORE allowing developers to add more traffic!!!	1/27/2026 8:47 PM
37	There are definite areas that back up and need to be addressed especially over by 95/Gulf Stream and the outlets. Also really need 2 lanes getting off 16	1/27/2026 7:46 PM
38	Again, Pooler Highway is a mess. all the time.	1/27/2026 7:15 PM
39	I work from home so that is ideal, but doing rush hour traffic is horrible	1/27/2026 7:03 PM
40	Where are bike paths. It is sad how few rhere are	1/27/2026 6:43 PM
41	We need more sidewalks, golf cart access and bike lanes.	1/15/2026 11:07 PM
42	When you overbuild your infrastructure, you get the constant traffic problems we have.	1/12/2026 11:10 AM
43	Need better public transportation.	12/29/2025 5:24 AM
44	Sure, the is no secret that there was not enough foresight in planning, but still, Pooler has no traffic, compared to real traffic.	12/17/2025 7:13 PM
45	Traffic is terrible. The lights from Airport into Pooler are a cluster. Too many lights back to back and not timed correctly. Having a 30+ mins commute to get down Benton across Pooler Pkwy every day is absurd. Tanger should have another outlet on the backside - dump traffic straight onto the interstate. There are several more examples throughout Pooler where traffic is inefficient.	12/17/2025 2:06 PM
46	The road system is poorly designed and maintained. It is woefully inadequate to handle the population. Traffic lights are not installed where needed; e.g., at the new apartment complexes on Pooler Parkway south of Costco. Road improvements occur AFTER major development, not before when it is needed.	12/15/2025 8:10 PM
47	A “greenway” trail should be planned for walking and biking.	12/14/2025 7:49 PM
48	ADD AN ADDITIONAL LANE ON POOLER PARKWAY AND REDESIGN THE POOLER	12/13/2025 11:47 PM

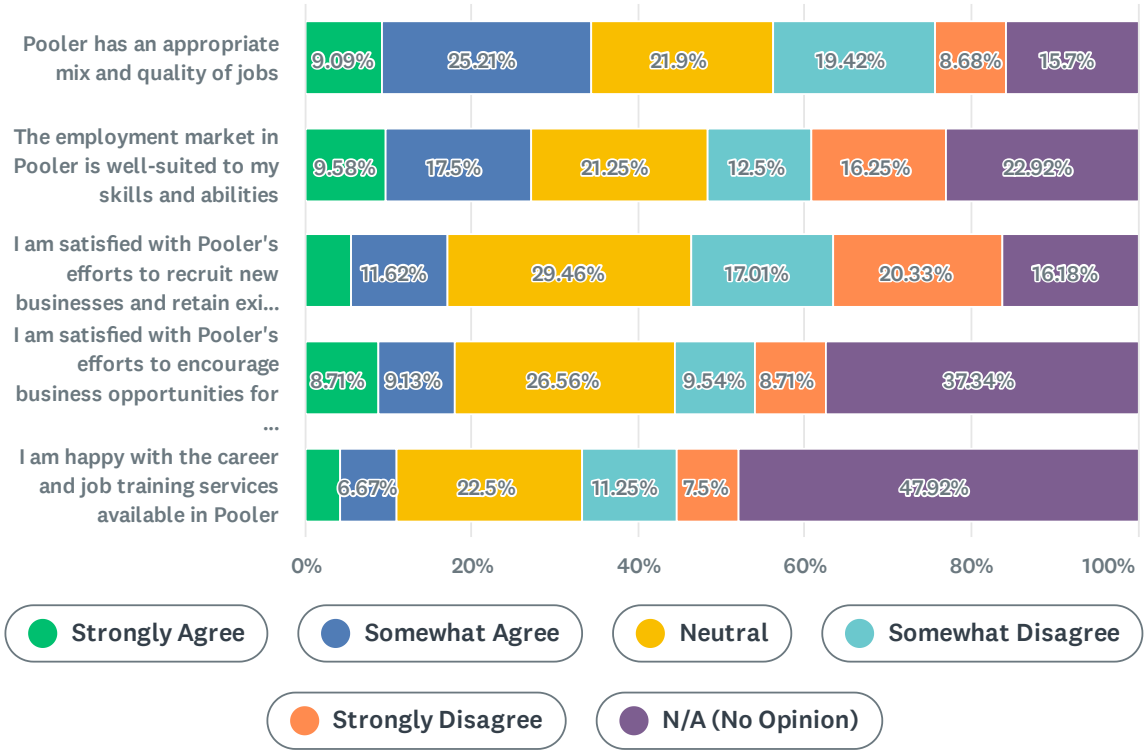
	PARKWAY AND I-95 interchange	
49	Need walking paths	12/13/2025 11:18 PM
50	Road infrastructure for the amount of traffic flowing through Pooler on a daily basis is unacceptable.	12/13/2025 9:31 PM
51	No	12/13/2025 7:49 PM
52	Please expand Pine Barren and Quacco road for better traffic flow	12/13/2025 7:22 PM
53	I’m neutral because I’ve scheduled my travel around peak packed roadways, though not total unavoidable but again, over developed for existing infrastructure	12/13/2025 4:51 PM
54	No roundabouts!	12/13/2025 1:25 PM
55	I think the city has let the town of pool or grow too fast and the infrastructure cannot keep up with it	12/13/2025 8:02 AM
56	I95 and I16 areas on Pooler Parkway need a better traffic plan.	12/12/2025 9:43 PM
57	The people have repeatedly said they do not want public transportation in (Pooler). Why are you still asking questions about this?	12/12/2025 5:14 PM
58	Disastrous., Pooler parkway and traffic light sync is awful	12/12/2025 2:33 PM
59	Traffic is a nightmare changes need to be made on Pooler parkway, exit on 95 to Pooler Pkwy making a right as you can never get off that exit an exit needs to be made for outlets	12/12/2025 1:41 PM
60	Roads need to be fixed. Too many apartments and not enough road.	12/12/2025 1:22 PM
61	The eastbound on ramp to I-16 from Pooler Parkway should have a hard median in between traffic merging with traffic coming from the southbound turn signal from Pooler Parkway. There is an extra lane already but people refuse to utilize it to keep traffic flowing from the turn lane (northbound) into the Eastbound I-16 on ramp.	12/12/2025 1:11 PM
62	Pooler needs more sidewalks & Pooler Parkway needs to be expanded & sidewalks added.	12/12/2025 11:28 AM
63	The traffic in the last 5 years has become pretty bad. I blame the massive expansion of apartment/dense housing development.	12/12/2025 8:03 AM
64	One of the Best Things about the City of Pooler is No Bus Stops/Public Transportation!!!!	12/11/2025 10:27 PM
65	I honestly feel our pedestrian paths in Old Pooler are unsafe to walk. We are also lacking pedestrian path in several areas. I wish City Council would walk down the bike path on Hwy 80 during rush hour and cross both sides of Hwy 80 as well. I would totally ride my bike to the grocery store if I felt it was safe. Also, I would love a bus to get to downtown Savannah, or to get to the shopping centers around Walmart/Tanger. I would totally use that regularly instead of fighting traffic. I also feel that same area (Tanger/Walmart/TJMAxx/etc) is very unsafe for pedestrians and much better could be done. I see people in that area walking on the side of the road all the time due to lack of better options.	12/11/2025 7:08 PM
66	You guys need to stop approving development until you fix a transportation challenges.	12/11/2025 6:04 PM
67	Traffic is horrible and something needs to be done.	12/11/2025 5:41 PM
68	Building of so many apartments has brought in too much traffic for the current road infrastructure. CONTINUED building of more apartments is going to make a quagmire we are prepared for. One accident on Pooler Pkwy backs up traffic for miles.	12/11/2025 5:31 PM
69	No public transportation!	12/11/2025 4:53 PM
70	Bruh….traffic circles work BUT only when planned properly (wide enough for large truck access, does not impede traffic flow, etc.) These were made by Georgia educated engineers and its shows and not in a good way. Like a direct response to the dumbing down of education and participation trophies but IRL = traffic nightmare	12/11/2025 4:05 PM
71	I do not want a city bus system. The traffic is bad now and a bus system with create more issues with the flow of traffic	12/1/2025 9:46 PM
72	One could not safely use a bike or walk anywhere in Pooler. There are zero sidewalks. It's unlike any other city I've ever been to throughout the entire country.	11/13/2025 3:48 PM

73	No sidewalks anywhere in the Costco, Publix down Quacco.	11/13/2025 3:35 PM
74	Yes. We should have regular express bus shuttle service to downtown Savannah. Perhaps at Blue Moon Crossing with a couple of stops at popular locations in Savannah. No stops in between. It would be dedicated to Pooler Blue Moon Crossing only.	11/13/2025 11:12 AM
75	No	11/12/2025 7:42 PM
76	Transportation in pooler is a disaster. There is no actual public transportation option despite allowing a city to develop that is entirely car dependent. There are random bike lanes to nowhere that seem like they were only put in due to some requirement. No one uses them because they're comical death traps in places like on the side of highway off-ramps. Sidewalks to nowhere. Sidewalks that appear and dissapear. This is not a city that shows it cares about anything but cars	11/11/2025 3:28 PM
77	We don’t need cat buses on these already narrow and busy roads. Our kids need sidewalks to walk to school. Walking through ditches is ridiculous	11/11/2025 7:44 AM
78	Fix roadways! Do not build anything else including a school.	11/9/2025 8:42 PM
79	Too many apartment homes housing H1B and other Visa program people in Pooler are clogging up Pooler roadways. No more apartments are needed as these programs should be ended in favor of hiring Americans - our kids. Period. This is non-negotiable.	11/9/2025 8:33 PM
80	See above	11/9/2025 8:03 PM
81	Have more Public transportation to Savannah and other destinations.	11/9/2025 8:55 AM
82	It would be nice to have golf cart acceptable routes.	11/9/2025 8:34 AM
83	Traffic is horrible near the outlets and at blue moon crossing. COSTCO TRAFFIC DESIGN IS NOT GOOD.	11/8/2025 10:20 PM
84	We don't need to have more public transportation in Pooler. We do need more bike paths	11/7/2025 6:06 PM
85	Terrible planning	11/7/2025 5:41 PM
86	The number one cause of traffic in Pooler is TRAFFIC lights that are not timed correctly. I've watched this for 5 years and if the 95/bridge and Sam's club lights are mistimed, the commute from 95 to Benton can take up to 20minutes. When they are timed, its 5minutes. IF there is an accident and its not timed, I spent 75 minutes going from the airport to Benton Blvd b/c of the lights and increased traffic.	11/7/2025 5:08 PM
87	The congestion is tolerable for now but if the city keeps growing and roads aren't being modified to match the growth then I will move.	11/7/2025 4:51 PM
88	Fix it please	11/7/2025 4:29 PM
89	Busing transportation not invited	11/7/2025 7:41 AM
90	Need more crosswalks to cross 80 in old Pooler.	11/7/2025 3:37 AM
91	Work with the county and surrounding cities to build a trail between them (i.e Pooler to downtown Savannah)	11/6/2025 8:21 PM
92	Please no public buses. Please do a another method of public transportation	11/6/2025 1:50 PM
93	The infrastructure is beyond repair. More lanes will be added but only near intersections thus adding more bottlenecking and accidents. Benton Blvd should have never been put that close to I-95, but this would have lowered Rebecca Benton's property value.	11/6/2025 11:16 AM
94	I am not familiar with public transportation. I do know that there are sufficient sidewalks, greenways to cause people to go to those instead of riding 4 wheelers in restricted areas off pine barren.	11/6/2025 10:25 AM
95	Do not put public transportation here. It was voted down and will bring more trash. Stop trying to make this a shithole place to live.	11/6/2025 9:52 AM
96	No	11/5/2025 8:27 AM
97	There is way too much traffic in Pooler to consider bikes as a viable transportation option	11/4/2025 9:41 PM

98	Don’t further impact traffic by adding bike lanes - that is a boutique constituency	11/4/2025 3:13 PM
99	Need more pedestrian walking/bicycle areas	11/4/2025 2:18 PM
100	Need Sidewalks with medians protecting from the road.	11/4/2025 2:03 PM
101	We all know how horrible the traffic has become. No planning or forsight before putting in massive apartment complexes. Turn lanes that back up and prevent anyone from being able to go straight (Pooler Pkwy and Park Ave, Benton blvd)	11/4/2025 11:02 AM
102	It is an absolute nightmare if you have to do anything after 3 PM in Pooler. It’s just too much going on here. The traffic really is out of control. I have no idea how that could be fixed without eating into existing land resources. Pooler is so unbelievably congested, House that is it that a kid got hit by a car just walking to school. I don’t even wanna let my son ride his bike because there’s cars speeding around everywhere. Maybe there are other cities that are overly congested and have found solutions to these things I would hope Pooler would look To find solutions. Please stop building. Please focus on caring for the current infrastructure and the people of this community.	11/4/2025 9:49 AM
103	Traffic would be significantly reduced if we prioritized improving other modes of transportation.	11/4/2025 9:44 AM
104	Highway 80 has become a high-speed, semi-truck roadway. It's absolutely ridiculous that we build parkways and routes for trucks to get to the port but they continue to travel through downtown Pooler.	11/4/2025 9:08 AM
105	Some speed limits need to change in heavily trafficked areas.	11/4/2025 9:03 AM
106	Traffic has become a deterrent for visiting the area near Tanger. Traffic noise is also substantially more of a problem in residential areas along pooler parkway.	11/3/2025 9:17 PM
107	I'll repeat my comments from before here, we really need sidewalks and bike friendly routes.	11/3/2025 7:58 PM
108	The area around Costo is notoriously dangerous to drive on. This is because people always want to run the stop lights, there area golf carts crossing from Savannah Quarters into the opposite side of Pooler Parkway with one instance a baby on board. The signs around this area are frequently run over and destroyed and I do not understand why!	11/3/2025 4:31 PM

Q31 How strongly would you agree with the following statements about economic development in the City of Pooler?

