COVER SHEET FOR COMMUNITY PLANNING SUBMITTALS

Name(s) of Submitting Government(s):   7\Uн\Ua County

RC: CGRC

Submittal Type: 7\Uн\Ua ˙7ci bhʍ&\$&%˙7ca d˙D`Ub

Preparer: ☐ RC   ☒ Local Government   ☐ Consultant: Specify

Cover Letter Date: %\$#&*/21

Date Submittal Initially Received by RC: %\$#&*/21

Explain Unusual Time-lags or Other Anomalies, when present:

Inaccurate/incomplete information, above, and nonconformity with the standards articulated, below, are reportable as performance errors under the terms of the annual DCA/RC contract and may lead to adverse audit findings.

- **ALL SUBMITTALS MUST BE TRANSMITTED ELECTRONICALLY USING THE DEPARTMENT'S SHAREPOINT SITE.**

- **COMBINE ALL INDIVIDUAL IMAGES, DOCUMENTS AND SPREADSHEETS INTO ONE SINGLE, SEARCHABLE PDF (INCLUDING COVER LETTERS, APPENDICES, ETC.), PUT THIS COMPLETED FORM AS THE FIRST PAGE OF THE PDF AND THEN UPLOAD IT.**

- **REVISED SUBMITTALS MUST INCLUDE THE ENTIRE DOCUMENT, NOT ONLY THE REVISED PORTION.**

- **EMAILED OR HARDCOPY MATERIALS WILL NOT BE ACCEPTED FOR DCA REVIEW.**

- **ALL SUBMITTALS MUST BE CHANNELED THROUGH THE APPROPRIATE REGIONAL COMMISSION.**

rev.09262016

COMPREHENSIVE PLAN 2040

CHATHAM COUNTY—SAVANNAH

2020 UPDATE

PLAN
2040

PLAN
2040

ADVANCING TOGETHER, REDEFINING TOMORROW.

STATE OF GEORGIA
COUNTY OF CHATHAM

RESOLUTION NO. 21- **CP1**

CHATHAM COUNTY SAVANNAH METROPOLITAN PLANNING COMMISSION

TRANSMITTAL OF THE DRAFT PLAN 2040 - CHATHAM COUNTY-SAVANNAH COMPREHENSIVE PLAN TO THE COMMISSIONERS OF CHATHAM COUNTY AND THE MAYOR AND ALDERMEN OF THE CITY OF SAVANNAH

WHEREAS, the Commissioners of Chatham County and the Mayor and Aldermen of the City of Savannah directed the Chatham County-Savannah Metropolitan Planning Commission to prepare an update of the Comprehensive Plan for Unincorporated Chatham County and the City of Savannah in accordance with Rules of the Department of Community Affairs Minimum Standards and Procedures for Local Comprehensive Planning (Chapter 110-0-12-1); and

WHEREAS, the Metropolitan Planning Commission staff met regularly over a 10-month period with representatives of the MPC Steering Committee and other agencies affiliated with governments of Chatham County, the City of Savannah, and the State of Georgia as well as the citizens of the City and the County to solicit their input in preparing the goals, objectives, and strategies to guide the future of the community, and

WHEREAS, the Metropolitan Planning Commission staff assembled the recommendations of the MPC's Steering Committee as well as the governmental agencies, and members of the public, and prepared such other documents in the format required by Department of Community Affairs Minimum Standards and Procedures for Local Comprehensive Planning (Chapter 110-0-12-1), and

WHEREAS, Chapter 110-12-1 of the Georgia Department of Community Affairs Local Planning Requirements requires that Commissioners of Chatham County and the Mayor and Aldermen of the City of Savannah approve submittal of the draft Comprehensive Plan prior to forwarding it to the Georgia Department of Community Affairs and the Coastal Georgia Regional Development Center, and

WHEREAS, the Comprehensive Plan was prepared according to the Standards and Procedures for Local Comprehensive Planning, and established by the Georgia Planning Act of 1989, and the required public hearing was held by the Chatham County – Savannah Metropolitan Planning Commission on October 13, 2020, March 16, 2021, and June 29, 2021, and

NOW THEREFORE, LET BE IT RESOLVED that Chatham County – Savannah Metropolitan Planning Commission hereby approves transmittal of the draft Plan 2040 Comprehensive Plan to the Commissioners of Chatham County and the Mayor and Aldermen of the City of Savannah.

ADOPTED this 29th day of June 2021.
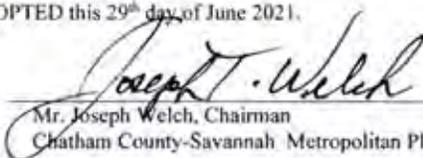
By: _____ 6/29/2021
Mr. Joseph Welch, Chairman   Date
Chatham County-Savannah Metropolitan Planning Commission
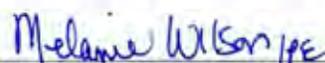
Attest: _____ 6/29/2021
Melanie Wilson, Executive Director   Date
Chatham County-Savannah Metropolitan Planning Commission

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RESOLUTION OF ADOPTION
BY THE CHATHAM COUNTY BOARD OF COMMISSIONERS

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

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

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

Whereas, the Chatham County – Savannah Metropolitan Planning Commission developed a new Comprehensive Plan in coordination with the Chatham Community Blueprint to address economic development, community health, education, public safety, and quality of life; and

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

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

BE IT THEREFORE RESOLVED, that the Chatham County Board of Commissioners does hereby adopt the Chatham County – Savanah Comprehensive Plan and authorizes the County 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 22nd day of October 2021

By: _Chester A. Ellis_

Chester A. Ellis, Chairman   Date: 10/22/2021

Attest: _Janice E. Bocook_

Janice B. Bocook, Clerk   Date 10/22/2021

A RESOLUTION AUTHORIZING
THE MAYOR AND ALDERMEN OF THE CITY OF SAVANNAH, GEORGIA
TO ADOPT THE CHATHAM COUNTY - SAVANNAH COMPREHENSIVE PLAN

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

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

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

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

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

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

BE IT THEREFORE RESOLVED, that the Mayor and Aldermen hereby adopt the Chatham County - Savannah Comprehensive Plan and authorize the City Manager to transmit the Resolution to Adoption to the Coastal Regional Commission and Georgia Department of Community Affairs as required by the Georgia Planning Act of 1989.

Adopted this 14th day of October, 2021.

Van R. Johnson, II
Mayor

ATTEST:

Mark Massey
Clerk of Council

ACKNOWLEDGEMENTS

Introduction

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

**Chatham—Savannah
Metropolitan Planning Commission Board**

Joseph Welch—*Chairman*
Karen Jarrett—*Secretary*
Eula Parker—*Treasurer*
Loreen Boles
Travis Coles
Elizabeth Epstein
Joseph Ervin
Ruel Joyner
Wayne Noha
Dwayne Stephens
Dr. Malik Watkins
Tom Woiwode

Lee Smith—*Chatham County Manager*
Michael Brown—*Interim City Manager*

**Mayor & Alderman
The City of Savannah**

Van R. Johnson II—*Mayor*
Kesha Gibson-Carter—*Post 1, At-Large*
Alicia Miller Blakely—*Post 2, At-Large*
Bernetta B. Lanier—*District 1*
Detric Leggett—*District 2*
Linda Wilder-Bryan—*District 3*
Nick Palumbo—*District 4*
Dr. Estella Edwards Shabazz—*District 5*
Kurtis Purtee—*District 6*

Technical Assistance

Chatham County
Board of Commissioners

Chester A. Ellis—*Chairman*
Helen L. Stone—*District 1*
Larry "Gator" Rivers—*District 2*
Bobby Lockett—*District 3*
Patrick K. Farrell—*District 4*
Tanya Milton—*District 5*
Aaron "Adot" Whitely—*District 6*
Dean Kicklighter—*District 7*
Kenneth A. Adams—*District 8*

Subcommittee Members

Laureen Boles—*MPC, Civil Engineer/ City Planner*
Travis Coles—*MPC, Business Operator/Real Estate*
Dwayne Stephens—*MPC, Development/Construction*
Dr. Malik Watkins—*MPC, Education*
Ruel Joyner—*MPC (Alternate), Small Business Owner*

Special Thanks

Patty McIntosh, AICP—*Contract Planner*
Center for a Sustainable Coast
Chatham Area Transit
Clean Coast
Coastal Georgia Indicators Coalition
Savannah Economic Development Authority

Chatham—Savannah
Metropolitan Planning Commission Staff

Melanie Wilson—*Executive Director MPC*
Pamela Everett—*Assistant Executive Director*
Jackie Jackson—*Director of Advance Planning*
Lara Hall—*Director of SAGIS*
Marcus Lotson—*Director of Development Services*
Leah G. Michalak—*Director of Historic Preservation*
Mark Wilkes—*Director of Transportation*

David Ramsey—*Information Services & Mapping*
Debbie Burke—*Natural Resource Planner*
Nic Fazio—*Senior Planner*
Kait Morano—*Planner*
Aislinn Droski—*Assistant Planner*
Asia Hernton—*Assistant Planner*
Kiakala Ntemo—*Contract Planner*

Governing Authority Technical Assistance

Chatham County Engineering
Chatham County & Savannah Fire Departments
Chatham County & Savannah Police Departments
Chatham Emergency Management Agency
Savannah Chatham County Public School System
Savannah Housing and Neighborhood Services
Savannah Office of Sustainability
**Savannah Planning, Zoning, & Urban Design**

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WELCOME LETTERS

LETTER FROM THE COUNTY CHAIRMAN

Chester A. Ellis, Chatham County Chairman

It is my pleasure to introduce Plan 2040, the updated Chatham County Comprehensive Plan. This update includes new strategies and actions gathered from nearly 2,500 ideas shared by thousands of people since the Community Plan was last adopted in 2016.

These periodic Plan updates are one of the many important ways we demonstrate Chatham's commitment to being an inclusive and equitable community as it offers new and traditionally underserved community members an equal opportunity to have input on the ways we act to bring our vision to life. The update process also ensures we're incorporating the most up-to-date approaches and information as the County evolves over time.

I also want to acknowledge the unique moment in which we're releasing this Plan update. Most of the ideas were conceived at a time when a global pandemic was the furthest thing from anyone's mind. What we learned is that people value and take solace in our long-term vision. Chatham will keep moving forward and we will rebound. It is now more important than ever to build an inclusive, engaged, and prosperous community...together.

On behalf of the entire Chatham County Commission, I want to express our gratitude and reaffirm our support as we continue to move Chatham forward together.

LETTER FROM THE MAYOR OF SAVANNAH

Van Johnson, Mayor of Savannah

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

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

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

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

EXECUTIVE SUMMARY

Plan 2040

Plan 2040 is unincorporated Chatham County-Savannah's Comprehensive Plan and principal guiding or "vision" document—designed to formulate a coordinated, long-term planning program to maintain and enhance the health and viability of the jurisdictions. The Comprehensive Plan lays out the desired future for Unincorporated Chatham-Savannah, and relates how that future is to be achieved. The plan serves as a resource to both the public and private sectors 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, the Unincorporated Chatham County-Savannah Comprehensive Plan is intended to provide for consistent policy direction.

The Chatham County Commission, City of Savannah, City Council and local community leaders will use the Chatham County-Savannah 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 development and 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.

Port Wentworth

Effingham County, GA

Bloomingdale

Pooler

Jasper County, SC

Garden City

Thunderbolt

Savannah

Tybee

Vernonburg

Unincorporated Chatham

Bryan County, GA

ATLANTIC OCEAN
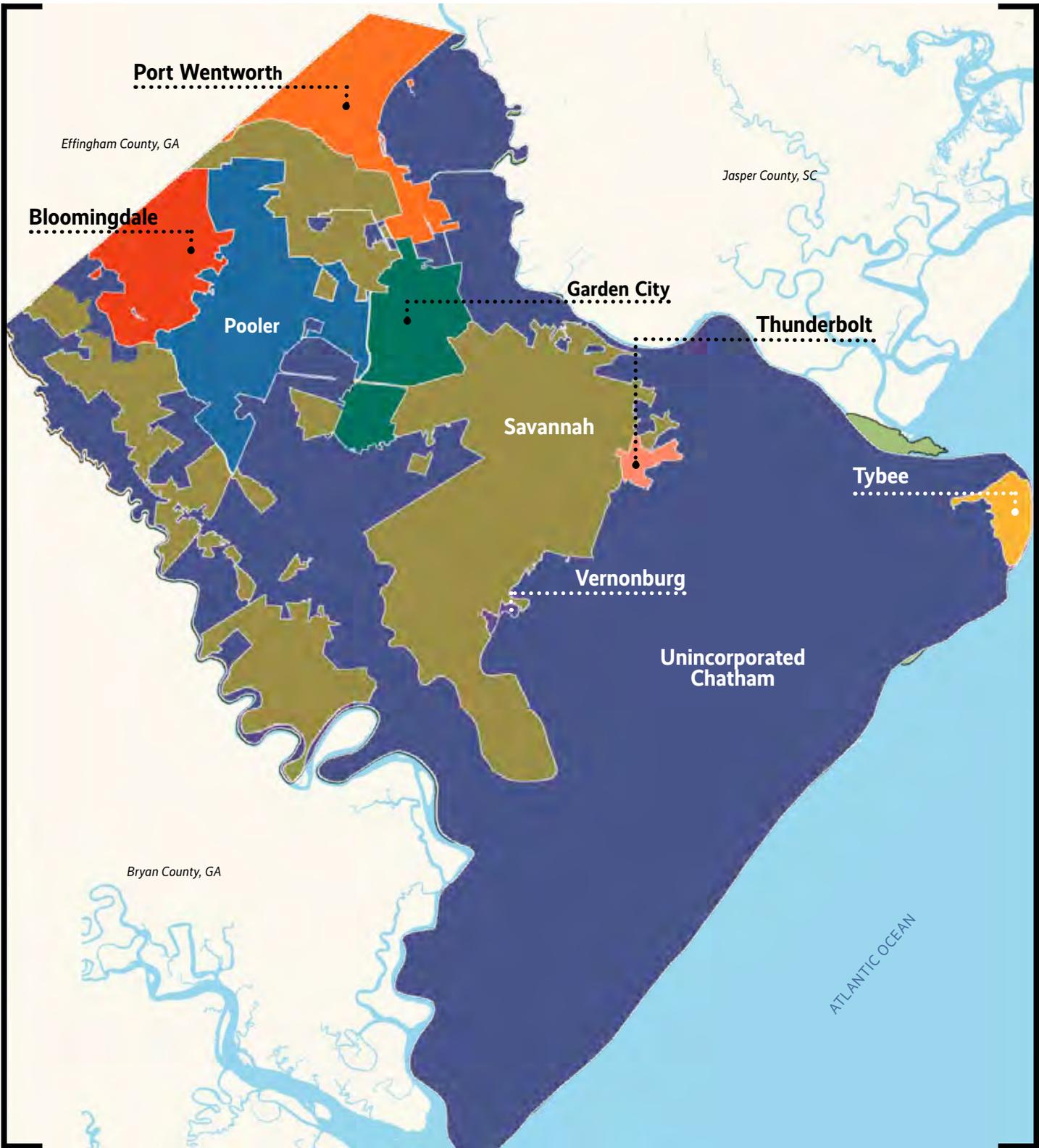
WHY DO WE PLAN?