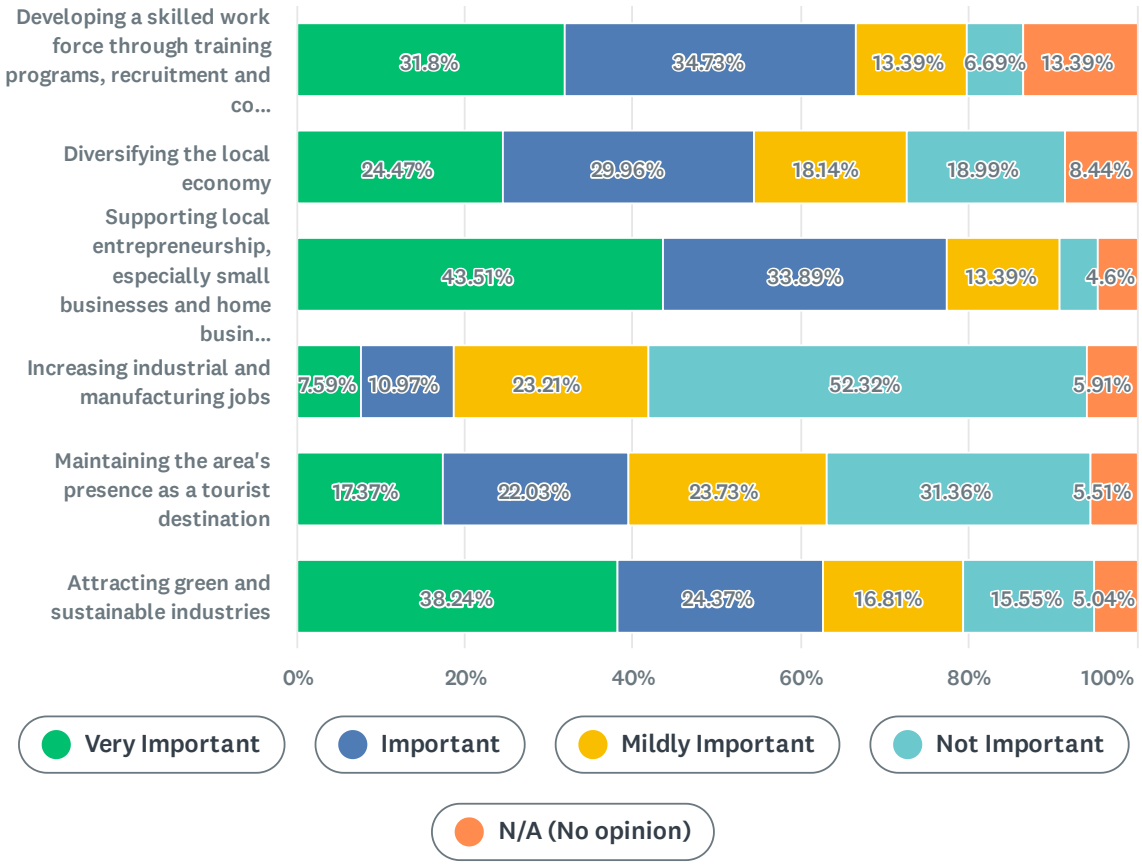
Answered: 242 Skipped: 3



	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	N/A (NO OPINION)	TOTAL	WEIGHTED AVERAGE
Pooler has an appropriate mix and quality of jobs	9.09% 22	25.21% 61	21.90% 53	19.42% 47	8.68% 21	15.70% 38	242	3.08
The employment market in Pooler is well-suited to my skills and abilities	9.58% 23	17.50% 42	21.25% 51	12.50% 30	16.25% 39	22.92% 55	240	2.89
I am satisfied with Pooler's efforts to recruit new businesses and retain existing businesses	5.39% 13	11.62% 28	29.46% 71	17.01% 41	20.33% 49	16.18% 39	241	2.58
I am satisfied with Pooler's efforts to encourage business opportunities for members of minority groups	8.71% 21	9.13% 22	26.56% 64	9.54% 23	8.71% 21	37.34% 90	241	2.99
I am happy with the career and job training services available in Pooler	4.17% 10	6.67% 16	22.50% 54	11.25% 27	7.50% 18	47.92% 115	240	2.78

Q32 How important are the following economic development objectives to you?

Answered: 239 Skipped: 6



	VERY IMPORTANT	IMPORTANT	MILDLY IMPORTANT	NOT IMPORTANT	N/A (NO OPINION)	TOTAL	WEIGHTED AVERAGE
Developing a skilled work force through training programs, recruitment and continuing education	31.80% 76	34.73% 83	13.39% 32	6.69% 16	13.39% 32	239	3.06
Diversifying the local economy	24.47% 58	29.96% 71	18.14% 43	18.99% 45	8.44% 20	237	2.65
Supporting local entrepreneurship, especially small businesses and home businesses	43.51% 104	33.89% 81	13.39% 32	4.60% 11	4.60% 11	239	3.22
Increasing industrial and manufacturing jobs	7.59% 18	10.97% 26	23.21% 55	52.32% 124	5.91% 14	237	1.72
Maintaining the area's presence as a tourist destination	17.37% 41	22.03% 52	23.73% 56	31.36% 74	5.51% 13	236	2.27
Attracting green and sustainable industries	38.24% 91	24.37% 58	16.81% 40	15.55% 37	5.04% 12	238	2.90

Q33 Do you have any additional comments about economic development in the City of Pooler?

Answered: 68 Skipped: 177

#	RESPONSES	DATE
1	Too many warehouses, too many chains, not enough small local business. Too much space between the locations.	2/3/2026 8:55 AM
2	I think it had poor planning from the old comprehensive plan.	2/2/2026 9:34 AM
3	Target would help generate revenue for the city	2/1/2026 11:52 PM
4	Pooler needs to STOP growing. We are too big and too busy now.	2/1/2026 12:51 PM
5	“Maintaining presence as a tourist destination” made me laugh. At best, anyone coming through Pooler is an interstate traveler just passing through.	2/1/2026 6:53 AM
6	Residents don't want any more development. When are you satisfied that you have enough, when there is no more room to build?	1/31/2026 4:44 PM
7	we once again are over populated when it comes to economic development if you’re talking about bring in more factories like the nickel refinery.	1/30/2026 11:26 PM
8	No	1/30/2026 2:41 PM
9	Focus more on small business opportunities	1/30/2026 12:54 PM
10	Needs more grocery and daily living types of stores to sustain the growth they keep trying to bring in to this city.	1/30/2026 7:42 AM
11	We don’t recruit enough in business or higher end non manufacturing companies.	1/29/2026 10:02 PM
12	theres no reason 2 chick filas should be a mile apart from each other or two zaxbys, why are we encouraging over consumption and poor agricultural practices as well as poor treatment of animals instead of putting nature first and trying to support a healthier community learning to eat better. like damn i need to run for mayor this is ridiculous and gross	1/29/2026 9:16 PM
13	Stop, please stop. We do not need development, we need time for the infrastructure to catch up.	1/29/2026 3:56 PM
14	Do y'all wanna be a warehouse town or a tourist town? Both is never gonna work.	1/29/2026 12:33 AM
15	No more warehouses. No refineries. This is a community. People live here.	1/28/2026 10:35 PM
16	No	1/28/2026 7:49 PM
17	Nothing community- like, no real southern atmosphere like Bluffton	1/28/2026 1:21 PM
18	We do not need more industrial, manufacturing, warehouses, etc. in Pooler. Green industries are a joke. If Pooler wants to help with the environment then they should have left some of the wetlands and trees or at least required builders to leave a larger amount.	1/28/2026 11:20 AM
19	A safe and healthy environment, promoting fair and equitable quality of life for the residents, will count more than all the 'sparkly' attractions anyone can dream up.	1/28/2026 11:07 AM
20	Better restaurants. Outdoor concert pavilions. Aquatic Center	1/28/2026 10:35 AM
21	N/a	1/28/2026 10:16 AM
22	Why does the City insist that Pooler is a "tourist" destination. It is not. Aside from shopping and an easy overnight stay at a hotel on their way to/from Florida and other places, why would anyone come to Pooler. It offers NOTHING as a tourist destination. The notion is ridiculous. Did a miss a beach somewhere or perhaps a museum aside from the Mighty 8th? https://www.tripadvisor.com/Attractions-g35194-Activities-Pooler_Georgia.html	1/28/2026 8:44 AM

23	No	1/28/2026 12:18 AM
24	This is a tourist destination? Don’t see why. No shopping or restaurants that would attract anyone to Pooler	1/27/2026 10:06 PM
25	Slow down	1/27/2026 10:00 PM
26	We can use 2 more Chick-fil-a's and four more placed to have my car oil changed. The restaurants in Pooler on average are rated D. We need quality restaurange with good menus.	1/27/2026 7:15 PM
27	Education and training in this area is horrible. You can't find good, dedicated employees. You need more mentor programs and a better education system.	1/27/2026 7:03 PM
28	STOP the overdevelopment and properly deal with ALL the traffic issues.	1/13/2026 5:47 PM
29	No.	12/29/2025 5:24 AM
30	We don’t need to keep accepting everyone. We should be more selective. An example would be the number of nail salons, or liquor stores.	12/17/2025 7:13 PM
31	Pooler is not diversified in job offerings. There a little to no advanced in careers in the job market in Pooler.	12/17/2025 2:06 PM
32	Add major store chains that Savanah has that Pooler does not	12/13/2025 11:47 PM
33	Need Hospital	12/13/2025 7:49 PM
34	No additional development is needed	12/12/2025 9:25 PM
35	Pooler is a bedroom community. That is why most people moved to (Pooler) to begin with. And we like it that way.	12/12/2025 5:14 PM
36	Pooler needs to stop the development on wetlands.	12/12/2025 11:28 AM
37	we dont need anymore warehouses	12/12/2025 10:07 AM
38	N/A	12/11/2025 10:27 PM
39	Please leave the industry out of Pooler, we have more than enough warehouses. We have enough industry as it is. Let other towns have the industry and warehouses, make Pooler about the people.	12/11/2025 7:08 PM
40	There are too many shops here	12/11/2025 5:41 PM
41	Bruh your Chamber is selling Pooler short and pocketing $$ over humanity/residents. Chamber and City need to be on same page when it comes to recruiting of business or…current situation is still hitting	12/11/2025 4:05 PM
42	Pooler needs to go back to its roots of small town mom and pop shops. Specialty stores and community. Stop bringing in industrial warehouses and chain restaurants.	12/1/2025 9:46 PM
43	More white-collar type businesses are desperately needed in the area.	11/13/2025 3:48 PM
44	It seems from the question on the survey, Pooler is looking to make this a town for low-income residents that need to government to be their parents. I believe hard work makes you successful, not the government. Stop building stuff, and build a few parks.	11/13/2025 3:35 PM
45	Stop it already. We are big enough. And, I though DEI was dead!(and properly so) What's with the "I am satisfied with Pooler's efforts to encourage business opportunities for members of minority groups" question. Pooler wants to replace one form of discrimination with another. Get updated City.	11/13/2025 11:12 AM
46	No	11/12/2025 7:42 PM
47	I'm not sure why you've just tried to say "maintaining" the area's presence as a tourist destination. Pooler isn't a tourist destination. It's a tourist stop over for cheap hotels to go to Savannah. No one is touring the "city" of Pooler. The majority of jobs out here are low paying retail and food service.	11/11/2025 3:28 PM
48	It feels like a hodge podge with no clear plan	11/11/2025 7:44 AM
49	Stop building! We are full!’	11/9/2025 8:42 PM

50	They have lacked vision and now we are paying the price.	11/9/2025 8:33 PM
51	I feel it is too late in the game to make a difference. I would just like to preserve what little land we have left.	11/9/2025 8:34 AM
52	I can assure you that I would never work in an industrial/manufacturing plant. They are tough and terrible jobs, I have no idea why the city thought this was the type of "jobs" their citizens wanted.	11/7/2025 5:41 PM
53	I don't understand why we're asking about diversity in every question. We have a very large amount of Koreans, Indians, Chinese, Blacks, and Hispanics. Are we looking for 10% of each group? If we get too many Koreans, will we diversify to Hispanics. How about get the best qualified PEOPLE for a change.	11/7/2025 5:08 PM
54	Way too many chains for fast food.	11/7/2025 4:51 PM
55	No more development!!!! Quit adding warehouses and apartments and filling up land	11/7/2025 7:41 AM
56	More offices for high tech or high paying companies would be nice. Seems like the city is tilted toward retail and fast food with little in the area of high paying type of office jobs. There is little area for industrial and to preserve the small area of Pooler, it would be better to let that go to a neighboring city and have people live here. Warehouse and stacking yards need to stop being built near houses or areas which serve as gateways to the city.	11/6/2025 8:21 PM
57	Need more availability to city spending to keep 'development' in check.	11/6/2025 11:16 AM
58	Enough. We have enough.	11/6/2025 11:02 AM
59	Pooler is nota tourist destination. It is the closest you can get to Savannah without paying the higher prices. We moved because my husband's company is here in Pooler, but advertises it is in Savannah.	11/6/2025 10:25 AM
60	We do not need any additional businesses, ethnicity, warehouse, apartments, etc.	11/6/2025 9:52 AM
61	STOP BUILDING.	11/5/2025 4:16 PM
62	Pooler has the potential to be so much more than a pass-through town—it could be a true destination. With Savannah’s thriving tourism industry just next door, Pooler is perfectly positioned to capture some of that energy and economic opportunity. But to do that, we need to elevate what we offer. Imagine a Pooler filled with vibrant, moderate to upscale dining experiences, unique entertainment venues, and inviting spaces that make visitors want to stay, explore, and return. Right now, we’re missing that spark—that sense of place that draws people in and makes them feel like they’ve discovered something special. This isn’t just about attracting tourists—it’s about building a city that residents are proud of, where weekends are spent enjoying local culture, cuisine, and community. Pooler can be more than convenient—it can be compelling.	11/5/2025 8:27 AM
63	Pooler has way too many low paying retail and food industry jobs. Not serious career positions	11/4/2025 9:41 PM
64	Use light regulation and make it easy to do business in Pooler. Don’t over regulate like California or the Northeast	11/4/2025 3:13 PM
65	I'd like to see a more interesting mix of businesses - museums, independent shops and restaurants, etc	11/3/2025 9:17 PM
66	I just feel the infrastructure should be prepared before accelerated development. You wouldn't take a VW Rabbit to a landscaping supplier and load it with tons of stone. You would prepare an appropriate vehicle to haul the load and then go get it done right.	11/3/2025 7:58 PM
67	Stop building large buildings that no one uses	11/3/2025 6:49 PM
68	No.	11/3/2025 4:31 PM

Q34 How would you describe the personality of the City of Pooler in 3 words?