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.

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

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

The six planning elements shown below are the fundamental components of Plan 2040.

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

Quality of Life

Natural
Resources

Economic
Development

PLAN 2040
ADVANCING TOGETHER
REDEFINING TOMORROW

Transportation

Land Use

Housing

COMPONENTS OF PLAN 2040

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

ELEMENT:

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

VISION:

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

GOAL:

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

OBJECTIVES:

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

STRATEGIES:

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

HOUSING

In 2040...

Chatham County and Savannah achieves affordable, diverse and safe housing for its residents through efficient and effective policies and programs.

GOAL:

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

Objectives:

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

Strategy:

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

GLOSSARY OF TERMS

The following words shall have the meaning as contained herein unless the context does not permit such meaning.

Terms not defined in these rules but defined in O.C.G.A. 50–8–1, et seq, shall have the meanings contained therein.

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

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

Definitions

Precedents

 PLAN 2040 Survey

Facts

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

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

PLAN SCHEDULE

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

The Planning Committee along with various stakeholders regularly reviewed planning concepts, and provided feedback on critical issues.

PUBLIC ENGAGEMENT PHASE

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

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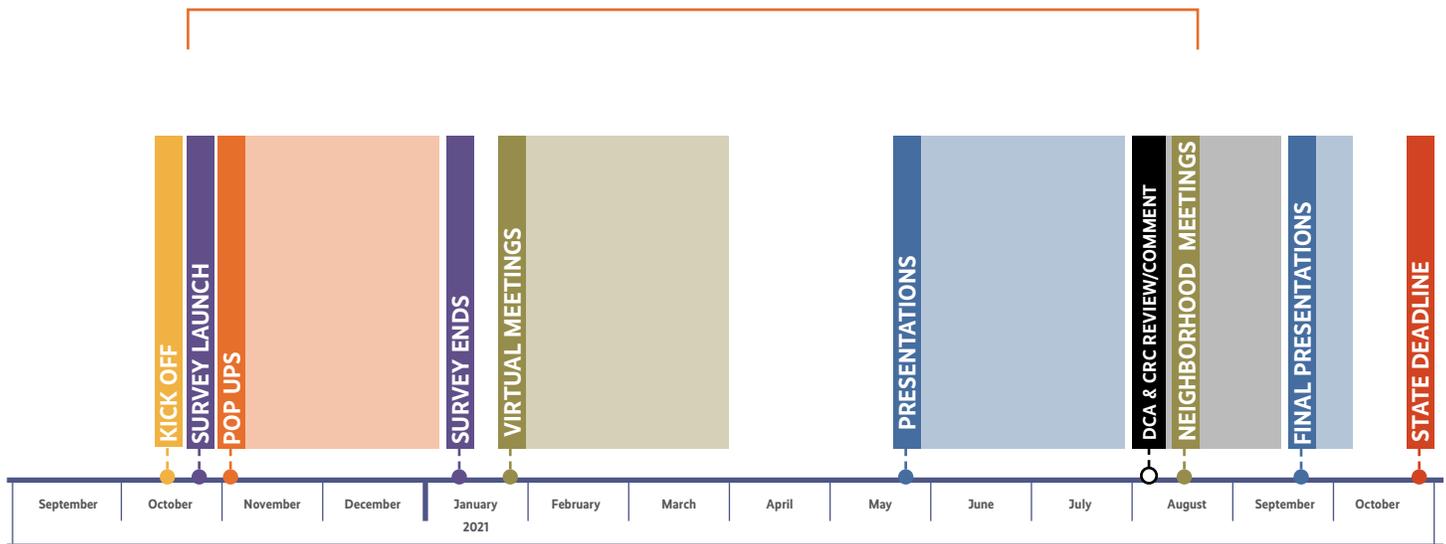
UNDERSTAND & EXPLORE	ENGAGE & DEVELOP	REFINE & FINALIZE	**FINAL PLAN**
– Project Launch & Work Plan	– Draft Element Visions & Goals	– Draft Plan Development	
– Background Review & Research	– Draft Short Term Work Programs	– Plan Refinement	
– Survey Launch	– Public Engagement Evaluation	– Draft Presentations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

PLANNING PHASES

PREVIOUS PLANS & ONGOING INITIATIVES

While Plan 2040 is a new document that reflects the current state of unincorporated Chatham County and the city of Savannah, it is important to note that the 2016 Chatham—Savannah Comprehensive Plan served as the foundational document for this update.

Plan 2040 builds on the work of nearly 20 previous planning documents. These prior plans vary in scale and scope and include regional and community focused plans. Several critical documents and plans are listed.
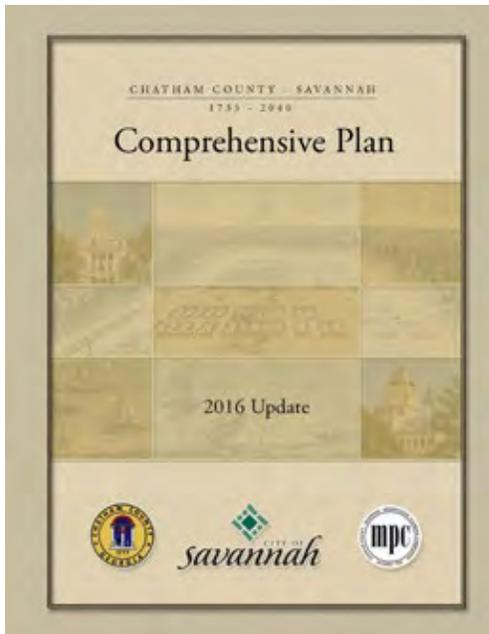
LIST OF EXISTING PLANS

- CORE MPO Regional Transit Service Demand (2014)
- Chatham County Blueprint (2015)
- Parking Matters (2015)
- City of Savannah Natural Floodplain Protection Plan (2015)
- Chatham County—Savannah Comprehensive Plan (2016)
- Chatham County Greenway Implementation Study (2016)
- MPC Red Zone Plan (2018)
- Downtown Savannah 2033 (2018)
- Savannah Civic Center Redevelopment (2018)
- Chatham Area Transit Authority Strategic Plan (2018)
- Chatham County Blueprint Status Report (2018)
- Savannah National Historic Landmark District Assessment (2018)
- Natural Floodplain Protection Plan (2018)
- Chatham County Open Space & Recreation Master Plan (2019)
- Propel Savannah Strategic Action Plan (2019)
- Canal District Master Plan (2019)
- Mobility 2045 Metropolitan Transportation Plan (2019)
- State of Trees: Canopy Assessment (2020)
- Non-Motorized Transportation Plan (2020)
- Vision Savannah Plan (2020)

COMMUNITY PARTICIPATION
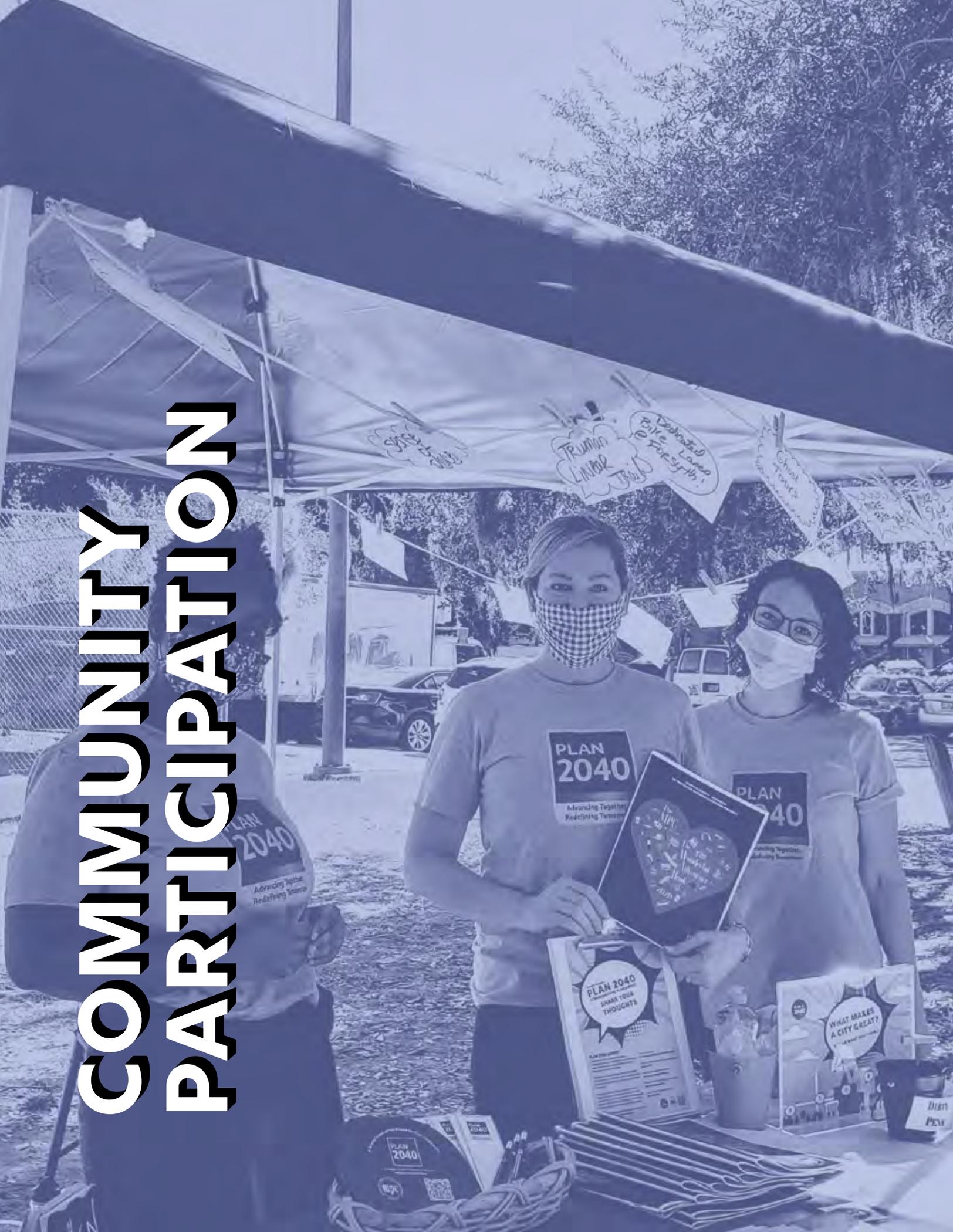
COMMUNITY PARTICIPATION

Introduction

Plan 2040 ultimately belongs to the citizens of unincorporated Chatham County and Savannah.

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

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

COMMUNITY PARTICIPATION PROGRAM

The vision for Plan 2040 represents the voice of our community. Through the two-year planning process, Chatham County–Savannah 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 Plan 2040.

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

- 5 Subcommittee Meetings
- 14 Virtual Public Meetings
- 30 Internal Meetings
- 10 Email Blasts (Over 1,500 Email Recipients)
- 6 Quarterly Newsletters
- MPC Annual Report
- Press Releases (Traditional Media Interviews)
- City of Savannah Online Promotional Video (2.8K Views)
- Online Interactive Comment Mapper (~300 Comments)
- 8 Community Pop-up Events
- Social Media (Instagram, Twitter, Facebook)
- Utility Bill Messages
- Dedicated Plan 2040 Website
- Online Survey (1,406 Participants)

COMMUNITY SURVEY

Survey Overview

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

– Quality of Life

– Housing

– Land Use

– Natural Resources (Sea Level Rise)

– Transportation

– Economic Development

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

The survey was open from October 23, 2020 to January 19, 2021. A total of 1,406 responses were received, with 989 responses received from Savannah and 417 responses received from unincorporated Chatham County.

Survey Respondents

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

The survey informational questions included:

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

Subcommittee Needs Analysis

The Plan's Subcommittee participated in an exercise analyzing issues and opportunities in Chatham–Savannah.

The analysis was designed to identify priority needs and opportunities, both internally and externally for Chatham County and Savannah and was used as a basis for shaping the future vision and goals for the community.

Subcommittee input helped determine the needs and opportunities as part of the comprehensive planning process. The results are incorporated into the body of the plan. On pages 42 and 43 are the results of the Subcommittee's Needs and Opportunities analysis.

Survey Respondents by the Numbers

RACE/ETHNICITY	AGE	HOUSING OWNERSHIP	EDUCATION	MODE OF TRAVEL
73%—White or Caucasian	0%—Under 18	**85%—Homeowner**	0%—Less than High School	**84%—Drive alone**
11%—Black or AA	14%—18–34	14%—Renter	4%—High School Diploma	3%—Carpool
1%—Asian	**28%—35–49**	5%—Rental property owner	16%—Some College	2%—Bus
13%—Prefer not to answer	26%—50–64	1%—STVR owner	33%—Bachelor's Degree	9%—Bike/Walk
2%—Other	30%—65 and Older	2%—Other	**44%—Graduate Degree**	0%—Rideshare
3%—Hispanic or Latinx	3%—Prefer not to answer		4%—Prefer not to answer	2%—Other

PLAN 2040 SURVEY QUESTIONS

Quality of Life

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

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

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

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

Housing

5. Which categories describes you?

6. How strongly would you agree with the following statements about housing topics?

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

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

9. Do you have any additional comments about housing?

Land Use

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

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

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

Natural Resources

13. How strongly would you agree with the following statements about natural resources?

14. How important are the following objectives to you?

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

16. Do you have any additional comments about natural resources?

Transportation

17. What is your primary mode of travel?

18. How strongly do you agree with the following statements about transportation?

19. Do you have any additional comments about transportation?

Economic Development

20. On a scale from 1 to 5, with 1 being the most negative and 5 being the most positive, how would you rate the general growth in the past 5 years?