Answered: 188 Skipped: 57

#	RESPONSES	DATE
1	Corporate, Stretched, Traffic	2/3/2026 8:55 AM
2	Corrupt, cronyistic, patronage-driven	2/2/2026 9:34 AM
3	Upcoming city to Savannah	2/1/2026 11:52 PM
4	Not eco friendly	2/1/2026 1:44 PM
5	Everyone is strangers	2/1/2026 12:51 PM
6	family community friendly	2/1/2026 12:04 PM
7	Suburban sprawl	2/1/2026 11:21 AM
8	Interstate rest stop.	2/1/2026 6:53 AM
9	Industrial and concrete	2/1/2026 3:09 AM
10	Growth Flooding Traffic	1/31/2026 9:07 PM
11	Boring No personality	1/31/2026 8:54 PM
12	Growi g too fast. Suburban. Not in line with savannah	1/31/2026 7:10 PM
13	Overcrowded, rushed, uncaring	1/31/2026 4:44 PM
14	Safe, affordable, friendly	1/31/2026 12:40 PM
15	Safe friendly living	1/31/2026 1:42 AM
16	political nightmare	1/30/2026 11:26 PM
17	Over crowded	1/30/2026 11:24 PM
18	Chain store basic.	1/30/2026 9:09 PM
19	None. Very transient and all About growth and money without maintaining community feel	1/30/2026 7:40 PM
20	Poorly planned suburban extension of Savannah	1/30/2026 6:55 PM
21	Too many people	1/30/2026 6:25 PM
22	Bully personality	1/30/2026 5:26 PM
23	Lacking spark, excitement, ownership.	1/30/2026 2:41 PM
24	Growing, small town, accessible	1/30/2026 12:54 PM
25	Big box chains.	1/30/2026 7:42 AM
26	Over crowded Lacking character Blue collar	1/30/2026 5:55 AM
27	Irritated and stressful	1/29/2026 11:34 PM
28	Crowded, traffic, overdeveloped.	1/29/2026 10:43 PM
29	Typical Suburban Non-unique	1/29/2026 10:02 PM
30	Traffic for chains	1/29/2026 9:36 PM
31	Self centered assholes	1/29/2026 9:35 PM

32	Posh Family	1/29/2026 9:29 PM
33	Busy, nonstop, business	1/29/2026 9:29 PM
34	trashy, angry, lost identity	1/29/2026 9:16 PM
35	dazed and confused	1/29/2026 3:56 PM
36	Multi-unit dwelling heavy	1/29/2026 3:44 PM
37	Over-crowded, commercial, nightmare	1/29/2026 2:34 PM
38	Business oriented	1/29/2026 7:14 AM
39	Overcrowded safe traffic	1/29/2026 6:11 AM
40	Train wreck	1/29/2026 2:03 AM
41	Tanger, Warehouse, Airport	1/29/2026 12:33 AM
42	Congested. Warehouses. Flooding.	1/28/2026 10:35 PM
43	We are full	1/28/2026 8:46 PM
44	Stop please	1/28/2026 7:49 PM
45	Anonymous	1/28/2026 1:21 PM
46	Overcrowded	1/28/2026 12:35 PM
47	Nice to visit	1/28/2026 12:31 PM
48	Crowded, traffic, no trees	1/28/2026 12:22 PM
49	Greedy city managers	1/28/2026 11:55 AM
50	Friendly, growing, uncontrollable	1/28/2026 11:52 AM
51	Beautiful area destroyed	1/28/2026 11:20 AM
52	Over run, Over sold and Over taxed	1/28/2026 11:07 AM
53	Better than Savannah	1/28/2026 10:35 AM
54	Busy Overpopulated Overdeveloped, but undeveloped	1/28/2026 10:16 AM
55	Congested Rapid growth High taxes	1/28/2026 9:10 AM
56	Growing very fast.	1/28/2026 8:53 AM
57	No personality/culture.	1/28/2026 8:44 AM
58	Busy, congested, and government not open to listening and taking the existing residents concerns into consideration when making future decisions	1/28/2026 8:20 AM
59	Smells like crap	1/28/2026 8:14 AM
60	Too damn busy	1/28/2026 8:13 AM
61	Overgrown crowded diverse	1/28/2026 12:18 AM
62	Bland, boring, sad	1/27/2026 10:06 PM
63	Busy little town	1/27/2026 10:00 PM
64	Traffic, warehouses, corruption	1/27/2026 9:45 PM
65	Not inclusive.	1/27/2026 8:47 PM
66	I don’t think it has a personality other than chaotic. It needs more of an identity. Need more events. There are so many cities it could be like. The Sugar Hill area around Atlanta with restaurants and an outdoor amphitheater would be amazing here.	1/27/2026 7:46 PM
67	INTELLIGENT GROWTH ONLY	1/27/2026 7:15 PM
68	Rough, uneven, undereducated	1/27/2026 7:03 PM

69	Cold. Impersonal. Transient.	1/27/2026 4:23 PM
70	No Community Feel.	1/15/2026 11:07 PM
71	Not very good	1/15/2026 9:06 AM
72	Pleasant, comfortable, friendly	1/13/2026 5:47 PM
73	Chaotic, Industrial, Overwhelmed	1/12/2026 11:10 AM
74	its getting crowded	1/6/2026 7:23 PM
75	A traffic nightmare	12/29/2025 8:31 PM
76	Experiencing growing pains.	12/29/2025 5:24 AM
77	How I would describe it when we first moved here three years ago it’s very different than how I would describe it today.	12/21/2025 8:31 AM
78	Lost, as only any other southern town.	12/17/2025 7:13 PM
79	Crummy Traffic Jam	12/17/2025 2:06 PM
80	Greedy	12/15/2025 9:18 PM
81	crowded, degrading, failing	12/15/2025 8:10 PM
82	Family-oriented affordable	12/15/2025 11:44 AM
83	Growing, Busy, Built	12/15/2025 7:09 AM
84	Terrible intersections. Tanger outlet is overrated.	12/15/2025 12:36 AM
85	Out of control	12/14/2025 7:49 PM
86	Ok I guess	12/13/2025 11:47 PM
87	Friendly, warm and welcoming	12/13/2025 11:18 PM
88	Growing too fast	12/13/2025 9:31 PM
89	No special differentiation	12/13/2025 7:49 PM
90	Chaotic, disheveled, unsupported	12/13/2025 4:51 PM
91	Too much traffic	12/13/2025 4:47 PM
92	Big truck route	12/13/2025 1:25 PM
93	Chaotic, jumbled, and unique	12/13/2025 8:02 AM
94	Traffic, Retail, Mess	12/12/2025 9:43 PM
95	Develop develop develop	12/12/2025 9:25 PM
96	Concerned, open, inviting	12/12/2025 7:11 PM
97	Chaotic	12/12/2025 2:33 PM
98	Overcrowded	12/12/2025 1:41 PM
99	Congested, Tired, Underachieving	12/12/2025 1:11 PM
100	No more apartments	12/12/2025 12:42 PM
101	Growing too fast	12/12/2025 11:28 AM
102	Savannah's step sister	12/12/2025 10:07 AM
103	Self serving, liberal	12/12/2025 9:42 AM
104	Rapidly growing	12/12/2025 8:03 AM
105	Pooler not cooler	12/12/2025 6:56 AM

106	Overbuilt, congested and strained	12/11/2025 10:32 PM
107	Prosperous Professional Elite	12/11/2025 10:27 PM
108	Unplanned strip mall	12/11/2025 10:20 PM
109	Old vs new	12/11/2025 10:14 PM
110	Busy, ordinary, limited	12/11/2025 10:11 PM
111	It is gridlock	12/11/2025 9:40 PM
112	Overgrown, Bad traffic	12/11/2025 7:08 PM
113	Busy	12/11/2025 6:58 PM
114	Crowded, traffic-filled	12/11/2025 6:43 PM
115	Confused	12/11/2025 6:04 PM
116	Dirty overcrowded and a mess	12/11/2025 5:41 PM
117	Used to be quiet, calm, and pleasing. Now it is becoming a concrete jungle. I am from Atlanta metro area and do not like to see what is coming if the apartments and industrial building right in middle of city does not cease or greatly slow down. I like the way Bluffton planning was done and wish Pooler had been planned that way. Too many boxes, warehouses, and ugly concrete businesses are ruining the aesthetic of Pooler.	12/11/2025 5:31 PM
118	Gone down hill	12/11/2025 4:53 PM
119	Overrun	12/11/2025 4:38 PM
120	Warehouses, shady business, and irresponsible, unplanned, unsustainable growth	12/11/2025 4:05 PM
121	Sterile concrete jungle	12/11/2025 4:05 PM
122	Uncontrolled development	12/11/2025 4:03 PM
123	Greedy, bad traffic	12/11/2025 3:43 PM
124	unattached, reactive, hidden	12/10/2025 8:50 PM
125	Full of themselves	12/1/2025 9:46 PM
126	Worth living here	11/18/2025 5:08 PM
127	Growth Too Fast	11/14/2025 4:16 PM
128	No forward thinking.	11/13/2025 3:48 PM
129	Over-developed loud space	11/13/2025 3:35 PM
130	TOO MUCH GROWTH!	11/13/2025 11:12 AM
131	Adolescent growing pains	11/12/2025 7:42 PM
132	Parking Lot Hell	11/11/2025 3:28 PM
133	Commercial, congested, transitional	11/11/2025 7:44 AM
134	To much traffic.	11/9/2025 8:42 PM
135	Vape, oil, nails. Gas and go!	11/9/2025 8:33 PM
136	We had trees?	11/9/2025 8:03 PM
137	Old fighting new	11/9/2025 11:15 AM
138	Shopping and restaurant mecca	11/9/2025 8:55 AM
139	Boring.	11/9/2025 8:34 AM
140	Overwhelmed	11/9/2025 7:40 AM
141	Growing too fast	11/9/2025 4:04 AM

142	Do not care	11/8/2025 10:20 PM
143	Warehouse over trees	11/8/2025 8:10 PM
144	Total Karen move	11/8/2025 1:54 PM
145	Growth. Busy. Overwhelmed	11/7/2025 7:20 PM
146	corrupt overbuilt unsafe	11/7/2025 6:06 PM
147	Greedy, insensitive, industrial	11/7/2025 5:41 PM
148	Corrupt Boring Nonsensical	11/7/2025 5:41 PM
149	Nothing to do.	11/7/2025 5:08 PM
150	It's not a small town anymore, it's a suburb of Savannah now.	11/7/2025 4:51 PM
151	Crowded, disorganized, well meaning	11/7/2025 4:29 PM
152	Family friendly Fun	11/7/2025 3:35 PM
153	Overly development greedy	11/7/2025 7:41 AM
154	Decent bedroom community	11/7/2025 3:37 AM
155	Diverse	11/6/2025 10:46 PM
156	Confused, fiefdom, short-sighted	11/6/2025 8:21 PM
157	Grew too fast	11/6/2025 6:27 PM
158	Concrete Cramped Flooding	11/6/2025 1:50 PM
159	Clicky - Stagnant - Reactive	11/6/2025 11:16 AM
160	It's never enough.	11/6/2025 11:02 AM
161	Traditional suburban living	11/6/2025 10:37 AM
162	Getting too crowded	11/6/2025 10:32 AM
163	Congested, Flooded, Small overpopulated	11/6/2025 10:25 AM
164	Has been become a very unattractive city. Overbuilt with trash that will sit empty.	11/6/2025 9:52 AM
165	Low quality life	11/5/2025 4:16 PM
166	Too many people	11/5/2025 3:54 PM
167	Poor, unkemp, unwelcoming	11/5/2025 9:29 AM
168	overcrowded and uninspired	11/5/2025 8:27 AM
169	Careless Excessive growth	11/4/2025 9:41 PM
170	Affordable suburb	11/4/2025 3:13 PM
171	Modern, Central, Work	11/4/2025 2:18 PM
172	Youth-Centered, Fast & Furious	11/4/2025 2:03 PM
173	Strip malls and chains	11/4/2025 11:02 AM
174	Congested, over-built, under-loved	11/4/2025 9:49 AM
175	New-world small town	11/4/2025 9:44 AM
176	Overdeveloped Congested Soulless	11/4/2025 9:08 AM
177	Charming, active, noteworthy	11/4/2025 9:03 AM
178	Traffic is horrible	11/4/2025 7:14 AM
179	Rapidly growing communities	11/3/2025 9:36 PM

180	Strip malls galore	11/3/2025 9:17 PM
181	Too crowded and not planned out well	11/3/2025 8:07 PM
182	Pooler is Cooler....this was definitely a setup question, lol.	11/3/2025 7:58 PM
183	uncontrolled suburban Sprawl	11/3/2025 7:32 PM
184	Trying to be diverse. Old. Stagnant.	11/3/2025 7:14 PM
185	Too business oriented	11/3/2025 5:09 PM
186	Transient, overcrowded, interstate neighborhood	11/3/2025 4:49 PM
187	On Downhill spiral	11/3/2025 4:43 PM
188	Capitalistic Temporary Leadership	11/3/2025 4:31 PM

Q35 If someone were visiting the City of Pooler for the first time, what would you recommend they do or see?