21. How strongly would you agree with the following statements about economic development?

22. How important are the following objectives to you?

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

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

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Quality of Life

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

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

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

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

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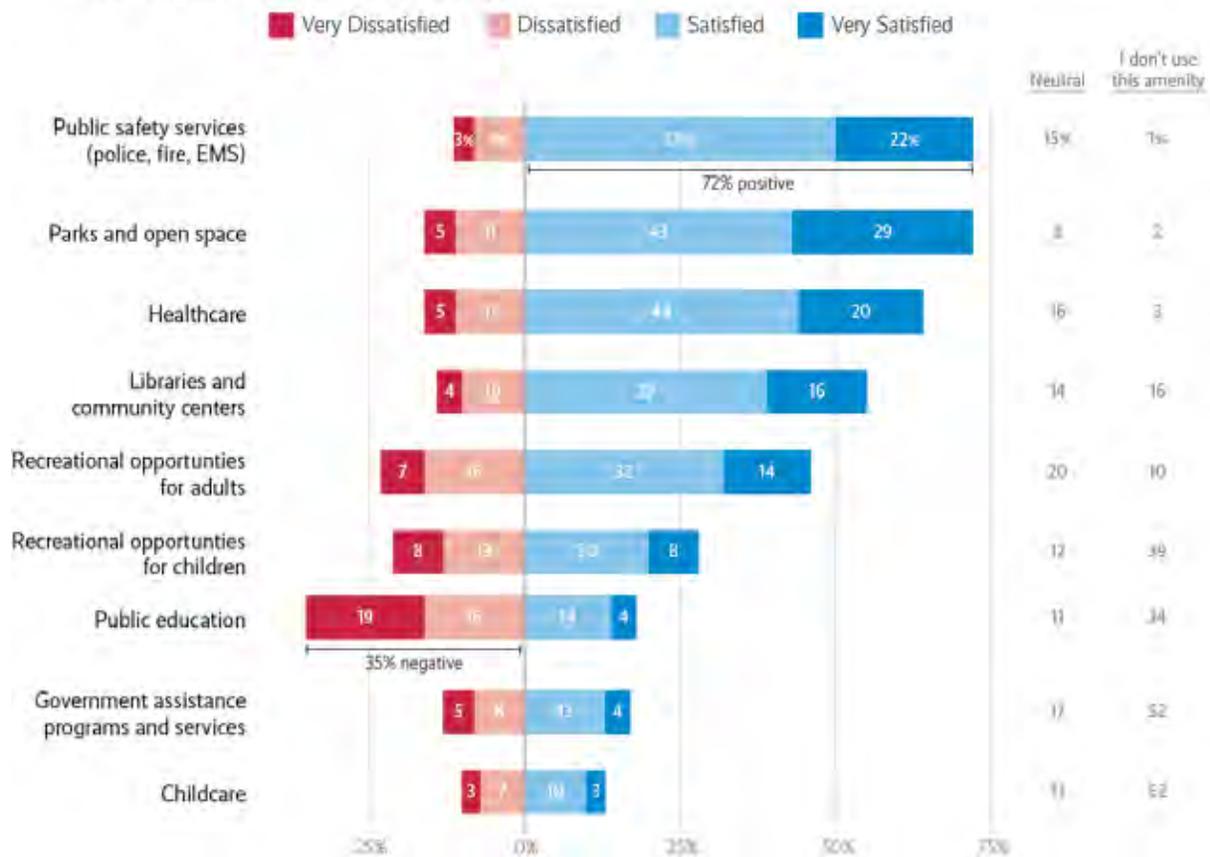
Housing

1. Which categories describe you?

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

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

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

5. Do you have any additional comments about housing?

% of survey respondents who _____ with the following statements about housing in Unincorporated Chatham/Savannah.

Strongly Disagree · Disagree · Agree · Strongly Agree
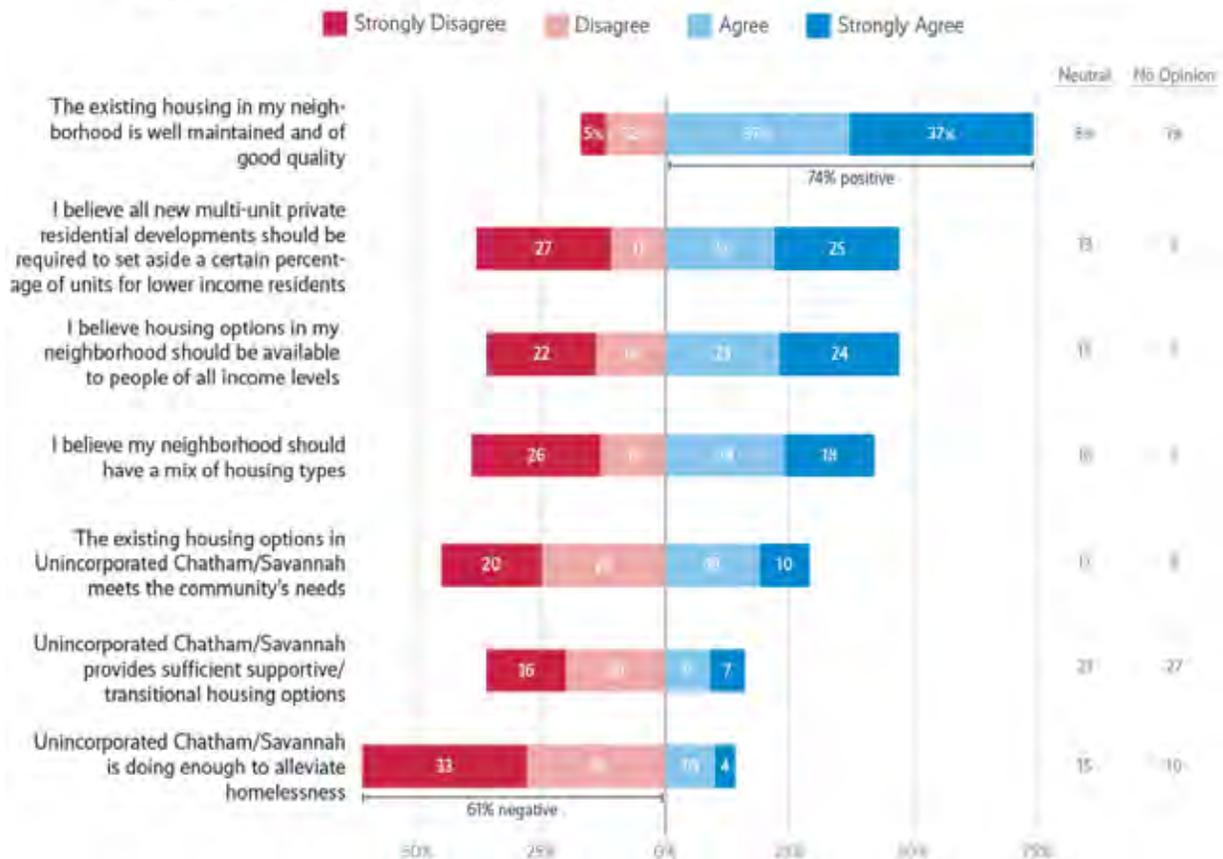
Land Use

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

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

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

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

Encouraged more · Encouraged the same amount · Encouraged less · No opinion
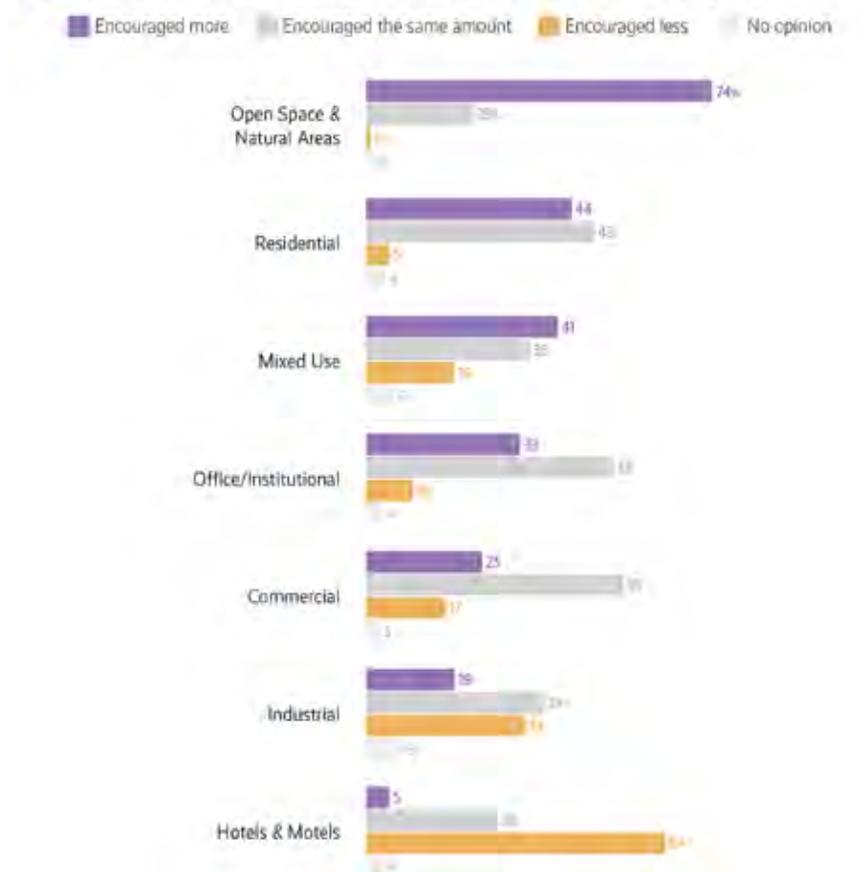
Natural Resources

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?

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

| | Not Important | Mildly Important | Important | Very Important |

					No Opinion
Preserving the existing tree canopy	1%	5%	17%	76%	0%
Preserving existing wetlands		8	21	70	1
Protecting the community from environmental hazards & climate change	1	8	20	62	1
Promoting access to natural environments in all neighborhoods	4	10	24	61	0
Promoting sustainable energy sources, including solar & other sources of clean and renewable energy		10	19	60	1
Promoting greater public awareness of and education on environmental issues	1	11	22	58	1
Reducing energy consumption		13	26	54	1

Transportation

1. What is your primary mode of travel?

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

3. Do you have any additional comments about transportation?

% of survey respondents who _____ with the following statements about transportation in Unincorporated Chatham/Savannah.

Strongly Disagree | Disagree | Agree | Strongly Agree

Statement	Strongly Disagree	Disagree	Agree	Strongly Agree	Neutral	No Opinion
If it were safer, I would bike and/or walk to my frequent destinations more often	9%			37%	14%	9%
If my destinations were more clustered together, I would make fewer trips	5		18	29	18	11
The amount of traffic in my daily commute is acceptable	7	14	33	20	15	11
I am satisfied with the pedestrian infrastructure such as sidewalks, crosswalks, and signals in my community	29			13	8	2
I have convenient access to public transportation	13	12		15	13	26
I am satisfied with the bicycling infrastructure such as bike lanes, sharrows, and bike racks in my community	30		15	8	10	10
Public transportation routes match my desired/needed destinations	15	12	10	5	11	47
There are sufficient transportation options for people with disabilities in Unincorporated Chatham/Savannah	19	17	9	3	14	39
The public transportation I use runs reliably and frequently	7			4		

62% positive

56% negative

Economic Development

1. On a scale from 1 to 5, with 1 being the most negative and 5 being the most positive, how would you rate the general growth in the past 5 years?

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

3. How important are the following objectives to you?

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

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

% of survey respondents who _____ with the following statements about economic development in Unincorporated Chatham/Savannah.

Strongly Disagree | Disagree | Agree | Strongly Agree
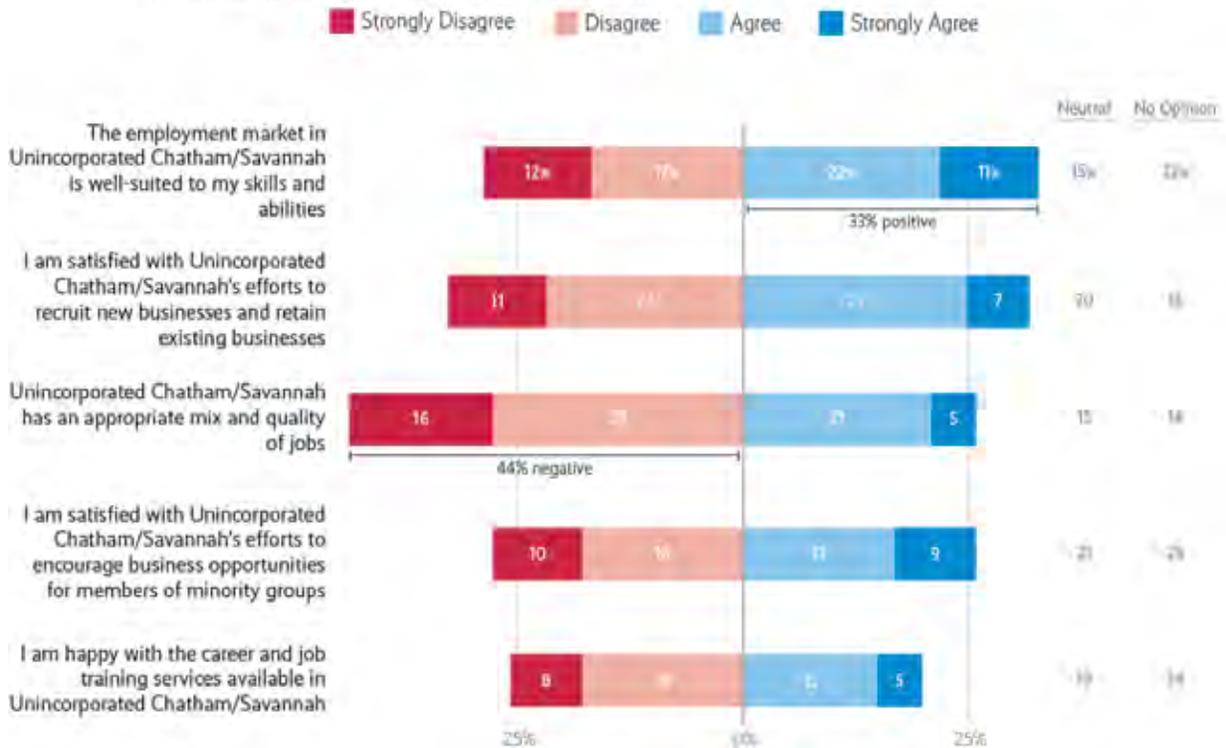
WEB PAGE

Web Page Overview

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

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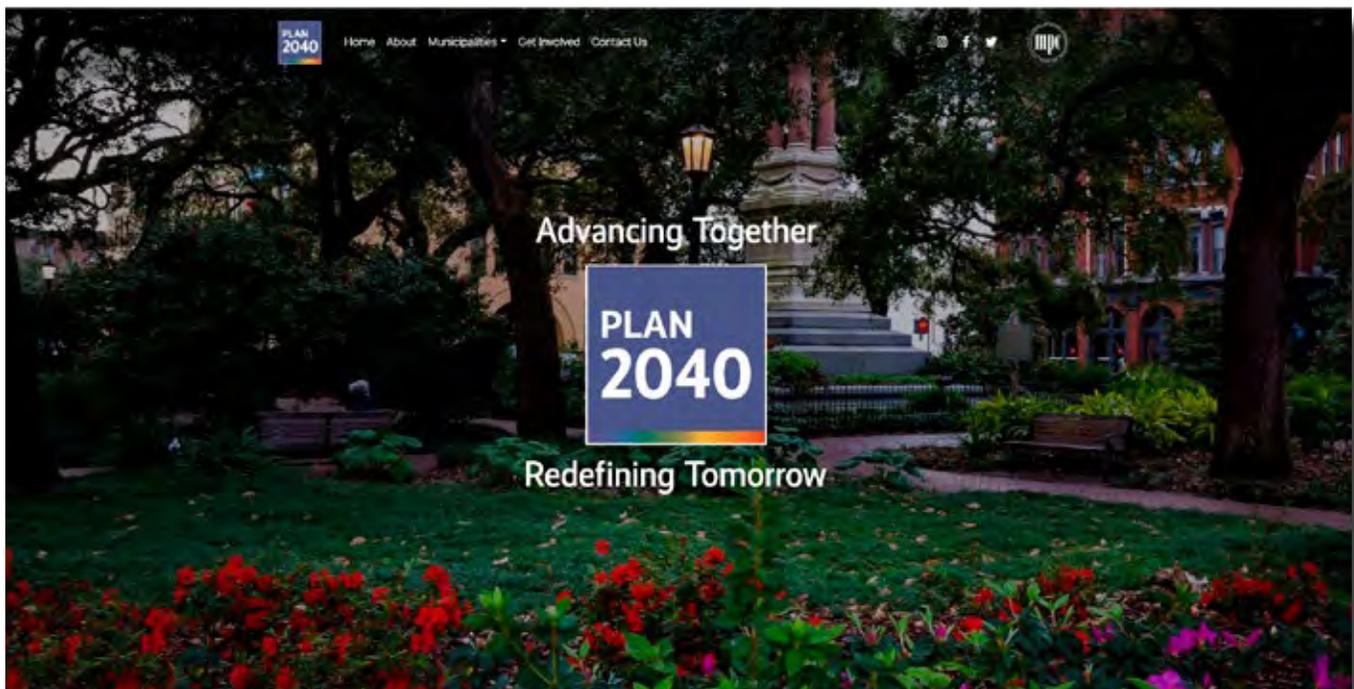
SOCIAL MEDIA

Social Media Overview

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

COMMENT MAP

Comment Map Overview

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

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

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

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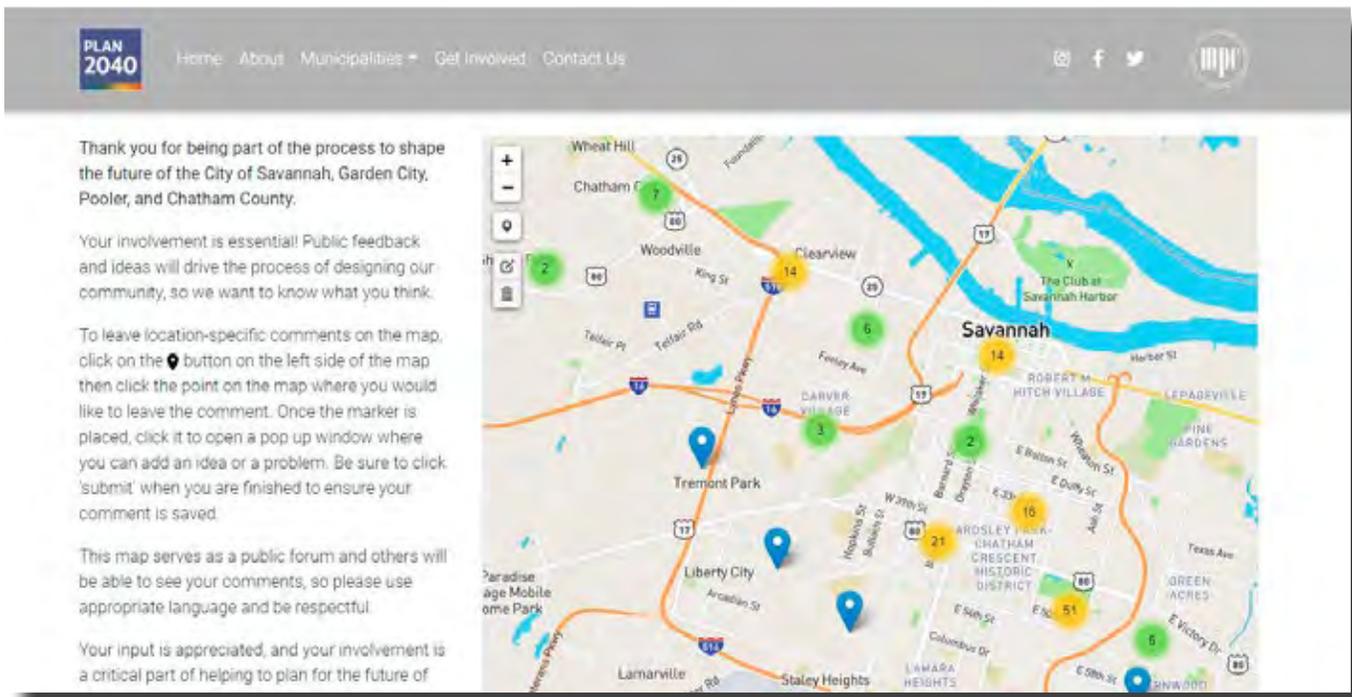
Response Locations
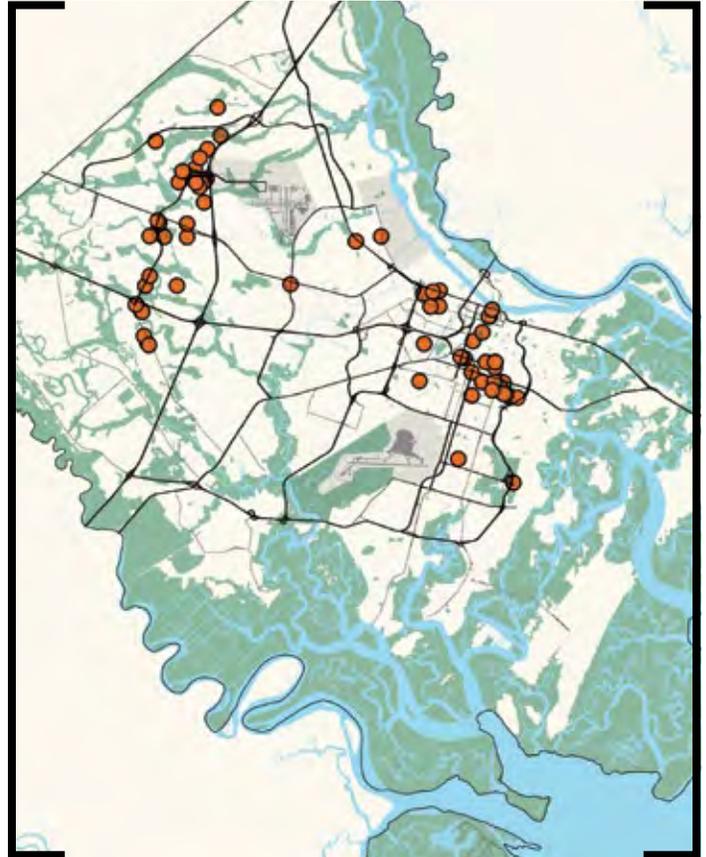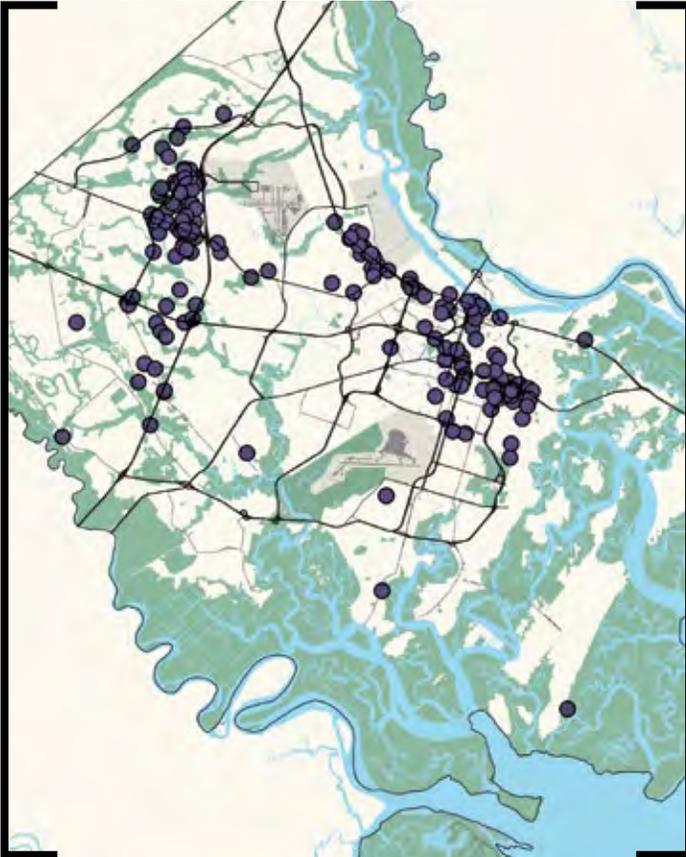
What We Heard

IDEAS
– Grocery Store
– Community Center
– More Sidewalk Connections
– Mixed Use Housing
– Street Lighting
– Dog Park
– Bike Lanes
– Movie Studio
– Pocket Parks
– Community Beautification Projects

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

COMMUNITY OUTREACH POP-UPS

Community Outreach Overview

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

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

There were seven rounds of virtual meetings that included an overview of Plan 2040, polls, and opportunities for community feedback on progress. In addition, virtual "Town Talks" were held to specifically focus on reaching neighborhood associations and the faith-based community.

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

– Chatham Recycles—"Haunted Recycling" (October 24, 2020)
– Starland Yard—"Mini-Market" (October 28, 2020)
– Forsyth Park—"Farmer's Market" (November 21, 2020)
– Forsyth Park—"Farmer's Market" (December 21, 2020)
– Kiwanis—"TOWNTalks" (March 4)
– Colonial Village Community—"TOWNTalks" (April 12)
– Cann-Jackson Park—"TOWNTalks" (April 1)
– Ardsley Park—"Pop-up Park" (April 14)
– Edgemere Sackville—"TOWNTalks" (April 21)
– Rotary Club—"TOWNTalks" (June 15)
– Neighborhood Meeting 1—"TOWNTalks²·⁰" (August 10)
– Neighborhood Meeting 2—"TOWNTalks²·⁰" (August 17)
– Neighborhood Meeting 3—"TOWNTalks²·⁰" (August 24)

Over 1,170 participants attended these pop-ups, neighborhood and virtual meetings and provided over 1,000+ comments.

MEETINGS

Internal Meetings *&* Committee Meetings

- Georgia Coastal Indicators Coalition—(August 19, 2020)
- TCC *&* CAC— (August 20, 2020)
- ACAT—(August 24, 2020)
- CORE MPO—(August 26, 2020)
- Georgia Coastal Indicators Coalition—(October 7, 2020)
- MPC Board—(October 12, 2020)
- UGA Graduate Studies Class—(October 14, 2020)
- TCC *&* CAC—(December 3, 2020)
- ACAT—(December 7, 2020)
- CORE MPO—(December 9, 2020)
- TCC—(February 18)
- CORE MPO—(February 24)
- Georgia Coastal Indicators Coalition—(March 5)
- County Commission Meeting—(March 26)
- PLAN 2040 Subcommittee—(April 8)

- PLAN 2040 Subcommittee—(May 6)
- Historic Site and Monument Commission—(May 6)
- Savannah Historic District Board of Review—(May 12)
- PLAN 2040 Subcommittee—(May 20)
- Savannah Historic District Board of Review—(May 26)
- Savannah City Council—(May 27)
- Georgia Coastal Indicators Coalition—(June 2)
- PLAN 2040 Subcommittee—(June 3)
- County Commission Meeting—(June 11)
- PLAN 2040 Subcommittee—(June 17)
- MPC Board—(June 29)
- Savannah City Council—(July 8)
- County Commission Meeting—(July 16)
- Savannah City Council—(September TBD)
- County Commission Meeting—(September TBD)

Public Meetings

- Virtual Meeting Round 1—(January 26)
- Virtual Meeting—(January 27)
- Virtual Meeting Round 2—(February 22)
- Virtual Meeting—(February 23)
- Virtual Meeting Round 3—(March 30)
- One-to-One Citizen Meeting—(April 7)

- Virtual Meeting—(April 9)
- MPC Board—(June 29)
- Savannah City Council—(July 8)
- County Commission Meeting—(July 16)
- Virtual Meeting "TownTalks 2.0"—(August 31)

NEEDS & OPPORTUNITIES
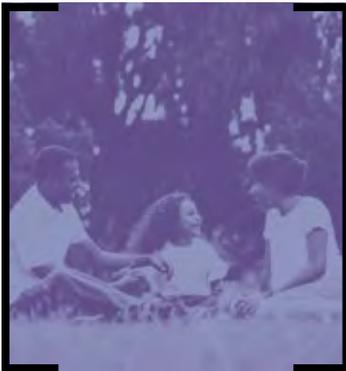
QUALITY OF LIFE

- Lack of Visual Police Presence
- Trash, Litter, Illegal Dumping Everywhere
- Noxious Smells from Local Industry
- Panhandling, Vagrancy & Homelessness
- More Farmer's Markets, Grocery Stores & Healthy Food Options
- Obnoxious Traffic Sounds & Noise
- Concerns About Crime
- Unequal Quality of Life between Neighborhoods
- Stricter Code Enforcement
- More Services for Homeless
- Improve Lighting in Parks
- Concern with Food Insecurity
- Preservation of Heritage Sites
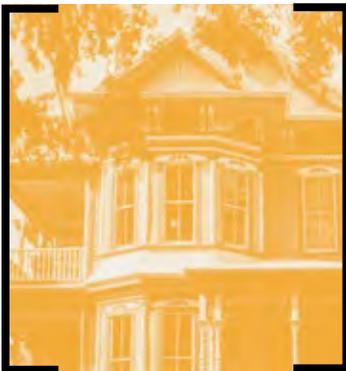
HOUSING

- Mixed Use Housing
- More Workforce Housing
- Higher Density Housing Closer to Employment Centers
- Housing Cost is Too Expensive for Locals
- Restriction on Short Term Vacation Rentals
- More Senior Housing
- Increase the Quality of Public Housing
- Housing Options for Transitional Housing
- Tiny Home Options for Veterans
- By Right Accessory Dwelling Units
- More Equitable Housing Options
- Require Developers to Provide Affordable Units in Developments

LAND USE

- More Parks, Trails & Green Space
- More Complete Sidewalks
- More Walk/Bike Infrastructure
- Restrict Additional Hotels
- Not Enough Public Spaces
- Too Many Chain Retailers
- More Detailed Neighborhood Plans

NATURAL RESOURCES

- Protection of the Existing Tree Canopy
- More Trail Systems that Interconnect
- Neighborhood Parklets
- More Dog Parks
- Better Maintenance for Parks
- Open Space Master Plan
- More Recycling & Green Initiatives
- Preserve our Wetlands & Marshes
- Drainage Issues and Flooding

TRANSPORTATION

- Accessibility to Bus Stops
- Bus Stops Should be Sheltered
- Large Employers Should Share Costs for Roadway Improvements
- Gaps in CAT Bus Service
- Impractical Bus Frequencies
- Traffic Congestion Due to City Growth
- Consider Designated Bus Lanes
- Reverting One Ways back to Two Way Streets
- Protected Bike Lanes
- Consider Transit Oriented Development

ECONOMIC DEVELOPMENT

- Need Higher Paying Jobs
- Less Focus on Tourism and More On Local Residents
- Providing More Programs for Youth
- More Community Events
- More Investment into Our Schools
- More Career Opportunities outside of Tourism
- Neighborhood Beautification
- Diversify our Economy

COMMUNITY PROFILE ELEMENT

01

COMMUNITY PROFILE

Introduction

Chatham County was established in 1777 as one of the original counties of Georgia. It is the most urbanized county in the 200-mile coastal area between Charleston, South Carolina and Jacksonville, Florida, and the most populous county in Georgia outside the Atlanta region. The county serves as an economic, cultural, and governmental hub for a six county, bi-state region, as well as an international focal point for trade.