Answered: 188 Skipped: 57

#	RESPONSES	DATE
1	Tanger, Costco. We don't really have anything that would draw people that I can think of. I'd actually recommend they don't come down at any time during rush hour because it would ruin it.	2/3/2026 8:55 AM
2	Visit local businesses	2/2/2026 9:34 AM
3	Go to Savannah there not much to do in pooler	2/1/2026 11:52 PM
4	There is nothing to see other then overbuilding	2/1/2026 1:44 PM
5	Mighty Eighth	2/1/2026 12:51 PM
6	The Mighty 8th, shopping, dining	2/1/2026 12:04 PM
7	See the Mighty 8th	2/1/2026 11:21 AM
8	IMAX theater, shop at Tanger, then go home to your peaceful, clean, quiet community.	2/1/2026 6:53 AM
9	Mighty 8th maybe? Theres not much for visitors to do here other than shop	2/1/2026 3:09 AM
10	Pickleball courts or the park	1/31/2026 9:07 PM
11	Tanger, Tom Tripplet	1/31/2026 8:54 PM
12	Savannah	1/31/2026 7:10 PM
13	Tom Triplett Park, the only park we have, the only safe place to walk. I wish I could say the only place you can't hear traffic but that is not true anymore.	1/31/2026 4:44 PM
14	Outlets and our favorite local mom & pop restaurants (not the chains)	1/31/2026 12:40 PM
15	There are quite a few entertaing dining spots with delicious food, movies, parks	1/31/2026 9:48 AM
16	Mighty eighth museum	1/31/2026 1:42 AM
17	mighty right it’s not unique anymore it’s pathetic	1/30/2026 11:26 PM
18	Nothing	1/30/2026 11:24 PM
19	Eat at Spankys, walk around Tangers. Avoid Benton and the parkway at rush hour or lunch time.	1/30/2026 9:09 PM
20	Savannah	1/30/2026 7:40 PM
21	There is nothing notable to see. But some good food options.	1/30/2026 6:55 PM
22	Avoid all of the major areas unless you really enjoy sitting in your car for long periods of time	1/30/2026 6:25 PM
23	Go somewhere else. There is nothing here for tourists, go to Savannah	1/30/2026 5:26 PM
24	Not much. At best Tanger Outlet.	1/30/2026 2:41 PM
25	Might 8th, IMAX, Tanger	1/30/2026 12:54 PM
26	Mighty 8th AF museum, support local , small businesses	1/30/2026 8:26 AM
27	Go to Tybee or Savannah instead. Nothing here to see other than box stores and apartments.	1/30/2026 7:42 AM
28	Go to Savannah	1/30/2026 5:55 AM
29	Air Force museum	1/29/2026 11:34 PM

30	Downtown Savannah.	1/29/2026 10:43 PM
31	Mighty Eighth and shopping destinations.	1/29/2026 10:02 PM
32	Go grab dinner at Crown & Anchor, stay at the Drury hotel and visit the mighty eighth museum	1/29/2026 9:39 PM
33	CMOP	1/29/2026 9:36 PM
34	I would not recommend Pooler to anyone. Tom Triplet park is nice but they are cutting down lots of trees near there and there's more warehouses. Savannah (downtown/historic district) is a much better place to visit.	1/29/2026 9:35 PM
35	Tanger Mighty Eighths Museum	1/29/2026 9:29 PM
36	Tom triplet park	1/29/2026 9:29 PM
37	Go to pooler park or tom triplett	1/29/2026 9:16 PM
38	go to Savannah	1/29/2026 3:56 PM
39	The National Museum of the Mighty Eighth Airforce Not much else to do Pooler lacks cultural	1/29/2026 3:44 PM
40	I would tell them to go to Savannah instead.	1/29/2026 2:34 PM
41	Take the 20 minute drive into Savannah for the day. Unless they want to go shopping, I don't believe Pooler has much to offer.	1/29/2026 7:14 AM
42	Stay away	1/29/2026 2:03 AM
43	tanger outlets. only thing to really do in pooler. fun zone is outdated	1/29/2026 12:52 AM
44	Visit Savannah	1/29/2026 12:33 AM
45	There is absolutely nothing to do in Pooler but eat processed food from chain restaurants	1/28/2026 11:48 PM
46	Savannah	1/28/2026 10:35 PM
47	Go to Polks	1/28/2026 8:46 PM
48	No	1/28/2026 7:49 PM
49	It's just stores with nothing of interest. Anything of interest is in Savannah which you have to drive to	1/28/2026 1:21 PM
50	Air Force museum	1/28/2026 12:31 PM
51	Mighty 8	1/28/2026 11:55 AM
52	The outlets, the public park near the YMCA.	1/28/2026 11:52 AM
53	Mighty 8th is the only thing because we do not have a wildlife preserve to walk through, no nature areas to really enjoy. All we have are a ton of apartments and hotels. We used to have eagles but they are gone because their homes were cut down. We used to have lots of wildlife but that is gone.	1/28/2026 11:20 AM
54	They're here for a cheaper stay while visiting Savannah	1/28/2026 11:07 AM
55	The best thing going is the outlet. The parks sucks. There are run/walk/bike paths. The best thing going for Pooler is the convenience of the airport and that's zone for Savannah.	1/28/2026 10:35 AM
56	Nothing interesting to do in pooler	1/28/2026 10:16 AM
57	Mighty Eighth Museum	1/28/2026 9:10 AM
58	Tanger Outlet and golf course.	1/28/2026 8:53 AM
59	Go to Savannah, Hilton Head, Tybee or Jekyll Island.	1/28/2026 8:44 AM
60	Shopping, restaurants that is mostly what has been built besides industrial	1/28/2026 8:20 AM
61	Not much to recommend. Might eighth museum	1/28/2026 8:14 AM
62	Nothing	1/28/2026 8:13 AM
63	Mighty 8th	1/28/2026 12:18 AM

64	Another travel agent!	1/27/2026 10:06 PM
65	Go to Savannah and tour downtown	1/27/2026 10:00 PM
66	Nothing	1/27/2026 9:45 PM
67	Shop the Outlets. Go to Noble Roots for dinner. Go downtown Savannah. There is not much to do or see in Pooler. We moved here for the convenience to the airport, the Starbucks, Costco and enjoy the local small restaurants. We don't like to eat at the chain restaurants and there are so many. It definitely needs more charm.	1/27/2026 7:46 PM
68	Stay and see Savannah	1/27/2026 7:15 PM
69	Savannah.....there is truly nothing "magical" in Pooler, good shopping and endless variety of restaurants	1/27/2026 7:03 PM
70	Mighty Eight Museum Downtown Savannah	1/27/2026 6:43 PM
71	Mighty 8th museum.	1/27/2026 4:23 PM
72	Go to Savannah.	1/15/2026 11:07 PM
73	We take them to Savannah. If they have teenagers with them we will go to the gocarts or Dave and Busters.	1/15/2026 9:06 AM
74	Tom Triplett Park, Tanger	1/13/2026 5:47 PM
75	I'd tell them to visit the Tom Triplett Park	1/12/2026 11:10 AM
76	there is not very much to do or see within the city of pooler.	1/11/2026 8:39 AM
77	shop or go to the gym thats all there is. guess they could get their nails done too	1/6/2026 7:23 PM
78	Nothing here to see unless you need oil change, chick fil a. So sad! 5 years ago, it was a place I was happy to live in. Now….definitely considering moving! It's a mini Florida here! Yuck…	12/29/2025 8:31 PM
79	Mighty 88 museum.	12/29/2025 5:24 AM
80	I'm not sure what there really is to see in Pooler besides the outlets. Our attraction to was the closeness of the city of Savannah.	12/21/2025 8:31 AM
81	Nothing besides the outlet mall.	12/17/2025 7:13 PM
82	Not go to Tanger instead visit shops in old pooler.	12/17/2025 2:06 PM
83	Mighty Eighth Museum	12/15/2025 9:18 PM
84	The Mighty Eighth; otherwise, the city limits so they can leave.	12/15/2025 8:10 PM
85	Dinner at Noble Roots	12/15/2025 11:44 AM
86	Tom Triplett Park, Tanger Outlets, Food	12/15/2025 7:09 AM
87	Go to savannah. There isn't anything to "do" here besides go to a restaurant.	12/15/2025 12:36 AM
88	Savannah, Tom Triplett, Outlet Mall	12/14/2025 7:49 PM
89	Shop….thats all there is to do here	12/13/2025 11:47 PM
90	Tanger outlets	12/13/2025 11:18 PM
91	Savannah	12/13/2025 9:31 PM
92	Go to Savannah	12/13/2025 7:49 PM
93	Go into Savannah, enjoy the open container law and amazing, LOCAL restaurants	12/13/2025 4:51 PM
94	Don't do it	12/13/2025 4:47 PM
95	Mighty eighth	12/13/2025 1:25 PM
96	Park, mall and the air museum	12/13/2025 8:02 AM

97	Outlets?	12/12/2025 9:43 PM
98	Do not commute on pooler pkwy bn 7-8 am and 4-6 pm	12/12/2025 9:25 PM
99	Tanger, Air Force Museum,	12/12/2025 7:11 PM
100	Nothing	12/12/2025 1:41 PM
101	Literally nothing. People live here and that’s it. It is not Savannah we are not for tourists.	12/12/2025 1:22 PM
102	Nothing	12/12/2025 12:42 PM
103	I would recommend Tanger, Mosaic, Mighty Eighth, Children's Museum, Tom Triplett Park & many of the LOCAL restaurants.	12/12/2025 11:28 AM
104	go to Savannah	12/12/2025 10:07 AM
105	Eight Air Force Museum	12/12/2025 9:42 AM
106	I’d probably recommend something in Savannah. Pooler is a residential suburb of a tourist destination , not a tourist destination itself.	12/12/2025 8:03 AM
107	Tom Triplet	12/12/2025 6:56 AM
108	Sadly nothing	12/11/2025 10:32 PM
109	Shop at Tanger Outlet	12/11/2025 10:27 PM
110	Go to Savannah	12/11/2025 10:20 PM
111	Mighty Eighth Air Force Museum	12/11/2025 10:14 PM
112	Mighty eighth Air Force museum, Tanger, eat at los compas	12/11/2025 10:11 PM
113	Not come.	12/11/2025 9:40 PM
114	I would tell them to head to downtown Savannah	12/11/2025 7:08 PM
115	Visit Tom Triplett	12/11/2025 6:43 PM
116	Go to Savannah	12/11/2025 6:04 PM
117	The only main things here is shopping	12/11/2025 5:41 PM
118	The only one I can think of is the Might Eighth Museum.	12/11/2025 5:31 PM
119	Mighty Eighth	12/11/2025 4:53 PM
120	Eat local	12/11/2025 4:38 PM
121	Umm drive past us either on the 95 or 16 bc unless you want your nails done, tires changed, or are on a tour of Warehouse central - avoid. We have no parks, no annual events, no walkable downtown, etc. drive on past y’all.	12/11/2025 4:05 PM
122	Airforce museum	12/11/2025 4:05 PM
123	Maybe the Mighty 8th. Can’t say there is a main draw.	12/11/2025 4:03 PM
124	Stay off the parkway. Other than Tom Triplett Park, what is there to see?	12/11/2025 3:43 PM
125	Mighty Eight Air Force Museum, Savannah Bus Tours.	12/10/2025 8:50 PM
126	Watch a youth baseball or soccer game.	12/5/2025 2:11 PM
127	There isn’t anything I would recommend in Pooler now. There are no areas for outdoor concerts, no real outdoor activities for kids like skate parks, or dirt bike trails. At least if we have to have the over crowding and crime coming to Pooler, we could have more places for families to be outdoors with their kids. Even Savannah has better places for that type of activities.	12/1/2025 9:46 PM
128	World’s tallest IMAX	11/20/2025 6:10 AM
129	Triplet park and may be tanger outlet for shopping purposes.Me and	11/18/2025 5:08 PM
130	Leave.	11/13/2025 3:48 PM