Chatham County has grown considerably since the start of the 20th Century. With one exception, the county's rate of population growth has remained above 5% in each decennial Census since 1900. This stability has insulated the area from the perils of "boom and bust" development that have adversely affected long-term planning efforts in many other communities. Chatham County has a long tradition of planning, and the community intends to maintain its historic character and natural resources while welcoming new residents, many of whom become the strongest advocates of local planning.

CHATHAM COUNTY & SAVANNAH HISTORY

Royal Governor Henry Ellis signs an act dividing the colony into 8 parishes
1758

Chatham County was formed out of Christ Church Parish and St. Phillip Parish in 1777
1777

Beach Institute Established
1867

Georgia became a royal colony
1754

British forces captured Savannah
1778

Union General William Sherman occupied Savannah on his "March to the Sea"
1865

Treaty of Savannah, ceded land to the English by the Creeks
1733

The "Weeping Time", the largest recorded auction of enslaved people in U.S. history
1859

17 00
17 30
17 60
17 90
18 20
18 50

American Revolution
1775

Declaration of Independence
1776

American Civil War

1861

Emancipation Proclamation
1863

Juliette Gordon Low establishes the nation's first Girl Scout troop in Savannah

1912

Savannah's Historic District was designated a National Historic Landmark in 1966

1966

Telfair Academy of Arts and Sciences opens

Savannah College of Art and Design founded

1886

1978

18 80

19 10

19 40

19 70

20 00

20 30

WWI

1917

1920

19th Amendment

1929

The Great Depression

1941

WWII

1964

2001

September 11th

2020

Covid-19

REGIONAL POPULATION

Savannah MSA

Chatham County is the largest county in the Savannah Metropolitan Statistical Area (MSA), which also includes Bryan and Effingham counties. The Savannah MSA, together with Bulloch, Liberty, Long, and Wayne counties, comprises the larger Savannah–Hinesville–Statesboro Combined Statistical Area (CSA). The Savannah–Hinesville–Statesboro CSA is bordered by the Hilton Head Island–Bluffton MSA to the north and the Brunswick MSA to the south.

Throughout the past 100 years, the population of the region has grown as a result of several technological advances. The invention of air conditioning and widespread mosquito control practices were precursors to expansive development in the Savannah area and across much of the Southeast. These technologies made life in the region far more comfortable, convenient, and safe. Alongside these advances that improved the quality of life in Savannah, the area's economy has grown to serve regional, national, and international markets in a variety of sectors. Today, the Port of Savannah is the fourth busiest container port in the country, behind only Los Angeles, CA, Long Beach, CA, and New York, NY.

Historically, Chatham County and the city of Savannah have served as the region's largest population center, commercial core, and industrial hub. While this remains true today, suburbanization has led to significant population increases in Effingham and Bryan counties over the past 50 years. A growing network of highways and relatively inexpensive land have accelerated this move away from the denser urban core, a trend that is projected to continue in the coming decades.

METROPOLITAN STATISTICAL AREA (MSA)

A metropolitan statistical area is a region consisting of a city and surrounding communities that are linked by social and economic factors, as established by the U.S. Office of Management and Budget (OMB).


Figure 1.1–Savannah MSA

HISTORIC LUCAS THEATER

Population Growth

Figure 1.2 illustrates the historical population growth and future projections for each county in the Savannah MSA. While Chatham County is expected to retain its status as the largest population center in the metropolitan area, its neighboring counties are forecasted to experience a greater rate of growth in the coming years.

By 2040, the population of Chatham County is predicted to be approximately 335,000 residents and the population of the Savannah MSA is predicted to be approximately 500,000.

By 2040, the population of Chatham County is expected to grow 15.5% to 335,000 residents

This equates to a population increase of approximately 15.5% in Chatham County over the next 20 years and an increase of approximately 27% in the Savannah MSA.

The population data presented here is from the U.S. Census Bureau's American Community Survey (ACS) multiyear estimates covering the 2014–2018 period and was the most current publicly available ACS multiyear data at the time of reporting. Updated 2020 Census population data can be found on page 88.

These population projections were prepared by the Georgia Governor's Office of Planning and Budget (OPB) using a standard cohort component demographic methodology. This approach models population change as a function of initial population estimates broken down by age and sex, fertility, mortality, and migration.

Population Projection, 1900–2040
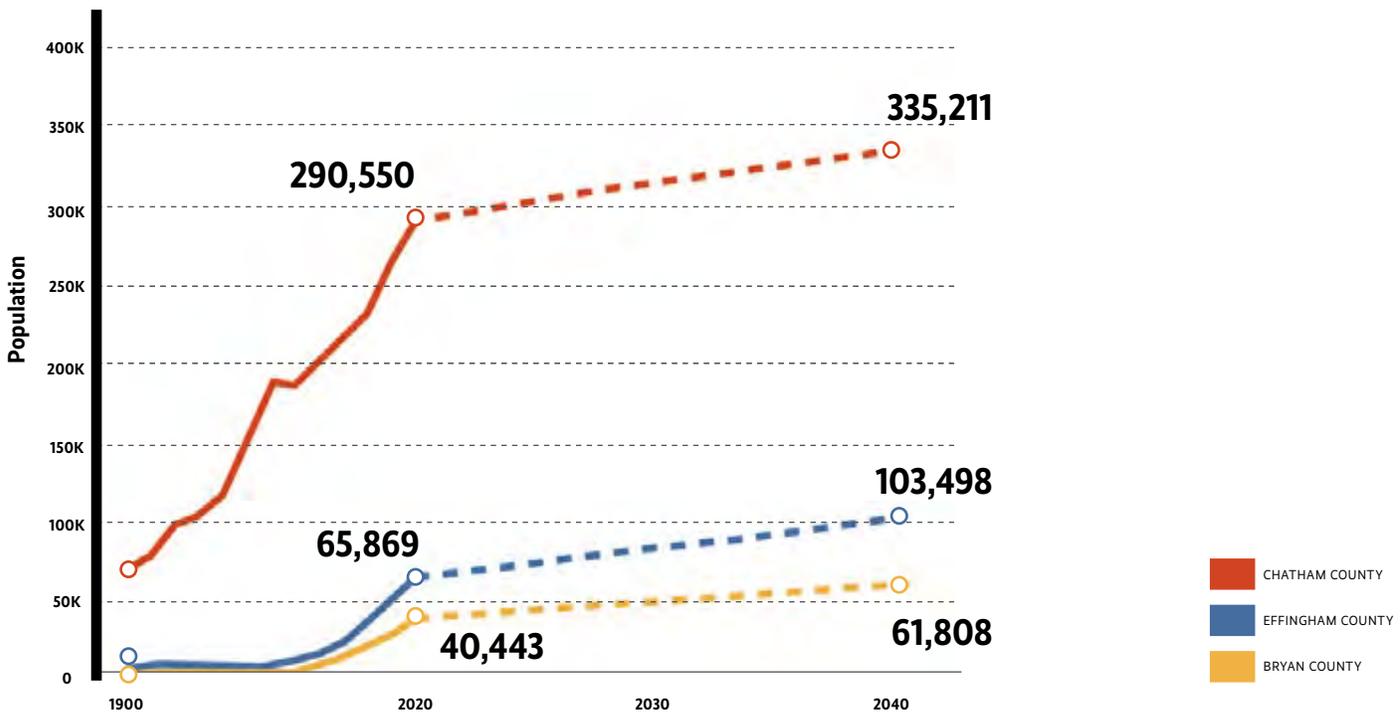
Figure 1.2–Savannah MSA Population Projection
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

The net effect of regional development on the population of Chatham County and the city of Savannah can be considered in broad categories:

THE SERVICE ECONOMY

» The manufacturing economy that drove early regional growth has been surpassed by the service economy. The service economy includes health and medical facilities, retail, hospitality, and business services such as insurance, banking, and advertising.

TRANSIENT POPULATION

» A significant share of the population within Chatham County at any given time is not included in official population counts. This transient population includes workers who live outside of Chatham County but commute in for work; second-home owners who spend only part of the year in the county; students at local universities; military personnel who are stationed in the region temporarily; and tourists visiting the area.

GEOGRAPHIC MOBILITY

» Nearly one in ten residents of Chatham County have moved here within the past year from other counties, states, and countries. Many of these individuals are retirees who have settled in unincorporated areas of the county and tend to be older and more affluent than the average county resident. This is evident when comparing the median age, income, and poverty rates between unincorporated Chatham and the city of Savannah.

CHATHAM COUNTY & SAVANNAH

The Region

Chatham County encompasses eight incorporated municipalities—the cities of Bloomingdale, Garden City, Pooler, Port Wentworth, Savannah, and Tybee Island, and the towns of Thunderbolt and Vernonburg—and a large unincorporated area. The geographic focus of this section of Plan 2040 is unincorporated Chatham County and the city of Savannah.

Residential Population

As of 2020, unincorporated Chatham County had an estimated population of 92,034, with a population density of 281 people per square mile. U.S. Census records show population in the unincorporated area decreased from 1970–1980 but has grown significantly in the past 40 years. In fact, much of the county's overall population increase in that time period occurred in the unincorporated areas to the east and southwest of Savannah as larger neighborhoods and subdivisions were developed. Estimates for unincorporated Chatham County were calculated by subtracting the sum of the incorporated municipalities' values from the total value for Chatham County as a whole.

The city of Savannah had an estimated population of 147,780 in 2020, with a population density of 1,302 people per square mile. The city's population increased rapidly from 1970–1980 but has remained fairly stable in the last 40 years.

As of 2020, the unincorporated areas and the city of Savannah made up 83.1% of the total population of Chatham County.

Tourism Impacts on Population

Because Chatham County is a well-known tourist destination, a substantial proportion of the population on any given day is only temporary. According to the Savannah Area Chamber of Commerce's Savannah Economic Trends Brochure (2020), the area saw 14.5 million visitors in 2018 alone. While tourism brings many benefits to the local economy and culture, such large day-to-day population increases can also present challenges from a planning perspective, particularly those related to infrastructure. When planning for the future, it is important to consider the "worst case scenario" to ensure that the community's roads, bridges, and utility systems will remain functional.

Demographic Characteristics

Unincorporated Chatham County and the city of Savannah are growing—between 2010 and 2020, their populations grew by 7.0% and 6.6%, respectively. Both experienced faster population growth than that of Georgia as a whole. While notable demographic differences exist between the residents of unincorporated Chatham County and Savannah today, the composition of the community's population will continue to change as new residents move into the area.

Population Growth Comparison, 1970–2020

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

147,780 Savannah

92,034 Unincorporated Chatham County

25,711
10,878
10,289
3,114
2,790
2,556
139

Years: 1970 1980 1990 2000 2010 2020
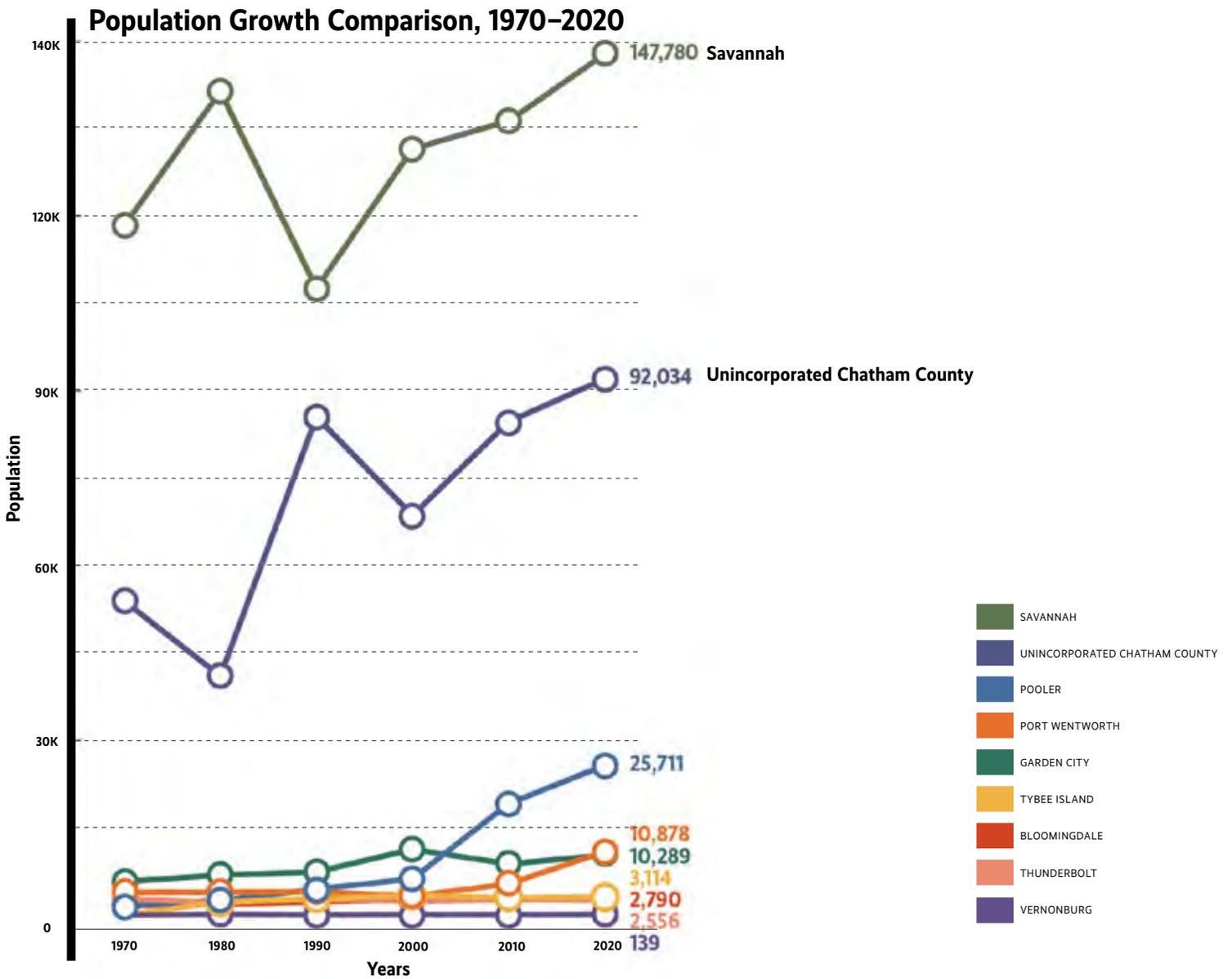
Figure 1.3–Population Comparison, 1970–2020, Unincorporated Chatham County & Savannah
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Sex & Age

Of the 93,155 people living in unincorporated Chatham County in 2014–2018, 51.9% were female and 48.1% were male. In Savannah, 52.4% of the 145,342 residents were female and 47.6% were male.

Overall, county residents were significantly older than those in the city—the median age in the unincorporated area was 39.6 years compared with 32.4 years in Savannah. Children under the age of 18 made up 22.0% of the population in unincorporated Chatham County, and 17.8% were 65 years or older. In Savannah, roughly one fifth of residents were under the age of 18 (20.8%) and nearly one in eight were over age 65 (12.9%).

The population in both areas has been slowly growing older over the past five years. This trend is projected to continue for at least the next 20 years and should be planned for at the local level as the aging population lives longer and more retirees move to the coast.