131	The Mighty Eighth	11/13/2025 3:35 PM
132	Visit Savannah.	11/13/2025 11:12 AM
133	Visit Tom Triplett Park and the Mighty Eighth Museum.	11/12/2025 7:42 PM
134	I'd recommend they go to Savannah unless they're really interested in pretending to go to a nice walkable city at the Tanger Outlets.	11/11/2025 3:28 PM
135	There aren’t really any worthy attractions here. I’d suggest they go to savannah	11/11/2025 7:44 AM
136	Visit oil changing places that we have. It will take a year!	11/9/2025 8:42 PM
137	Nothing. The City of Pooler lacks character and charm. The mayor thinks having events in a mall parking lot is desirable. (It is not.)	11/9/2025 8:33 PM
138	Keep driving unless you like traffic	11/9/2025 8:03 PM
139	I don't see Pooler as a tourist destination. It's a suburb of Savannah. That being said the Mighty Eighth Museum is great.	11/9/2025 11:15 AM
140	Go to Savannah	11/9/2025 8:55 AM
141	I do not feel like we have anything that sets us apart from any other city.	11/9/2025 8:34 AM
142	Nothing	11/9/2025 7:40 AM
143	IDK	11/9/2025 4:04 AM
144	Mighty 8th museum	11/8/2025 10:20 PM
145	Downtown savannah	11/8/2025 8:10 PM
146	The way out of here. We have nothing to show for.	11/8/2025 1:54 PM
147	Shopping opportunities	11/7/2025 7:20 PM
148	leave and go to Savannah	11/7/2025 6:06 PM
149	Old Pooler down Highway 80 where families are still living and trying to hang on to a way of life	11/7/2025 5:41 PM
150	Nothing really compares to anything they'd find in Savannah. Savannah's parks in Southside are nicer. Tom Triplett used to be a nice place to go, but now it is too tough to go because of the semi truck traffic.	11/7/2025 5:41 PM
151	Eat. All we have are restaurants, shopping and bars. Tom Triplet is 15 minutes from Godley Station by car and you can't bike there at all.	11/7/2025 5:08 PM
152	Don't go anywhere near 95 and the outlets. Go to Savannah, Hilton Head, Charleston, Saint Simons or Jekyll Island.	11/7/2025 4:51 PM
153	Go to the movies	11/7/2025 4:29 PM
154	Check out restaurants and go shopping	11/7/2025 3:35 PM
155	I guess shop or go to Savannah	11/7/2025 7:41 AM
156	Mighty 8th	11/7/2025 3:37 AM
157	Mighty Eighth	11/6/2025 8:21 PM
158	Mighty 8th	11/6/2025 6:27 PM
159	Go to Savannah or Tybee There’s nothing to see or do in Pooler	11/6/2025 1:50 PM
160	Go to River Street and City Squares in Savannah. There is nothing anyone can do and walk comfortably to other places.	11/6/2025 11:16 AM
161	I would recommend they go into Savannah. There's nothing here that's a draw for tourists or visitors.	11/6/2025 11:02 AM
162	Go to the Sav nature reserve. Go to Savannah. Go to Tybee. Go to Tom Triplett park.	11/6/2025 10:37 AM
163	Eat at The Taco Stache	11/6/2025 10:32 AM

164	Tanger Outlets, maybe air force museum	11/6/2025 10:25 AM
165	Not come.	11/6/2025 9:52 AM
166	No comment	11/5/2025 4:16 PM
167	Movie and grout to eat	11/5/2025 3:54 PM
168	Avoid old downtown Pooler	11/5/2025 9:29 AM
169	Pooler has so much untapped potential—but right now, the list of things to do feels far too short. Sure, grabbing a bite at Sam Snead's and visiting the incredible Mighty 8th Air Force Museum are great starts, but beyond that… it's slim pickings. We need more. Pooler deserves to be a place where locals and visitors alike can spend an entire day—or weekend—exploring, dining, and enjoying unique experiences. Let's build a city that offers more than just a couple of highlights. Let's make Pooler a destination worth talking about.	11/5/2025 8:27 AM
170	Go to Savannah!	11/4/2025 9:41 PM
171	Airport Tanger outlet	11/4/2025 3:13 PM
172	Tanger Outlets & Restaurants. Nothing worth seeing.	11/4/2025 2:18 PM
173	Food, nothing to do or see other than Tom Triplet.	11/4/2025 2:03 PM
174	Very little. Head into Savannah. The Mighty 8th and maybe the outlets. Very few unique options for shopping or dining that aren't chains.	11/4/2025 11:02 AM
175	Have a meal at one of the smaller local restaurants, but be prepared for a large price tag.	11/4/2025 9:49 AM
176	Only entertainment here is good restaurants and tanger. Some more entertainment in the area would be awesome.	11/4/2025 9:44 AM
177	Go somewhere else. Spend the day exploring a small, quaint town with character. We don't recommend our family visit. We travel somewhere else and they meet us there.	11/4/2025 9:08 AM
178	Shop and eat	11/4/2025 9:03 AM
179	not Tanger outlets	11/4/2025 7:14 AM
180	Historical sites	11/3/2025 9:36 PM
181	Polks. Tom Triplett Park	11/3/2025 9:17 PM
182	Mighty 8th Airforce Museum of course.	11/3/2025 7:58 PM
183	stay downtown	11/3/2025 7:32 PM
184	Mighty Eighth Museum.	11/3/2025 7:14 PM
185	Fun Zone	11/3/2025 5:09 PM
186	Nothing.	11/3/2025 4:49 PM
187	Go into Savannah Visit the Mighty Eight	11/3/2025 4:43 PM
188	Go to one of the many gas stations and enjoy a fountain drink while they contemplate what could happen to a city that has a tendency to approve any businesses, even if they are redundant.	11/3/2025 4:31 PM

Q36 What do you think makes the City of Pooler unique compared to other places?

Answered: 168 Skipped: 77

#	RESPONSES	DATE
1	The poor planning that has gone into traffic.	2/3/2026 8:55 AM
2	There is a nail salon, gas station, and liquor store every half mile	2/2/2026 9:34 AM
3	Dave and busters	2/1/2026 11:52 PM
4	Nothing. It's just like every other major city.	2/1/2026 6:16 PM
5	It used to be the small town feel. I'm not sure anymore.	2/1/2026 3:30 PM
6	Nothing. Pooler is no longer unique. We are becoming like all the other big cities.	2/1/2026 12:51 PM
7	Antebellum relics	2/1/2026 11:21 AM
8	Stripping the land much faster than average.	2/1/2026 6:53 AM
9	Location - at 95 & 16	2/1/2026 3:09 AM
10	It's very close to the airport	1/31/2026 9:07 PM
11	Nothing	1/31/2026 8:54 PM
12	Nothing	1/31/2026 7:10 PM
13	Greed of City Council and their ability to say yes to every single thing trying to open in Pooler.	1/31/2026 4:44 PM
14	Close to Savannah and Tybee but affordable and safe	1/31/2026 12:40 PM
15	It has a variety of ethnicities	1/31/2026 1:42 AM
16	read previous comment	1/30/2026 11:26 PM
17	Nothing- to crowded	1/30/2026 11:24 PM
18	Nothing. It used to be unique, now its over developed and just like everywhere else. Almost not local places left, all chain resteraunts and big named stores.	1/30/2026 9:09 PM
19	It's proximity to notable places such as Savannah and the islands.	1/30/2026 6:55 PM
20	It's not. It's very chain friendly and generic.	1/30/2026 6:25 PM
21	Not unique, just another city that grew too fast.	1/30/2026 5:26 PM
22	Nothing really makes it unique. Years ago the small town feel was unique.	1/30/2026 2:41 PM
23	Location and access to 95 and 16	1/30/2026 12:54 PM
24	Could have been a cute boutique town that could have had lots of potential for small businesses.	1/30/2026 7:42 AM
25	Not much	1/30/2026 5:55 AM
26	It used to be a nice quality balance and calming environment I now discourage people from Moving here	1/29/2026 11:34 PM
27	There's 3 Chick-fil-A's within 5 miles for whatever reason.	1/29/2026 10:43 PM
28	It's not except the amount of commercial business we have. We are typical suburbia.	1/29/2026 10:02 PM
29	Not much	1/29/2026 9:39 PM
30	It's uniquely ass backwards. It's unique in the sense of whoever planned this city is a dipshit.	1/29/2026 9:35 PM

31	the lack of self awareness	1/29/2026 9:16 PM
32	Nothing	1/29/2026 3:56 PM
33	Nothing anymore. Was a nice bedroom community	1/29/2026 3:44 PM
34	Literally nothing.	1/29/2026 2:34 PM
35	Access to I-95 is great. Centralized with respect to major places in the area. Endless options for food/shopping.	1/29/2026 7:14 AM
36	Nothing now.	1/29/2026 2:03 AM
37	Highest rate of traffic per capita, most self storage and car washes per capita, shockingly unaffordable housing in wildly floodable areas	1/29/2026 12:33 AM
38	It’s insane traffic relative to the number of people that live here.	1/28/2026 10:35 PM
39	Small town	1/28/2026 8:46 PM
40	No	1/28/2026 7:49 PM
41	Mix of old country and new technology.	1/28/2026 12:31 PM
42	Nothing—it has lost it’s charm with all the warehouses	1/28/2026 11:55 AM
43	NOTHING because it is no longer a beautiful area. It is just another overbuilt city.	1/28/2026 11:20 AM
44	it's not unique - it has all the same 'chain stores' as any other growing city. Drive down Pooler Pkwy and you could be in any town.	1/28/2026 11:07 AM
45	It really isn’t unique. It could be great quaint bed and breakfast city. It could be a Peachtree City or Hiltonhead.	1/28/2026 10:35 AM
46	N/a	1/28/2026 10:16 AM
47	Police presence (visibility)	1/28/2026 9:10 AM
48	Location and growth opportunities.	1/28/2026 8:53 AM
49	Absolutely nothing. It has no plan or character.	1/28/2026 8:44 AM
50	What made it unique no longer exists	1/28/2026 8:20 AM
51	Pooler has tanger, and all the Stores now. Busy during the day but extremely quiet after 8. Old pooler and having a new pooler.	1/28/2026 8:14 AM
52	Nothing anymore.	1/28/2026 12:18 AM
53	Lack of charm	1/27/2026 10:06 PM
54	Nothing	1/27/2026 10:00 PM
55	Nothing	1/27/2026 9:45 PM
56	There are a lot of stores	1/27/2026 7:46 PM
57	traffic congestion and low caliber restaurants and stores.	1/27/2026 7:15 PM
58	In some areas it has a small town feel and is super close to Savannah. Amenities. Needs an indoor pool and hospital though!	1/27/2026 7:03 PM
59	It was beautiful 6 years ago. Now it looks just like the south side of Savannah. No trees- just buildings and parking lots	1/27/2026 6:43 PM
60	Nothing	1/27/2026 4:23 PM
61	It is close enough to go to Savannah or to Hilton Head. In my opinion nothing stands out in Pooler to make it unique.	1/15/2026 9:06 AM
62	Comfortable mix of old and new.	1/13/2026 5:47 PM
63	The sheer amount of industrial warehouses and truck traffic coming right through the middle of downtown.	1/12/2026 11:10 AM

64	I guess Tanger is something not many places have.	1/6/2026 7:23 PM
65	Nothing	12/29/2025 8:31 PM
66	Unsure.	12/29/2025 5:24 AM
67	Its close proximity to Savannah	12/21/2025 8:31 AM
68	Only old Pooler, which has no character either.	12/17/2025 7:13 PM
69	The amount of lights within a one mile radius.	12/17/2025 2:06 PM
70	It WAS unique for its quiet neighborhoods and slower paced living. Now it becoming just like all other big cities. No longer desirable	12/15/2025 9:18 PM
71	It is much more crowded and much more poorly planned and managed than any place I have lived in my life.	12/15/2025 8:10 PM
72	Smaller town livability with easy access to bigger city amenities and activities.	12/15/2025 11:44 AM
73	You'll have a bigger yard than living in Savannah, or closer to 95. (I commute for work)	12/15/2025 12:36 AM
74	Climate. And the POTENTIAL to be a great place to live if the random building gets under control	12/14/2025 7:49 PM
75	Conveniently located off the highway and near the airport	12/13/2025 11:47 PM
76	Proximity to food and shopping	12/13/2025 11:18 PM
77	The amount of traffic compared to the lack of infrastructure to support it.	12/13/2025 9:31 PM
78	Nothing	12/13/2025 7:49 PM
79	I don't find Pooler itself to be unique. It's full of chain restaurants and a Tanger.	12/13/2025 4:51 PM
80	Nothing	12/13/2025 1:25 PM
81	I think it's location, closest Savannah Hilton head Jacksonville. One of our biggest assets is our local airport.	12/13/2025 8:02 AM
82	I don't feel that it is unique	12/12/2025 9:43 PM
83	(Pooler) is a bedroom community to Savannah. People enjoy the smaller town vibe with the convenience of Savannah.	12/12/2025 5:14 PM
84	Every known fast food and chain restaurant known to man!	12/12/2025 2:33 PM
85	Nothing anymore it's to overcast has become a nightmare	12/12/2025 1:41 PM
86	Nothing	12/12/2025 1:22 PM
87	Pooler is still a small & mostly unknown town close to the coast, but without the headaches of hurricanes.	12/12/2025 11:28 AM
88	i cannot think of anything in all honesty	12/12/2025 10:07 AM
89	Out of control growth, poor infrastructure	12/12/2025 9:42 AM
90	More apartment buildings than any suburb I've ever lived in.	12/12/2025 8:03 AM
91	Nothing	12/12/2025 6:56 AM
92	It used to be the small town feel but no more. Maybe travel convenience and proximity to other cities	12/11/2025 10:32 PM
93	Prosperity Prestige Pleasant Environment Cleanliness	12/11/2025 10:27 PM
94	Proximity to Savannah	12/11/2025 10:20 PM
95	The Fire Department is one of the best in the state. Their friendliness and professionalism is amazing.	12/11/2025 10:11 PM
96	Nothing. It was a quiet pleasant place to live and now its a disaster. Flooding, traffic, homeless moving in. Will move when I retire	12/11/2025 9:40 PM

97	It was unique 10 or so years ago, we had a small town feel with almost everything you could find in a larger city. Now it feels like we are moving towards what the suburbs of Atlanta are. Traffic lights every 500 feet, you have to drive everywhere, wherever you go you will be stuck in traffic.	12/11/2025 7:08 PM
98	We have a Tanger outlet? Growing up, it seemed Pooler's small size and close-knittedness was its best quality. Not so much anymore.	12/11/2025 6:43 PM
99	It's not	12/11/2025 6:04 PM
100	Nothing	12/11/2025 5:41 PM
101	For now, it is less crowded than the metro Atlanta area, but I suspect we are going to be facing the traffic problems similar to there because of all the apartments recently built and continuing to be built.	12/11/2025 5:31 PM
102	It use to be unique! Now it's a nightmare	12/11/2025 4:53 PM
103	Location - too bad we don't value ourselves and sell ourselves short all the time	12/11/2025 4:05 PM
104	Nothing anymore. Strip malls and snarled roads	12/11/2025 4:05 PM
105	Location, location, location	12/11/2025 4:03 PM
106	The huge amount of traffic.	12/11/2025 3:43 PM
107	Has a wider diversity than most small cities.	12/10/2025 8:50 PM
108	Gulf Stream, Gala Nursing, Costco, Mighty 8th Museum	12/8/2025 10:47 AM
109	We still have the ability to shape our city - because we're growing and have room to do so, we can work to make it a better place to live and work .	12/5/2025 2:11 PM
110	Pooler was unique as a small town that was close to other cities when needed. Now it is crammed together with chain stores and restaurants in every available space possible.	12/1/2025 9:46 PM
111	People, me and my husband	11/18/2025 5:08 PM
112	Zero sidewalks.	11/13/2025 3:48 PM
113	The lack of thought behind building a city.	11/13/2025 3:35 PM
114	It used to be a nice place to live before all the unrestricted development.	11/13/2025 11:12 AM
115	It's not unique. Pooler is a growing suburban city with good shopping options and is livable for middle-class singles and families.	11/12/2025 7:42 PM
116	Nothing. It's just another terrible small town on the outskirts of a nice place currently. Anywhere USA.	11/11/2025 3:28 PM
117	Can't think of anything	11/11/2025 7:44 AM
118	We have 3 chic fil las within 3 miles of each other. There are 8 traffic lights between them.	11/9/2025 8:42 PM
119	Intense focus on ugly buildings despite city of Pooler codes. Incredible that city officials simply look the other way.	11/9/2025 8:33 PM
120	I can't think of one thing	11/9/2025 8:03 PM
121	Pooler needs a real downtown with shops, history, a destination	11/9/2025 8:55 AM
122	Nothing.	11/9/2025 8:34 AM
123	Costco	11/9/2025 7:40 AM
124	It is losing that description.	11/9/2025 4:04 AM
125	Nothing	11/8/2025 10:20 PM
126	The number of warehouses	11/8/2025 8:10 PM
127	It has Costco	11/8/2025 1:54 PM
128	Small Neighborhoods	11/7/2025 7:20 PM

129	nothing	11/7/2025 6:06 PM
130	Greedy Government, Mainly concerned with the industrial development in dollars they can put in their pockets from that	11/7/2025 5:41 PM
131	I think it's unique how they try to squeeze so much into one little teeny tiny town because they want to be Savannah Georgia so badly.	11/7/2025 5:41 PM
132	It is not unique. It has the same stores and restaurants as every cookie cutter city in the country.	11/7/2025 5:08 PM
133	It was a nice small town that was growing but now it's way too populated with out of towners.	11/7/2025 4:51 PM
134	The people	11/7/2025 4:29 PM
135	The hometown atmosphere	11/7/2025 3:35 PM
136	Nothing	11/7/2025 7:41 AM
137	Location	11/7/2025 3:37 AM
138	Lower crime rates	11/6/2025 8:21 PM
139	Nothing anymore	11/6/2025 6:27 PM
140	It was a nice suburb of Savannah. I’m not sure now.	11/6/2025 1:50 PM
141	Getting closer to the amount of concrete/asphalt as Las Vegas	11/6/2025 11:16 AM
142	Unfortunately nothing. There's nothing that makes Pooler any different than any other suburban city in America.	11/6/2025 11:02 AM
143	It still has a small town feel with city amenities	11/6/2025 10:42 AM
144	It is not, at present, very unique.	11/6/2025 10:37 AM
145	It is small, has a lot of accessroads/highways, close to Savannah	11/6/2025 10:25 AM
146	It has been destroyed. So much beauty is now gone.	11/6/2025 9:52 AM
147	Nothing I can think of	11/5/2025 4:16 PM
148	Anything goes… no uniformity	11/5/2025 9:29 AM
149	What makes Pooler stand out isn’t just its location—it’s the opportunity it holds. Unlike other cities overflowing with attractions and seamless transit, Pooler’s limited variety of things to do and the difficulty of getting around highlight a clear need—and a chance—for bold improvement. Pooler has the space, the growth, and the community spirit to transform into something truly special. With thoughtful planning, investment in infrastructure, and a commitment to creating engaging experiences, Pooler can evolve from a place people pass through into a place people seek out.	11/5/2025 8:27 AM
150	It’s proximity to Savannah. Pooler is not a destination. It is a bedroom community for Savannah, the Military and Gulf Stream etc.	11/4/2025 9:41 PM
151	Good location Has encouraged business growth.	11/4/2025 3:13 PM
152	Good work opportunities.	11/4/2025 2:18 PM
153	The potential for growth. Other cities have the want but not the ability due to the lack of interest - however, Pooler has the interest. It just needs to apply itself well and it can be exceptional.	11/4/2025 2:03 PM
154	Proximity to Savannah and the beaches.	11/4/2025 11:02 AM
155	Honestly, it’s a place to live in shop but if you want to see anything beautiful, you need to go outside the city. That is sad. It shouldn’t be that way.	11/4/2025 9:49 AM
156	It's "newer" while keeping a small town vibe.	11/4/2025 9:44 AM
157	Nothing makes us unique anymore.	11/4/2025 9:08 AM
158	Pooler tries to be ahead of the times to provide for people in this area. Good roads, shopping	11/4/2025 9:03 AM

	and restaurants.	
159	nothing	11/4/2025 7:14 AM
160	Family friendly	11/3/2025 9:36 PM
161	Easy access to savannah and gulfstream. Safe place to live.	11/3/2025 9:17 PM
162	It has a decent Suburban feel, as long as the industrial development doesn't ruin it.	11/3/2025 7:58 PM
163	nothing	11/3/2025 7:32 PM
164	Old Pooler is old and new Pooler is new and in the middle of old is the big, new beautiful City Hall!	11/3/2025 7:14 PM
165	Nothing	11/3/2025 5:09 PM
166	Nothing anymore.	11/3/2025 4:49 PM
167	4 years ago it was beautiful	11/3/2025 4:43 PM
168	I have no idea, but it seems to have attracted many older folks from New Jersey, Texas, and Florida. They also brought their bad driving tendencies and rude behavior.	11/3/2025 4:31 PM

Q37 What makes you proud to live or work in the City of Pooler?

Answered: 160 Skipped: 85

#	RESPONSES	DATE
1	It used to be that Pooler had decent access to multiple things. I had the ability to get up and go get what I wanted and be somewhere within ten minutes within Pooler.	2/3/2026 8:55 AM
2	My neighborhood that has a relatively good governing body and separated from other neighborhoods that do not maintain their premises.	2/2/2026 9:34 AM
3	Affordable house and safe community	2/1/2026 11:52 PM
4	Nothing anymore	2/1/2026 6:16 PM
5	I enjoy the small schools but even that’s changing now.	2/1/2026 3:30 PM
6	I can’t wait to retire and move. Pooler has gotten too big and too busy. I’m tired of hearing traffic and sirens.	2/1/2026 12:51 PM
7	It used to be the sense of community. What brings together the residents who don't have school age children?	2/1/2026 11:21 AM
8	Unfortunately, Pooler doesn’t inspire pride.	2/1/2026 6:53 AM
9	My neighborhood	2/1/2026 3:09 AM
10	It is centrally located	1/31/2026 9:07 PM
11	It's close to historic district.	1/31/2026 8:54 PM
12	Costco	1/31/2026 7:10 PM
13	Nothing. I wish I could move.	1/31/2026 4:44 PM
14	Small town feel, friendly and kind people	1/31/2026 12:40 PM
15	I love Pooler I feel it has a pretty strong community feel and focused on improving in general and there are plenty of jobs and homes.	1/31/2026 9:48 AM
16	My hometown	1/31/2026 1:42 AM
17	I was born and raised here and remember when was an awesome place to live and enjoy. when people helped each other. when it didnt take 30 minutes to get 3 blocks to get groceries	1/30/2026 11:26 PM
18	At least its not Savannah.	1/30/2026 9:09 PM
19	The safe living conditions compared to Savannah.	1/30/2026 6:55 PM
20	I like my house and my neighborhood.	1/30/2026 6:25 PM
21	No longer proud of this city. It used to be family focused and it no longer that.	1/30/2026 5:26 PM
22	Safety or perception of safety.	1/30/2026 2:41 PM
23	Generally safe area	1/30/2026 12:54 PM
24	Absolutely Nothing.	1/30/2026 7:42 AM
25	Its close to Savannah	1/30/2026 5:55 AM
26	Nothing anymore	1/29/2026 11:34 PM
27	Nothing anymore. It used to be a nice quiet town and is now overdeveloped. Its lost its charm.	1/29/2026 10:43 PM
28	Work. My job and the people I work with and for.	1/29/2026 10:02 PM
29	Nothing. Absolutely nothing.	1/29/2026 9:35 PM

30	I have a great group of mom friends with the same beliefs, just wish we had more kid friendly places	1/29/2026 9:29 PM
31	hmmm	1/29/2026 9:16 PM
32	I've been in Pooler since 1970. The growth has been tremendous and not positive. Losing natural landscape is the most disappointing	1/29/2026 3:44 PM
33	Literally nothing.	1/29/2026 2:34 PM
34	It is a great small town community feel.	1/29/2026 7:14 AM
35	Don't	1/29/2026 2:03 AM
36	LMFAOOOOOOOOOO what I'm not. Why would I be proud to work in an airport suburb that wants soooooooo badly to get ****ed by big companies?	1/29/2026 12:33 AM
37	I got to see it before it was destroyed.	1/28/2026 10:35 PM
38	I like the smaller town and people	1/28/2026 8:46 PM
39	No	1/28/2026 7:49 PM
40	It's proximity to Savannah	1/28/2026 1:21 PM
41	N/A	1/28/2026 12:31 PM
42	Nothing-/it was my mistake to move here. I am disgusted with all the commercial building and loss of wetlands. I thought I made a hood choice, but with the greedy further development of Landmark 24, my backyard is getting flooding I did not have when I moved in. I was told by L24 realtor that the wetlands would not be developed—LIES.	1/28/2026 11:55 AM
43	We no longer feel proud to live or work here sad to say.	1/28/2026 11:20 AM
44	This survey has just made my question my original decision!	1/28/2026 11:07 AM
45	Conveniently located to the airport, South Carolina state line, Jacksonville, Florida and Atlanta.	1/28/2026 10:35 AM
46	N/a	1/28/2026 10:16 AM
47	My neighborhood and neighbors are excellent	1/28/2026 9:10 AM
48	The people!	1/28/2026 8:53 AM
49	The neighborhood that I live in which has nothing to do with Pooler.	1/28/2026 8:44 AM
50	Nothing really, except crime isn't on the level of other cities.	1/28/2026 8:20 AM
51	That I've been in the area for 20 years.	1/28/2026 8:14 AM
52	My hometown.	1/28/2026 12:18 AM
53	N/A	1/27/2026 10:06 PM
54	Nothing in particular	1/27/2026 10:00 PM
55	Nothing	1/27/2026 9:45 PM
56	I am not proud at this point. Nothing unique or special…lots of fast food…no unique or great restaurants.	1/27/2026 8:47 PM
57	I love our neighborhood. I like the convenience of going out our gate for all we need and then quickly escaping the chaos and getting safely back behind the gate. Honestly though every time we have out of town guests we go to savannah or Tybee.	1/27/2026 7:46 PM
58	I honestly cannot think of anything. I am very disappointed in the growth in the last 8 years since we starting looking for a home in Pooler.	1/27/2026 7:15 PM
59	Some of the people! Ymca	1/27/2026 7:03 PM
60	Nothing	1/27/2026 4:23 PM
61	Pooler has a lot of nice people.	1/15/2026 9:06 AM