Sex Characteristics, 2014–2018

Unincorporated Chatham:

44,807
Males
(48.1%)

48,347
Females
(51.9%)

City of Savannah:

69,182
Males
(47.6%)

76,159
Females
(52.4%)

Age Distribution, 2014–2018

Under 18   65 & Older

22%   17.8%

18-64   60.2%
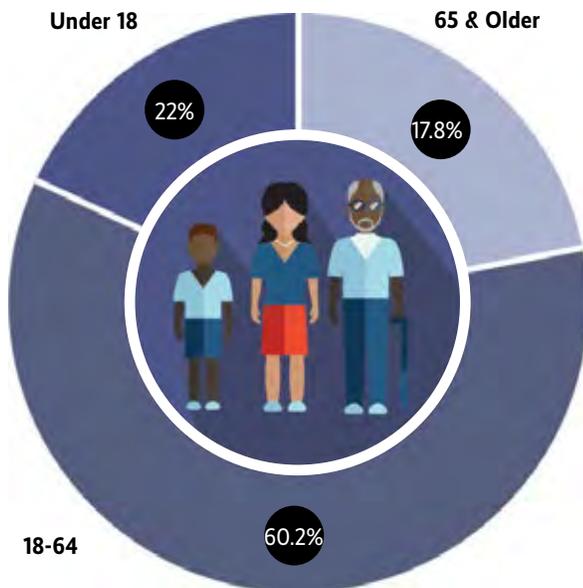
Figure 1.4–Age Distribution, Unincorporated Chatham
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Under 18   65 & Older

20.8%   12.9%

18-64   66.3%
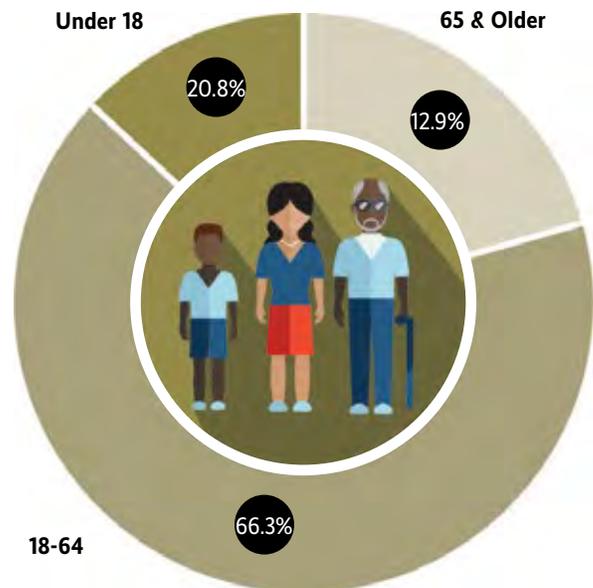
Figure 1.5–Age Distribution, Savannah

Age Characteristics, 2014–2018

Unincorporated Chatham
39.6
Median Age

City of Savannah
32.4
Median Age

■ MALE
■ FEMALE

Age
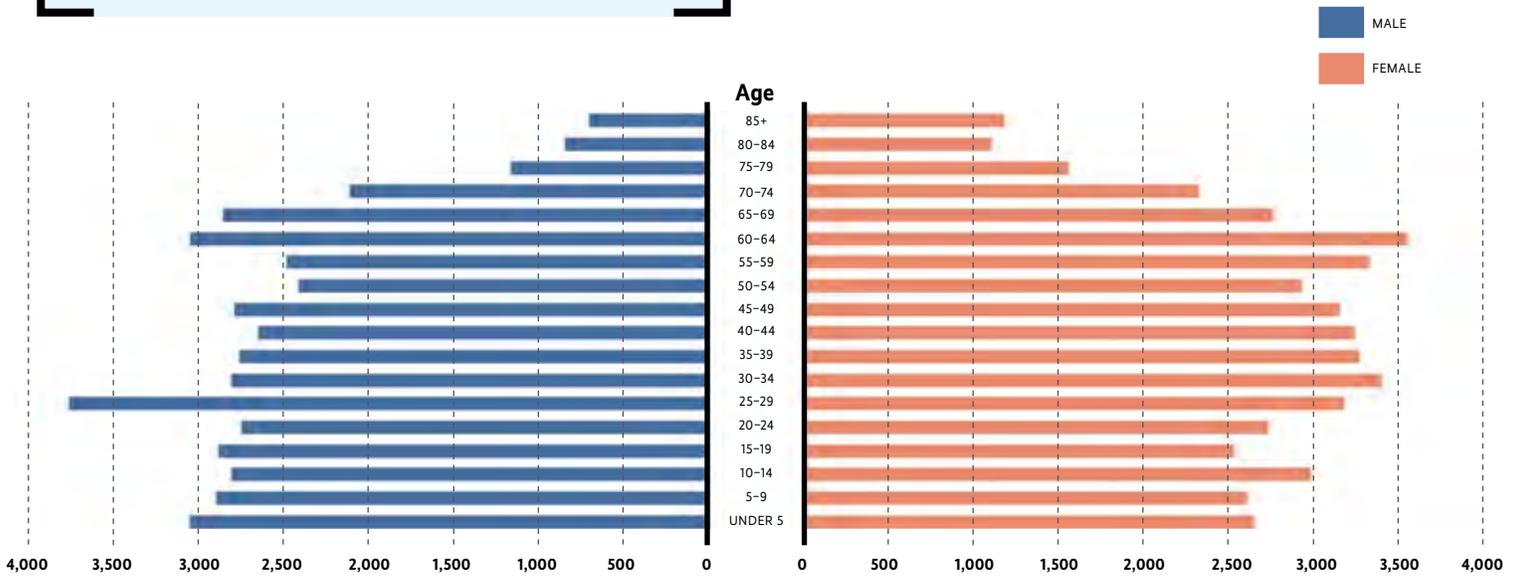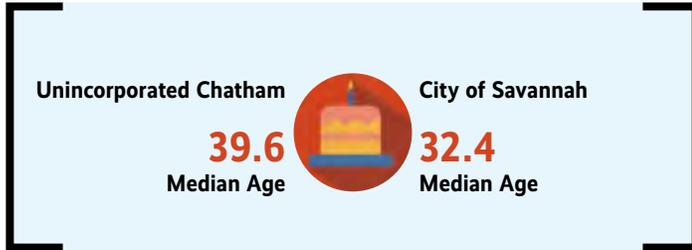
Figure 1.6–Population Pyramid, Unincorporated Chatham

Age
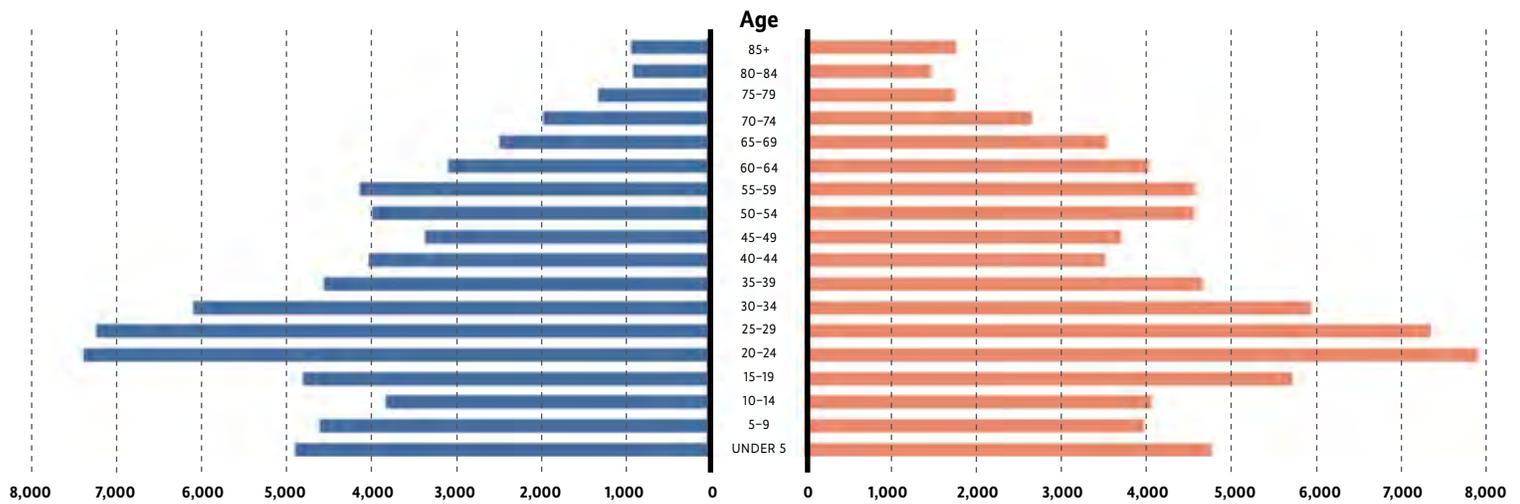
Figure 1.7–Population Pyramid, Savannah

U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Race & Ethnicity

Perhaps the most pronounced demographic difference between unincorporated Chatham County and Savannah in 2014–2018 was the racial makeup of their residents. The largest racial group in unincorporated Chatham County was white (69.3%), with 6.5% of residents identifying as Hispanic or Latino.

The racial breakdowns show people who reported only one race (aside from the "two or more races" category), while the People of Hispanic origin may be of any race(s). The white share of unincorporated Chatham's population reached its peak in 1980 at 85.9%. Conversely, the majority of Savannahians were black or African American (54.4%), with 5.1% of the population identifying as Hispanic or Latino.

The populations of both unincorporated Chatham County and the city of Savannah have been growing more diverse since the 1980s. In the past 40 years, the non-white share of unincorporated Chatham's population has more than doubled from 14.1% in 1980 to 30.7% in 2018. In the city of Savannah in 1980, half of all residents were white (49.4%), and half were non-white (50.6%). Since then, the share of Savannah's population comprised of people of color has grown by 15.8 percentage points.
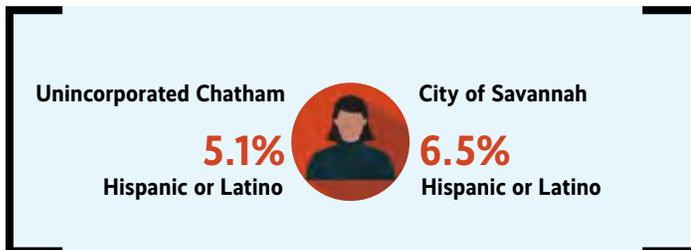
Racial Majority Characteristics, 2014–2018

Unincorporated Chatham:

69.3%
White Alone

City of Savannah:

54.4%
Black or African American Alone

Ethnicity, 2014–2018

Unincorporated Chatham

5.1%
Hispanic or Latino

City of Savannah

6.5%
Hispanic or Latino

Population by Race, 2014–2018

Two or more races alone

Some other race alone

Asian Alone

3% 2% 3%

Black or African American Alone

23%

69%

White Alone
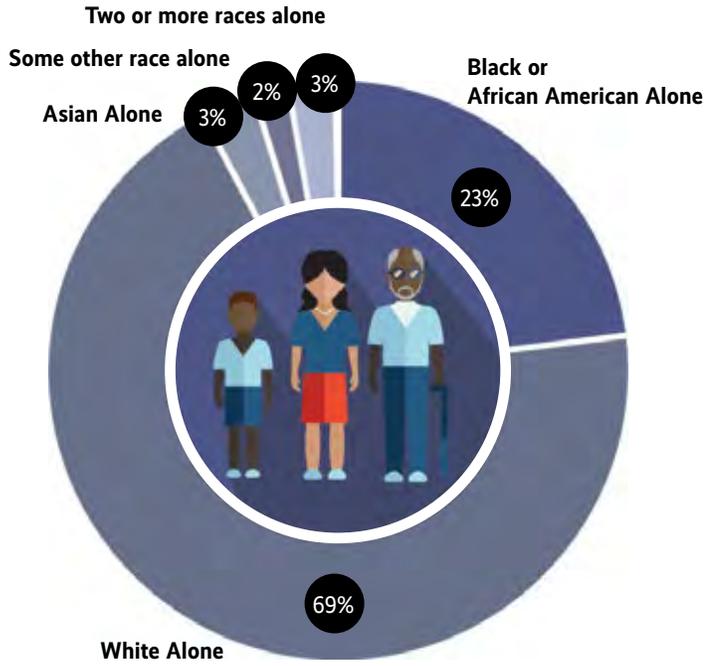
Figure 1.8–Population by Race, Unincorporated Chatham
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Two or more races alone

Some other race alone

Asian Alone

2% 2% 3%

Black or African American Alone

54%

39%

White Alone
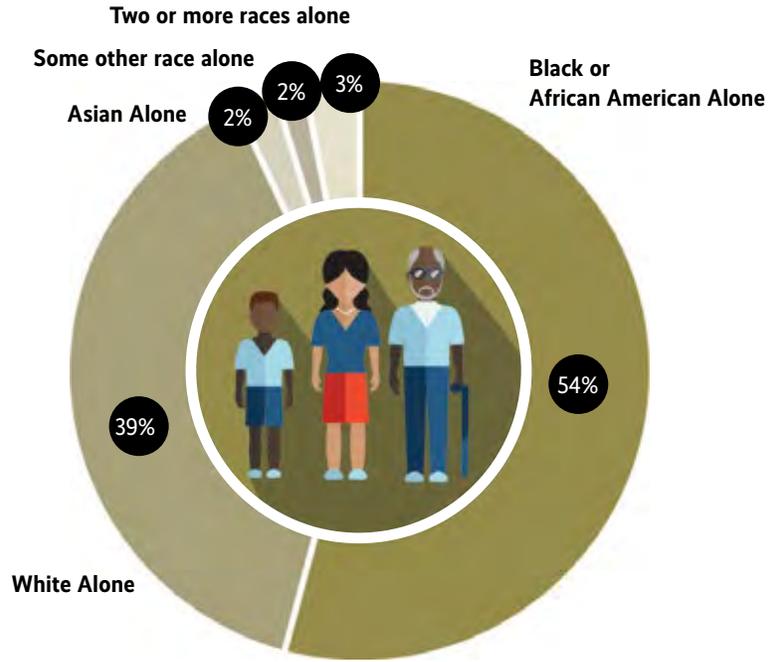
Figure 1.9–Population by Race, Savannah

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 shades of blue. These calculations are based on the methodology described in "Mapping the USA's diversity from 1960 to 2060" in USA TODAY.

Economic Mobility

While job growth and rising median income are important indicators of a community's economic health, they do not necessarily translate into economic success for every individual and family who live there. For example, Chatham County as a whole has experienced a higher rate of job growth recently than nearly three-quarters of counties across the country, and median household income has increased roughly $10,000 over the past decade. At the same time, the percentage of residents in poverty has decreased by only three percentage points, and approximately one in six residents still lives below the poverty line today. The recent growth has clearly not translated into economic success for all members of the community. Economic mobility—a child's chance of moving up the income ladder relative to the household in which they grow up—can offer greater insight into the long-term economic opportunities available in a given community.

In Chatham County, kids raised in low-income households, regardless of race or gender, have only a 4.7% chance of becoming wealthy adults when they grow up. This upward mobility rate ranks among the lowest in the entire U.S. and is lower than any developed country in the world. Children raised in high-income households in the county, on the other hand, are nearly five times more likely to become high-income adults.

While upward mobility for kids raised in low-income households across Chatham County is generally poor, considerable variation exists between neighborhoods within the county as well. Indeed, research has shown that the neighborhood in which a child grows up significantly impacts their ability to climb the income ladder later in life. This means that a child who grows up on a particular block can have a vastly different economic outcome later in life than his/her friend raised in a similar household/ socioeconomic circumstances just a few blocks away.

This local variation is illustrated in Map 1.2, which shows the average household income in adulthood of children who grew up in comparable low-income families in different areas across Chatham County. The neighborhoods of Cann-Jackson Park and Chatham Crescent lie on opposite sides of Bull Street in midtown Savannah, yet children raised in similar households within these neighborhoods experience vastly different economic outcomes. A kid born into a low-income family in Chatham Crescent has a 19% chance of becoming a wealthy adult, but if that child were born into a low-income family in Cann-Jackson Park that chance drops to 1.2%.

Economic Mobility by Race, 2018

	Black	White	Hispanic
Household Income as Adults	$24,000	$47,000	$37,000
Household Income as Adults for Kids in Low-Income Families	$22,000	$33,000	$31,000
Household Income as Adults for Kids in Middle-Income Families	$27,000	$41,000	$36,000
Household Income as Adults for Kids in High-Income Families	$32,000	$52,000	$42,000
Upward Mobility Rate (Top 20% of Household Income)	3.8%	24%	13%
Teenage Birth Rate for Women	15%	52%	40%
Incarceration Rate (Men)	44%	15%	22%
College Graduation Rate	15%	1.9%	4.2%
Hours Worked per Week	16%	44%	36%
Hourly Wage	$14	$17	$18

Figure 1.10–Economic Mobility by Race, Chatham County
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

ECONOMIC MOBILITY

Household Income as Adults
- Children from Low-Income Families: $25,000
- Children from High-Income Families: $46,000
- County Average: $34,000

Teenage Birth Rate (women)
- 42%
- 15%
- 29%

Incarceration Rate (men)
- 12%
- 2.1%
- 7.4%

College Graduation
- 16%
- 43%
- 32%

Fraction in Top 20% (based on Household income)
- 4.7%
- 22%
- 14%

Hours Worked per Week
- 26
- 34
- 30%

Hourly Wage
- $14
- $17
- $16
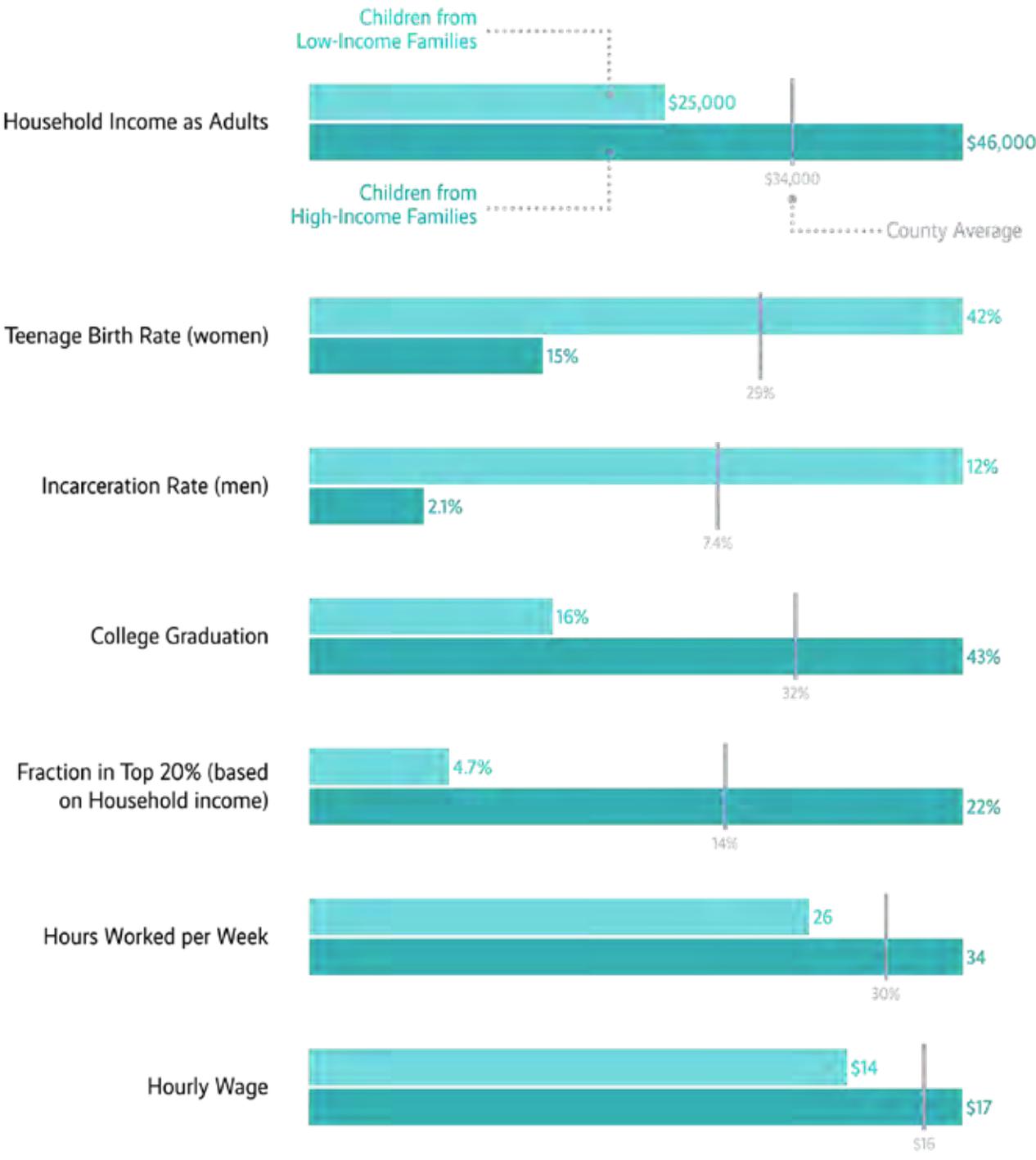
Figure 1.11–Economic Mobility, Chatham County
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

DIVERSITY INDEX

Legend:

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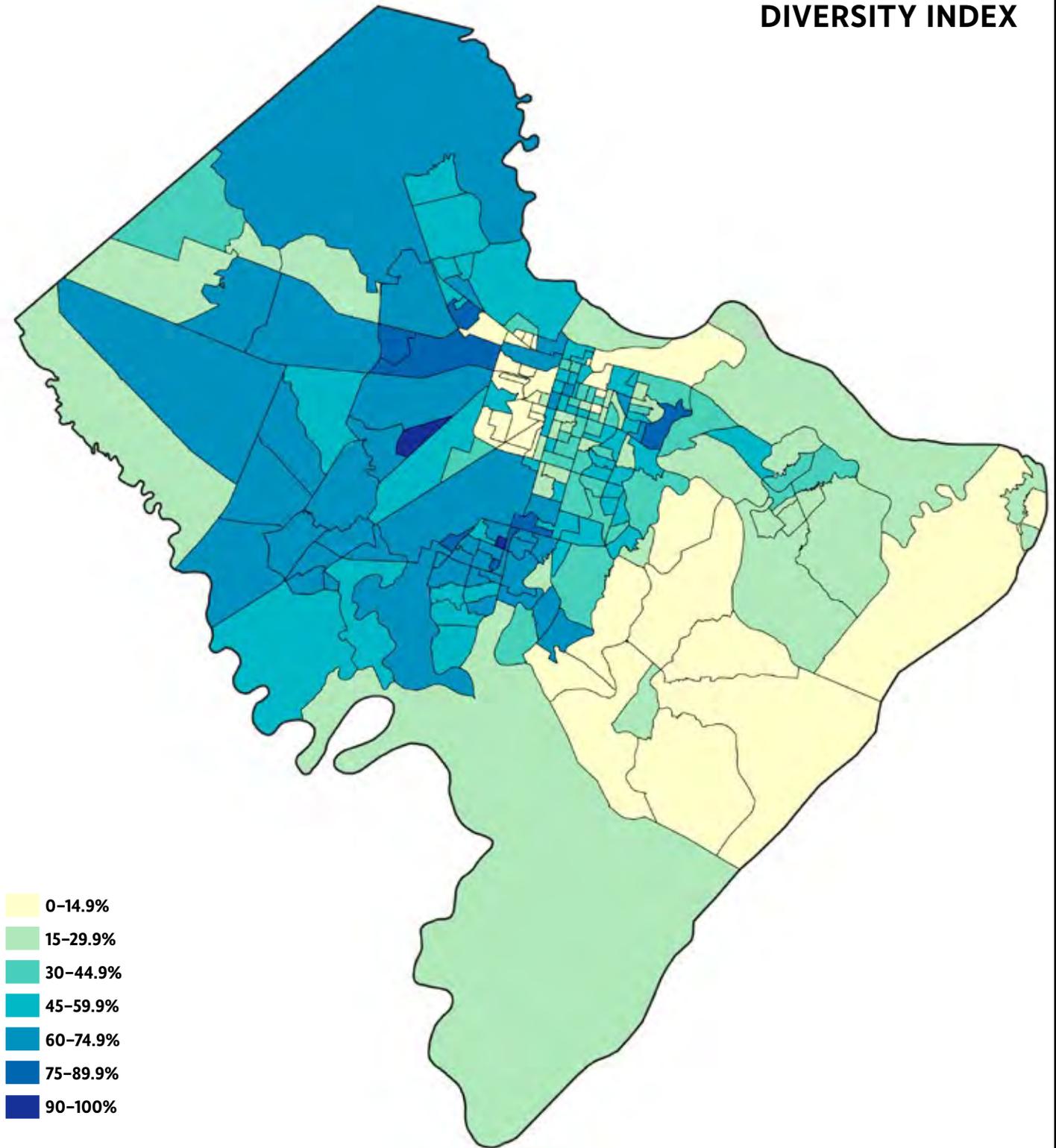
Map 1.1–Diversity Index by Block Group, Chatham County
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

ECONOMIC MOBILITY

Legend:
< $15,000
$20,000
$25,000
$30,000
$35,000
$40,000
$45,000
> $50,000
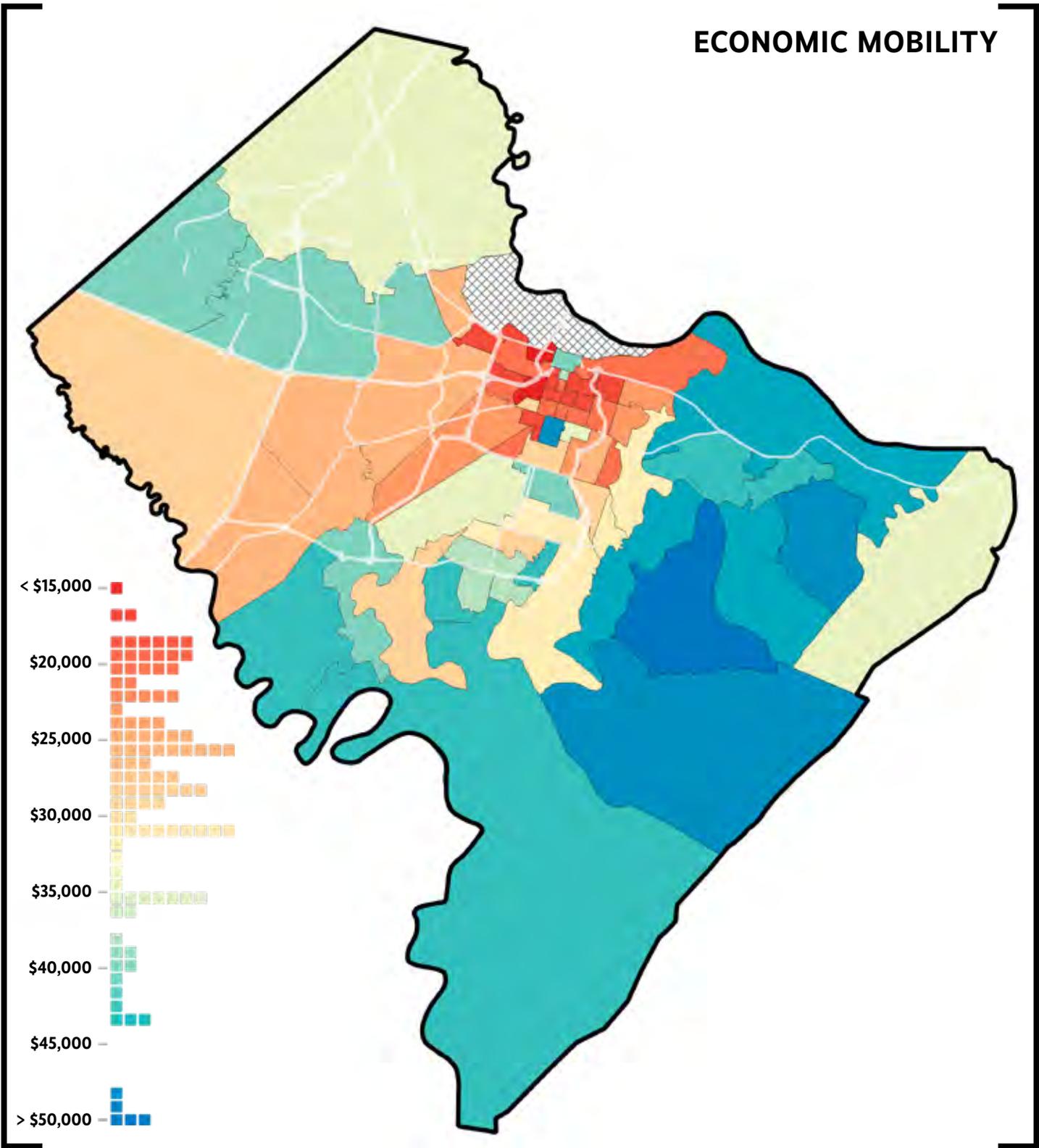
Map 1.2–Household Income at Age 35 for Children of Low Income Parents by Census Tract, Chatham County
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Employment

In 2018, in unincorporated Chatham County, 59.1% of people 16 years and older were employed in the civilian labor force and 1.3% of people were in the armed forces; 35.7% of residents over 16 were not in the labor force. An estimated 81.0% of employed people in unincorporated Chatham County were private wage and salary workers; 14.6% work in federal, state, or local government; and 4.4% were self-employed in their own (not incorporated) business.

In 2018, in the city of Savannah, 56.1% of people 16 years and older were employed in the civilian labor force and 1.3% of people were in the armed forces; 36.3% of residents over 16 were not in the labor force (2014–2018). The largest class of employed people were private wage and salary workers (80.8%); 13.8% worked in federal, state, or local government; and 5.5% were self-employed in their own (not incorporated) business. These values for both the county and the city are generally consistent with the national numbers.

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%).

ARE YOU LOOKING FOR MORE INFORMATION?

See the Economic Development Element for more detailed discussion on the impacts of the COVID-19 pandemic on area employment.