62	Mostly clean and well-maintained.	1/13/2026 5:47 PM
63	Not really proud to tell people anymore. I'd love to be able to sell my home in Old Pooler and move somewhere like Pooler used to be.	1/12/2026 11:10 AM
64	Nothing	12/29/2025 8:31 PM
65	Natural beauty.	12/29/2025 5:24 AM
66	We have a nice gated community with a private golf course. And we like the idea of going into Savannah so easily as far as the city of Pooler there isn't too much to offer here.	12/21/2025 8:31 AM
67	Nothing.	12/17/2025 7:13 PM
68	Close to the interstate. The rec department is pretty amazing at supporting kids.	12/17/2025 2:06 PM
69	Nothing	12/15/2025 9:18 PM
70	I am ashamed to live in Pooler. No one wants to come visit here.	12/15/2025 8:10 PM
71	That I can afford to live here. We have city council members that care about the quality of life of residents enough to do this survey.	12/15/2025 11:44 AM
72	Central to my work. Still has small town atmosphere like where i grew up. Despite growing rapidly. The things i need and any grocery stores is very close by.	12/15/2025 12:36 AM
73	The proximity to Savannah	12/14/2025 7:49 PM
74	Proximity to food and shopping, the proudness of the people that live here. The cleanliness of the city.	12/13/2025 11:18 PM
75	…	12/13/2025 9:31 PM
76	My neighborhood (Savannah Quarters) and the potential of Mosaic shopping	12/13/2025 7:49 PM
77	Pooler Is a very diverse town to live in because of all the job possibilities, and it's convenient to so many different things	12/13/2025 8:02 AM
78	Close to Savannah and somewhat affordable	12/12/2025 9:43 PM
79	More urban than prior home area	12/12/2025 7:11 PM
80	Climate	12/12/2025 2:33 PM
81	Just my neighborhood	12/12/2025 1:41 PM
82	I was proud of the wetlands and wildlife but now the city wants to take it all away to fill with warehouses and gas stations.	12/12/2025 1:22 PM
83	City Schools not county. Pooler Elementary is a gem and should be renovated, but not shuttered.	12/12/2025 1:11 PM
84	I'm proud of Pooler's embrace of diversity, which is not common in South.	12/12/2025 11:28 AM
85	its a place to live that I can afford	12/12/2025 10:07 AM
86	Nothing	12/12/2025 9:42 AM
87	Aside from my complaints about apartments, it's still significantly nicer than where I grew up.	12/12/2025 8:03 AM
88	Nothing anymore	12/12/2025 6:56 AM
89	My neighborhood	12/11/2025 10:32 PM
90	Low Crime Rate Prosperous & Classy Residents Beautiful Automobiles Clean City	12/11/2025 10:27 PM
91	Good Asian restaurants	12/11/2025 10:20 PM
92	Convenience to Savannah	12/11/2025 10:14 PM
93	It's not Garden city or Port Wentworth	12/11/2025 10:11 PM
94	I'm embarresed by Pooler now.	12/11/2025 9:40 PM
95	I like where I live in Old Pooler, it still has the feel of an older neighborhood, but I am afraid	12/11/2025 7:08 PM

	that is going to change.	
96	The school I work in. It’s like a family.	12/11/2025 6:43 PM
97	Nothing	12/11/2025 6:04 PM
98	Its convenient	12/11/2025 5:41 PM
99	I enjoyed the layed back feel of it 5 years ago when I built my home. That went away with the building of Costco and the development on the west side of Pooler. I did not want to live on Benton Blvd or Tanger area, but it appears that is what is happening here.	12/11/2025 5:31 PM
100	My neighbors!	12/11/2025 4:53 PM
101	The people	12/11/2025 4:05 PM
102	Nothing	12/11/2025 4:05 PM
103	Moved for proximity to Savannah, airport, interstate and weather.	12/11/2025 4:03 PM
104	Easy interaction with residents.	12/10/2025 8:50 PM
105	Retirement from Military	12/8/2025 10:47 AM
106	I believe the City is working to make Pooler the best it can be. It takes time but we're seeing the changes which makes me proud to live here.	12/5/2025 2:11 PM
107	I do not have the pride I once had living in Pooler. It is an over priced, over crowded city that has leaders who do not care what the home owners and business owners need and want. It’s sad how much it has changed.	12/1/2025 9:46 PM
108	More different stores (fresh market, whole food) and farmers market	11/18/2025 5:08 PM
109	Nothing.	11/13/2025 3:48 PM
110	The low interest rate on my home.	11/13/2025 3:35 PM
111	I have nice neighbors.	11/13/2025 11:12 AM
112	It is close to Savannah and is a quiet suburb.	11/12/2025 7:42 PM
113	Nothing.	11/11/2025 3:28 PM
114	The people left that we grew up with and knowing them when you go somewhere but the govt surely isn’t it nor the infrastructure or lack of planning	11/11/2025 7:44 AM
115	I use to love the small town-ness of Pooler. I love the parks and recreations. Now it’s horrible traffic keeps people home and isolated.	11/9/2025 8:42 PM
116	Nothing.	11/9/2025 8:33 PM
117	I like Pooler much better than where I came from. I feel safe here and there is plenty of shopping. We don't need more.	11/9/2025 8:55 AM
118	I used to be proud of the sense of community but that has disappeared with growth.	11/9/2025 8:34 AM
119	Not proud... I am safe	11/9/2025 4:04 AM
120	Mighty 8Th	11/8/2025 10:20 PM
121	Nothing	11/8/2025 8:10 PM
122	Costco. That’s it.	11/8/2025 1:54 PM
123	That I am an original Poolerite	11/7/2025 7:20 PM
124	nothing. will be moving once children are finished with school	11/7/2025 6:06 PM
125	No comment	11/7/2025 5:41 PM
126	I am no longer proud to live or work here, I discourage anyone I talk to never to come here or to move here.	11/7/2025 5:41 PM
127	The YMCA is the best thing we have.	11/7/2025 5:08 PM

128	It's near Savannah.	11/7/2025 4:51 PM
129	That people are working to didn't for a better government	11/7/2025 4:29 PM
130	I like the people and businesses	11/7/2025 3:35 PM
131	Nice neighborhood in old pooler	11/7/2025 7:41 AM
132	People/neighbors	11/7/2025 3:37 AM
133	Nice neighborhood	11/6/2025 8:21 PM
134	People are still helpful and care for each other.	11/6/2025 6:27 PM
135	Not anymore sadly	11/6/2025 1:50 PM
136	Just close to work	11/6/2025 11:16 AM
137	We love our little community in Old Pooler. We have kind neighbors and enjoy the peace. But there's nothing that makes me feel any pride in the city.	11/6/2025 11:02 AM
138	Most people are kind and friendly.	11/6/2025 10:42 AM
139	Nothing yet	11/6/2025 10:25 AM
140	I was proud to live in Pooler. Now Pooler has become a joke and many people have left.	11/6/2025 9:52 AM
141	My neighbors	11/5/2025 4:16 PM
142	I used to love living in Pooler now there is too much traffic	11/5/2025 3:54 PM
143	None	11/5/2025 9:29 AM
144	What makes me proud to be part of Pooler is its potential. This city is growing rapidly, and with that growth comes opportunity—opportunity to shape a community that reflects the values and aspirations of its residents. I'm proud to live and work in a place that's on the cusp of transformation, where voices like mine can help guide the future. Pooler's proximity to Savannah gives it a unique advantage, and I believe we can harness that energy to create a destination of our own—one filled with quality dining, entertainment, and vibrant public spaces. I take pride in advocating for smarter development, better infrastructure, and a more balanced approach to housing and business diversity. It's about building a city that respects long-term residents, protects natural beauty, and offers meaningful experiences for locals and visitors alike. Being part of Pooler means being part of a community with heart, grit, and the drive to become something truly special.	11/5/2025 8:27 AM
145	It is still a safe community	11/4/2025 9:41 PM
146	Nice location- close to Savannah but better quality of life- lower crime, lower taxes, more affordable and quality new housing	11/4/2025 3:13 PM
147	The fact that there are still some starter homes sprinkled in the area & that Pooler is full of anything a family could need (Groceries, Malls, Theaters, Variety of Jobs, Schools, etc.) and is only getting better.	11/4/2025 2:03 PM
148	Proximity to Savannah and beaches	11/4/2025 11:02 AM
149	It has potential and I'm very thankful for all the opportunities it gives young people for close by jobs, but for working class adults, there is not enough opportunity where we can actually make a living to support our families, again you have to go outside of Pooler for that.	11/4/2025 9:49 AM
150	For me personally, proximity from home to work/activities. In general, I stay right around pooler parkway, and it stays clean and safe.	11/4/2025 9:44 AM
151	I am not proud to live in Pooler anymore. I'm embarrassed to admit it. People know it's not like it used to be.	11/4/2025 9:08 AM
152	The planners have good insight to stay ahead of community growth.	11/4/2025 9:03 AM
153	nothing	11/4/2025 7:14 AM
154	Beautiful and clean	11/3/2025 9:36 PM
155	Safe place to live.	11/3/2025 9:17 PM

156	I'm a Gulfstream employee, and I think it's great to work for an American company that leads the way in such a high tech field.	11/3/2025 7:58 PM
157	Gulfstream	11/3/2025 7:32 PM
158	It’s away from Savannah!	11/3/2025 7:14 PM
159	It’s not Savannah	11/3/2025 5:09 PM
160	I'm glad I was able to purchase a single family home before Karen Williams took over and began the turning our small city into Little Tampa Florida.	11/3/2025 4:31 PM

Q38 Are there other priorities or issues not covered in this survey that you think are important for the City of Pooler to consider as part of the Comprehensive Plan?

Answered: 123 Skipped: 122

#	RESPONSES	DATE
1	Schooling. We are losing residents to other school systems because our schools aren't up to snuff. I'm looking at moving away because I want the best for my children and I have the ability to move. Others don't. We aren't setting people up for success and it goes to show how short sighted we have become.	2/3/2026 8:55 AM
2	There are not enough moratoriums issued for certain developments that citizens no longer wish to see more of. Mayor and city manager have to be more responsive to the citizens that want change.	2/2/2026 9:34 AM
3	Please do something about the water drainage on property. Every rain fall ruins backyards and cause severe damage	2/1/2026 11:52 PM
4	Crime! Crime has increased. That’s what happens when you grow.	2/1/2026 12:51 PM
5	better road planning more right/straight/left lanes	2/1/2026 12:04 PM
6	More activities and opportunities for seniors	2/1/2026 11:21 AM
7	Help us understand why it’s been planned so poorly up to this point?	2/1/2026 6:53 AM
8	Murals and statues would give the city some personality.	1/31/2026 8:54 PM
9	Listen to what the people that live here are saying. Stop looking for dollar signs. My taxes are getting way too high.	1/31/2026 4:44 PM
10	Y’all are doing great, you’re doing your best to manage the recent influx of people like us who have chosen to make this our home. The roads are getting a little clogged but again we recognize we are part of that problem and don’t want to shut the door behind us to newcomers. We aren’t NIMBY people. We also support tax increases for schools and roads and vote accordingly.	1/31/2026 12:40 PM
11	Allow growth in all sectors more willingly	1/31/2026 1:42 AM
12	yes experience of all city leaders before taking oath on Bible to have residents best interest at heart Believes residents could administer governing statutes to govern Pooler rather politically led	1/30/2026 11:26 PM
13	Anyone who is an elected official should have all local land ownership and investments publicly disclosed before an election. All campaign contributions should also be publicly displayed as well. Full transparency.	1/30/2026 9:09 PM
14	Why do we even bother, none of this matters. As long as the Mayor and Council side with business instead of the homeowners it's just useless.	1/30/2026 5:26 PM
15	I think soliciting community feedback is important. I would do more of that. I would also like to hear from the Mayor and or Council more about issues that are brought up by members of the community.	1/30/2026 2:41 PM
16	Pooler needs a traditional main street in the old Pooler area	1/30/2026 12:54 PM
17	Be mindful in the planning for this city and focus on the people CURRENTLY living here instead of bringing more people to the area.	1/30/2026 7:42 AM
18	We need more outdoor spaces	1/30/2026 5:55 AM
19	STOP BUILDING. Protect trees and wildlife Restore tranquility	1/29/2026 11:34 PM

20	Make sure we found public safety (Fire & Police). Push for full hospital. Push vertical mixed use. Add performing arts, amphitheater and meeting space to make a destination for events. Change mind set about parks, we don't need the competitive sports fields. We need a variety of activity areas. See Tulsa Oklahoma "Gathering Place" as a perfect example for recreating the Rogers street park.	1/29/2026 10:02 PM
21	More kid friendly places/ updated parks!	1/29/2026 9:29 PM
22	the amount of gas stations, hotels, banks, fast food and apartments just being thrown up everywhere	1/29/2026 9:16 PM
23	Stop the growth, especially of residential properties. Put the needs of the citizens above the needs of the developers.	1/29/2026 3:56 PM
24	Improving road infrastructure!! Pooler roads cannot handle the day to day traffic.	1/29/2026 2:34 PM
25	Overall I very much enjoy living in the city of Pooler. For the last few years, it has been a great place to call home. I am worried about where the future will take the city, and have a fear it will become overpopulated and congested for anyone that wants the small town feel with accessibility that they have had in the area previously.	1/29/2026 7:14 AM
26	Comprehension, probably. Maybe even critical thought!	1/29/2026 12:33 AM
27	You can't go back. It's too late. The damage is done. This survey is 10 years too late.	1/28/2026 10:35 PM
28	We must protect this city from flooding now and future	1/28/2026 8:46 PM
29	No	1/28/2026 7:49 PM
30	REPLACE some of the wetlands and trees. Create an area like 6 mile cypress in FL or at least do something like the Savannah Wildlife preserve with trails to walk. Hire more police officers and other First Responders and get them trained well. Build an actual real hospital because as crime and traffic increase it will be needed. More schools need to be built since those in charge allowed all these apartments to be built. Kids shouldn't have to be bussed or driven into Savannah for education.	1/28/2026 11:20 AM
31	Nope. Stop rubber stamping every and anything!!! Think pedestrian friendly community!!!	1/28/2026 10:35 AM
32	N/a	1/28/2026 10:16 AM
33	The personality of Pooler needs to be established. It's nothing but a concrete jungle offering nothing but big box shopping, chain restaurants and an abundance of hotels which are likely empty most of the time. Be careful about doing surveys. Once you have the results, you have to address them. Ignoring the voices of the citizens is a bad thing. The current administration hasn't learned that lesson yet.	1/28/2026 8:44 AM
34	Transparency and accountability of elected officials. Their priority should be the well being of our city and citizens.	1/28/2026 2:31 AM
35	Stop building. Recall Mayor Karen. I do not even know her last name.	1/28/2026 12:18 AM
36	You have lots of retirees with lots of experience. Am sure many in urban planning and city governance. Seek that out and ask their help.	1/27/2026 8:47 PM
37	Just need a plan to get charm and events to make this place somewhere people are proud to live- have a sense of community	1/27/2026 7:46 PM
38	There is too much growth and not enough infrastructure improvements. I would highly support a "NO GROWTH" plan for 5 years and focus on better and safer roads.	1/27/2026 7:15 PM
39	Hospital, better education, greenways and trails, dog parks, indoor pool	1/27/2026 7:03 PM
40	A new library should be a priority. The present one is packed and has few books	1/27/2026 6:43 PM
41	Pooler needs event spaces, parks, a better infrastructure, less multi-unit dwellings, more culture, more celebrations, and the entire city needs beautification projects. While driving through other local towns, you see beautiful landscaping and buildings that are charming. "We paved paradise and put up a parking lot"	1/15/2026 11:07 PM
42	The developers and builders need to be held accountable for needed infrastructure. It is insane that they are making so much money and then they leave the homeowners paying for all the	1/15/2026 9:06 AM

	infrastructure needed to substation our community. Several states that we have had property in require the developers to pay most or all of the cost. We have never seen anything like this and this needs to be put in place before homeowners are no longer able to live here.	
43	Why are we encouraging the truck traffic to come through downtown with all of the new roadways connecting the port?	1/12/2026 11:10 AM
44	Don't take on too much…focus on the problems in your face right now. Time for a new regime that takes our city to greater heights, with residents opinions in mind. How many really want more of the same we keep getting?	12/29/2025 8:31 PM
45	Again, the housing room was totally unnecessary. Why in the world do they have to build all those condos on Pooler parkway. Traffic is already heavy with Costco and the other stores that haven't recently built.	12/21/2025 8:31 AM
46	Pooler has lost its soul.	12/17/2025 7:13 PM
47	I responded to a similar survey several years ago, and things have only gotten worse. I have no confidence that the comprehensive plan will consider residents' quality of life or safety. The council only cares about catering to developers and excusing them from cutting utility lines, etc.	12/15/2025 8:10 PM
48	We need more free community spaces like tom triplett park. More green incorporated in the new developments.	12/15/2025 7:09 AM
49	Fix. The. Intersections.	12/15/2025 12:36 AM
50	Road, traffic planning prior to building. Large companies and business should have to take on some of that responsibility	12/14/2025 7:49 PM
51	Add and exit that puts visitors directly into the outlets	12/13/2025 11:47 PM
52	Need more police officers. The city is growing and will need additional officers. Also pay them more, it's the busiest city next to Savannah.	12/13/2025 11:18 PM
53	Better infrastructure to support it's growth (traffic, businesses and people) and to stay ahead of it instead of not doing anything about it until it's too late.	12/13/2025 9:31 PM
54	Too many to list in this survey	12/13/2025 7:49 PM
55	Please focus on improving the school system. It's clear it's in dire need of support and an overhaul.	12/13/2025 4:51 PM
56	Traffic traffic traffic!!!	12/13/2025 4:47 PM
57	Make it a great place to retire	12/13/2025 2:56 PM
58	Too many empty strip malls all over the city. Stop allowing new ones to be built.	12/12/2025 9:43 PM
59	Bar the popo from conducting speed traps as an excuse to funnel more money to the city	12/12/2025 9:25 PM
60	Slow down the growth, upgrade the infrastructure, make developers pay their share, replace the trees that were destroyed & save the trees and beauty of Pooler.	12/12/2025 3:13 PM
61	The lack of thoughtful planned zoning has Ben a catastrophe in the last 19 years we've lived here!	12/12/2025 2:33 PM
62	Traffic needs to be fixed and wetlands and wildlife need to be protected	12/12/2025 1:22 PM
63	Pooler needs to prioritize green spaces.	12/12/2025 11:28 AM
64	More parks and green spaces.	12/12/2025 9:42 AM
65	A second north south after in addition to the parkway.	12/12/2025 9:02 AM
66	Refrain from any tax increases, all the growth and development should cover any new expenses.	12/12/2025 8:03 AM
67	Endangered Animals not being protected. Woodpeckers and Turtles as an example.	12/12/2025 6:56 AM
68	N/A	12/11/2025 10:27 PM
69	Pooler is bland and has no core.	12/11/2025 10:20 PM

70	Safety in the recreation areas like movie theater and bowling alleys, traffic, traffic, and traffic,	12/11/2025 10:11 PM
71	Plant trees to reduce noise from the interstate, it has gotten louder and louder through the years as trees have been removed. Drive down hwy 80 towards Savannah and look at the area around Yamacraw, why does it look nicer there with trees, nice wide sidewalks, and greenspace than it does here?	12/11/2025 7:08 PM
72	We need a new mayor and city council.	12/11/2025 6:04 PM
73	No more warehouses	12/11/2025 5:41 PM
74	Planning and Zoning meetings are held during the daytime when most working people cannot attend. It would be nice to have those at 6 pm as well as City Council meetings.	12/11/2025 5:31 PM
75	Too much traffic! Not enough family resources! Too many apartments! Need homeowners, not transients!	12/11/2025 4:53 PM
76	Affordability for residents of all incomes	12/11/2025 4:05 PM
77	The P&Z regulations need a total makeover. The more restrictive, the better	12/11/2025 4:05 PM
78	Moratorium on liquor stores, hotels, nail salons and oil change stations along with rapid apartment growth. Apartment growth hurting single family homes.	12/11/2025 4:03 PM
79	Besides bad traffic and chain restaurants? I dunno, maybe the ineffective police department who only wants to catch speeders (especially out of state tags on the interstate) but can't be bothered to check for speeders in neighborhoods or the rushers running red lights.	12/11/2025 3:43 PM
80	The plan to tear down the elementary and middle school to build a massive combined school is absurd. This age groups should not be in the same buildings for school. I would not feel safe having my grandchildren attend that school. It is also a waste of funding to do so since those schools are much newer than most in Savannah. I was ok with dealing with the growth along Pooler Parkway because I live in Old Pooler and was able to still feel like living in a small town, but the plans that are being made to Pinebarren Road is making me consider selling a home I raised my children in to move further away from here.	12/1/2025 9:46 PM
81	More recreation, more side walks and bike ways	11/18/2025 5:08 PM
82	Water pressure has significantly decreased since the development of all of the apartment complexes in the area. This trend will only continue to worsen as occupancy rates increase. This is not an isolated issue. Everyone I've spoken to about the issue agrees/has noticed. Also, a 24-hour a day hospital is desperately needed here. Having to drive 40 minutes to one of Savannah's hospitals in an emergency situation is ridiculous and dangerous.	11/13/2025 3:48 PM
83	Please stop building apartments. Build roads, sidewalks, and improve infrastructure.	11/13/2025 3:35 PM
84	Pooler has a Comprehensive Plan?? Did the Land Developers write it?	11/13/2025 11:12 AM
85	I would love to see Pooler develop a system of safe and interconnected walking/bike paths that could weave through many parts of the city.	11/12/2025 7:42 PM
86	Consider bulldozing the whole thing and starting again, but with the plan to actually build a town and not a massive dumpy strip mall with houses.	11/11/2025 3:28 PM
87	I dont know that this sounds like much of a plan at all. Revitalization of the areas that already exist to make it cohesive and something to be proud of are needed first and foremost	11/11/2025 7:44 AM
88	Most of this survey is geared toward the answers the current government feels they need to hear. I'm sure my comments along with all the other citizens comments will fall on deaf ears. I just want people making the decisions to think of the actual citizens that are currently in Pooler instead of all of the future residents that are moving here from Savannah to get away from there current government. We will soon have the same problems if we continue the same plan/path.	11/9/2025 8:42 PM
89	New leadership is desperately needed. Someone who has a vision for community that is facilitated by architecture and city/park planning.	11/9/2025 8:33 PM
90	Hire a city planner who can actually plan and think holistically instead of just focusing on the money	11/9/2025 8:03 PM

91	Priorities are sound mitigation from I-16 and air quality.	11/9/2025 8:55 AM
92	Growing our own education choice to serve the declining achievement fir strengthening our local workforce and economic development	11/9/2025 4:04 AM
93	Lower taxes	11/8/2025 10:20 PM
94	Are our city officials more concerned with business over the welfare of it residents.	11/8/2025 8:10 PM
95	Come up with real plans to recruit and efficiently build and maintain our PD and FD!!!!!!!!!!!!!!!!!! Without those two major major public services, this town will go to complete trash!!!!!!! Look at how many accidents we get every single day!	11/8/2025 1:54 PM
96	More recreation opportunities, more child centered activities (not necessarily sports) interactive museums, etc	11/7/2025 7:20 PM
97	ask people what they think about all the apartments and the fact that you don't enforce any of the landscaping regulations	11/7/2025 6:06 PM
98	Cooler needs to get back to being for the people and not for industry. I moved here over 20 years ago and things were much more family oriented. Community oriented and people were much safer in their homes.	11/7/2025 5:41 PM
99	Fix traffic, stop allowing apartments, make the community a place you can be outdoors.	11/7/2025 5:08 PM
100	I'd take a look at the crime increase compared to the population increase. Growth too fast bring the wrong kind of people.	11/7/2025 4:51 PM
101	Preserve old neighborhoods and quit filling every other space of land	11/7/2025 7:41 AM
102	Community programs for families and empty nesters	11/7/2025 3:37 AM
103	Listen to your citizens	11/6/2025 6:27 PM
104	This survey is too long but I am hopeful it helps to plan for the future that the majority wants.	11/6/2025 1:50 PM
105	Paying into the tree fund for companies should be an annual fee, since we are losing trees for life	11/6/2025 11:16 AM
106	Add 1 greenway/greenspace for each apartment/housing complex. Do not build on wetlands, start community Police volunteer connection, start some type of community engagement or board that is not so negative. The residents bitching and complaining want to help but you the town people make them look negative, they really just want to help! Let them help and be productive in the community, instead of painting them as the evil.	11/6/2025 10:25 AM
107	Trees Forrests Untouched land	11/6/2025 9:52 AM
108	Development unhinged.	11/5/2025 9:29 AM
109	No	11/5/2025 8:27 AM
110	Be good financial stewards- not tax and spend politicians. Not every issue requires govt solution. The market delivers more efficient solutions and the greatest benefits to the most people vs wasteful govt spending. Work to get a full hospital in Pooler	11/4/2025 3:13 PM
111	Need more focus on families. Too many apartments. Not enough sidewalks and parks.	11/4/2025 2:18 PM
112	Please consider using the beatification of the city as an opportunity to also implement better irrigation as well. I would love to see Native trees, shrubs and ground covers along the sidewalks also being chosen/planted with drainage in mind. Please look into Trees for Stormwater needs. You already mentioned the need for public transport but it is second to drainage in terms of quality of life. Please consider its urgency.	11/4/2025 2:03 PM
113	We have very few unique restaurants or shops. Everything is exactly the same as any other common suburb with chains. Very few restaurants are healthy options, or even with meals made in house. Almost no where to go for any type of upscale dining Not enough grocery store options - especially healthy/organic food. Ridiculous to not have a Target store	11/4/2025 11:02 AM
114	Just want to reiterate I think it will be very important to focus on improving public transportation moving forward. I don't think the general public understands how much this would actually improve general traffic in Pooler. Safer walking/biking areas and an improved bus schedule would mean less cars on the road overall.	11/4/2025 9:44 AM

115	Divert truck traffic from downtown Pooler. Protect "Old Pooler" from commercial development. Bring back the small-town feeling we used to have in downtown Pooler.	11/4/2025 9:08 AM
116	There is a need to see that the hospital is built with easy access for elderly and handicapped.	11/4/2025 9:03 AM
117	Invest in community. Support nonprofits. Continue to build trust through transparency and accountability. Pooler has so much potential to be a lovely place to live and work. Thank you for your service to our community.	11/3/2025 9:17 PM
118	We just really need to make sure we have the medical, educational, and transportation infrastructure to support the rapidly growing community.	11/3/2025 7:58 PM
119	The traffic on Pooler parkway next to Sam’s and tanger outlets, needs to be fixed!	11/3/2025 6:49 PM
120	We need more activities to draw visitors like a waterpark, top golf, etc	11/3/2025 5:09 PM
121	Sound barrier for neighborhoods backing up to I-16. This is my nightmare. I would Be so much happier having to stay here if it wasn’t SO extremely loud and if my house didn’t shake. This is my main issue for me personally	11/3/2025 4:49 PM
122	What has happened to a new Library	11/3/2025 4:43 PM
123	Please do not hire any other City Planner or create other new work positions that would do what the Major is supposed to do as part of their duties and responsibilities. Let's not split the work of a single individual to several others. If you don't have the skill or education to be a Major, then don't run!	11/3/2025 4:31 PM