Unemployment Rate, 1992–2019
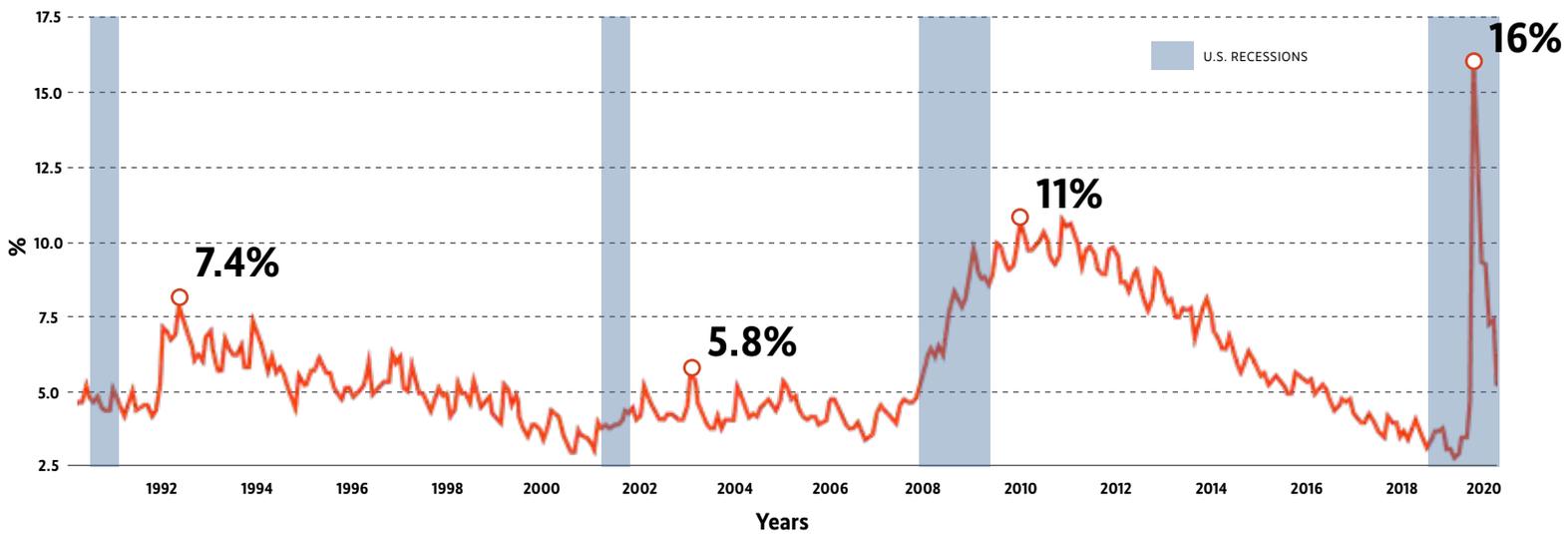
Figure 1.12–Unemployment Rate Over Time, Chatham County
Federal Reserve Economic Data (FRED)

Community Profile
PLAN 2040   **63**

Industry

In unincorporated Chatham County, the three largest industries by employment in 2014–2018 were educational services, health care and social assistance (11,953 employees); retail trade (5,026); and arts, entertainment, recreation, accommodation, and food services (4,399). For comparison purposes, these industries added nearly 3,000 jobs from 2009–2013, two-thirds of which were in the educational services, health care and social assistance industry. The transportation and warehousing, and utilities industry saw the greatest growth in employment during that time, increasing by 39.8%.

In Savannah, the three largest industries by employment in 2014–2018 were educational services, health care and social assistance (15,554 employees); arts, entertainment, recreation, accommodation and food services (11,093); and retail trade (8,930). Each of these industries saw moderate growth in employment from 2009–2013, adding more than 4,500 jobs in total.

Largest Industries by Employment, 2014–2018

Unincorporated Chatham:

11,953
Educational Services, Healthcare, *&* Social Assistance

5,026
Retail Trade

4,399
Arts, Entertainment, Recreation, *&* Accommodation and Food Services

City of Savannah:

15,554
Educational Services, Healthcare, *&* Social Assistance

11,093
Arts, Entertainment, Recreation, *&* Accommodation and Food Services

8,930
Retail Trade

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. An 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 LQs for industries in unincorporated Chatham County and Savannah are shown below.

In unincorporated Chatham County, the transportation and warehousing, and utilities industry was about 1.5 times more concentrated than the national average in 2014–2018. The 3,417 jobs in this sector made up 7.7% of the area's workforce. The same year, Savannah's most concentrated industry was arts, entertainment, recreation, accommodation, and food services, which accounted for nearly twice the share of employment in the city as it did nationally. The 11,093 jobs in this sector made up 16.8% of the city's workforce.

Industry Concentration, 2014–2018
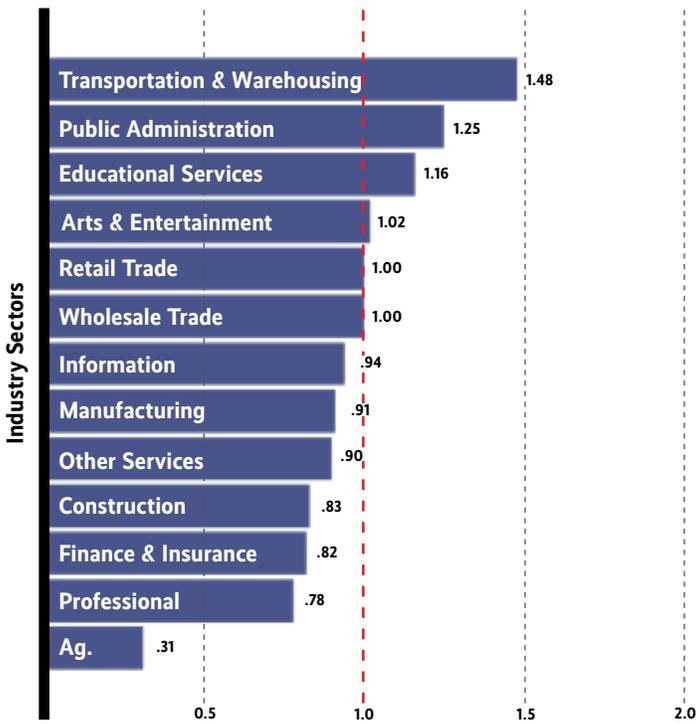
Figure 1.13–Industry Location Quotient, Unincorporated Chatham
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates
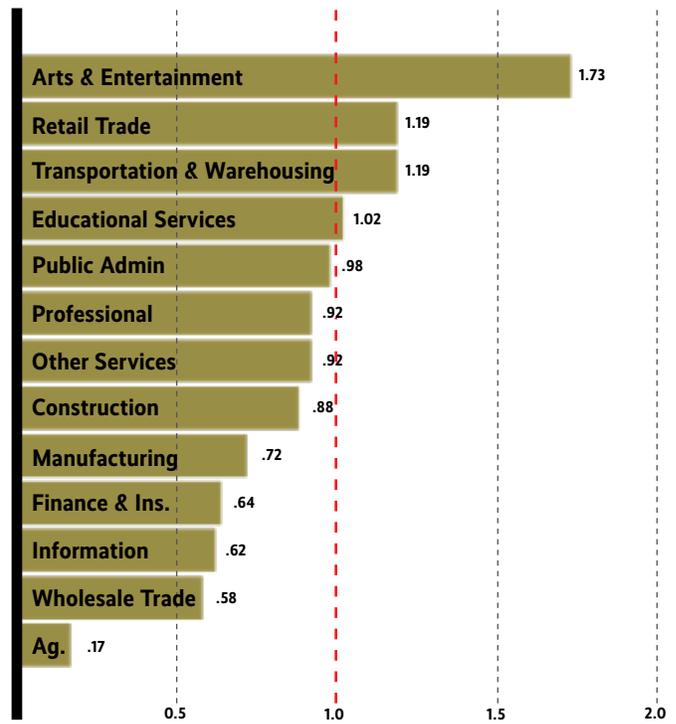
Figure 1.14–Industry Location Quotient, Savannah

Income & Poverty

In 2014–2018, the median household income in unincorporated Chatham County was $67,404; in Savannah it was $41,093. The distribution of household incomes in the county and city provides a more comprehensive understanding of the income differences between residents of the two areas. In unincorporated Chatham, nearly one in three households (31.3%) had an annual income of $100,000 or more; in Savannah, the same percentage of households (31.2%) had an income of less than $25,000 a year.

An estimated 8.6% of people in unincorporated Chatham County lived below the poverty level in 2014–2018 compared with 22.9% in Savannah. Children under 18 were the most likely age group to be in poverty in both places: in the county, roughly one in eight children lived in poverty (12.6%) versus nearly one in three in Savannah (32.8%). Likewise, females were overrepresented in the population living below poverty level in both the unincorporated areas of the county and the city. In unincorporated Chatham, 7.3% of households received Supplemental Nutrition Assistance Program (SNAP) benefits in the past 12 months compared with 19.7% in the city of Savannah.

Poverty & Income Characteristics, 2014–2018

Unincorporated Chatham:

8.6%
Poverty Level

$67,404
Median Household Income

City of Savannah:

22.9%
Poverty Level

$41,093
Median Household Income

Poverty Status by Age, 2014–2018
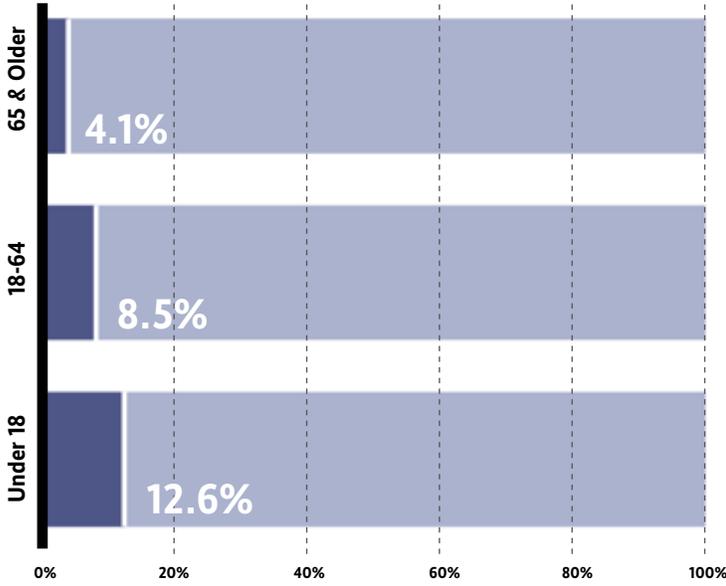
Figure 1.15–Poverty Status by Age, Unincorporated Chatham
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates
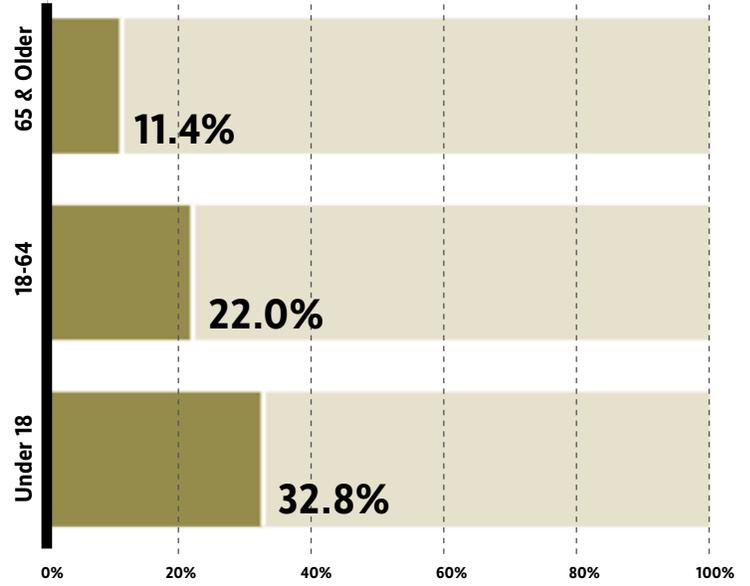
Figure 1.16–Poverty Status by Age, Savannah

Median Household Income, 2014–2018
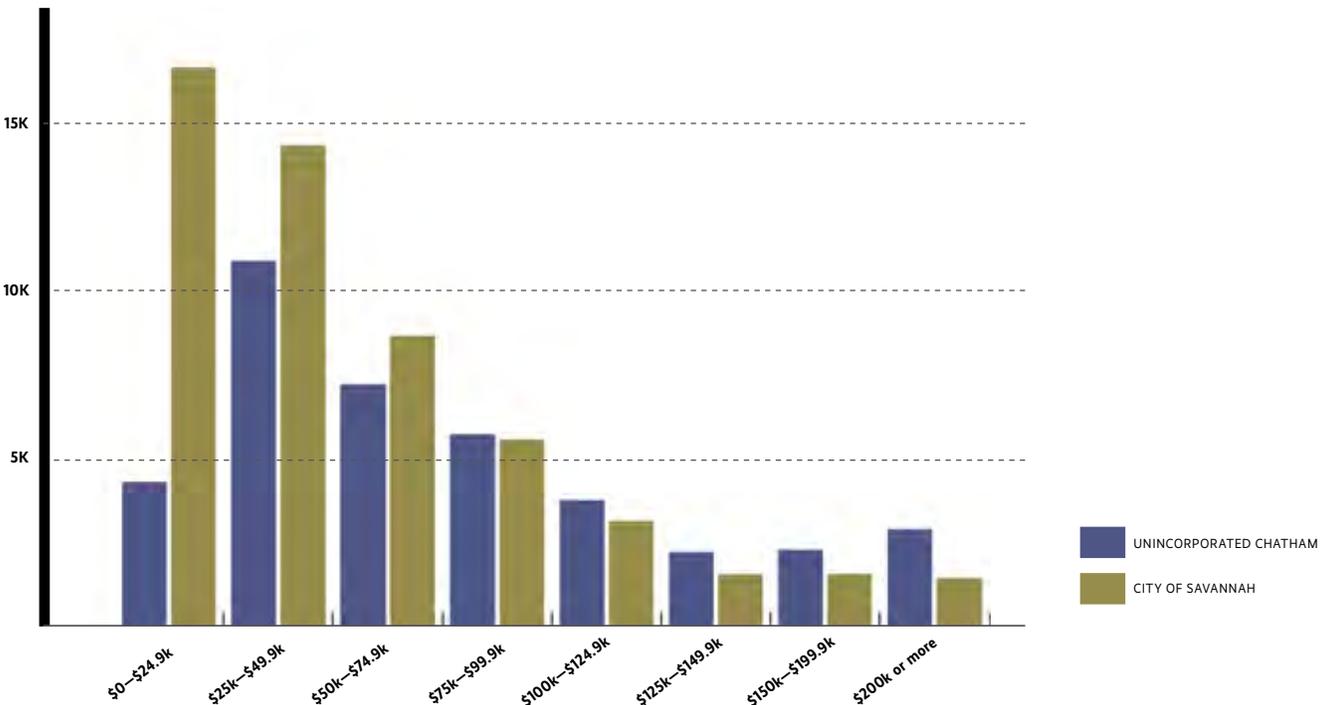
Figure 1.17–Median Household Income in the Past 12 Months (2018 Inflation-Adjusted)
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

MEDIAN HOUSEHOLD INCOME

Legend:
- $0–$24,999
- $25,000–$49,999
- $50,000–$74,999
- $75,000–$99,999
- $100,000–$124,999
- $125,000–$149,999
- $150,000–$200,000
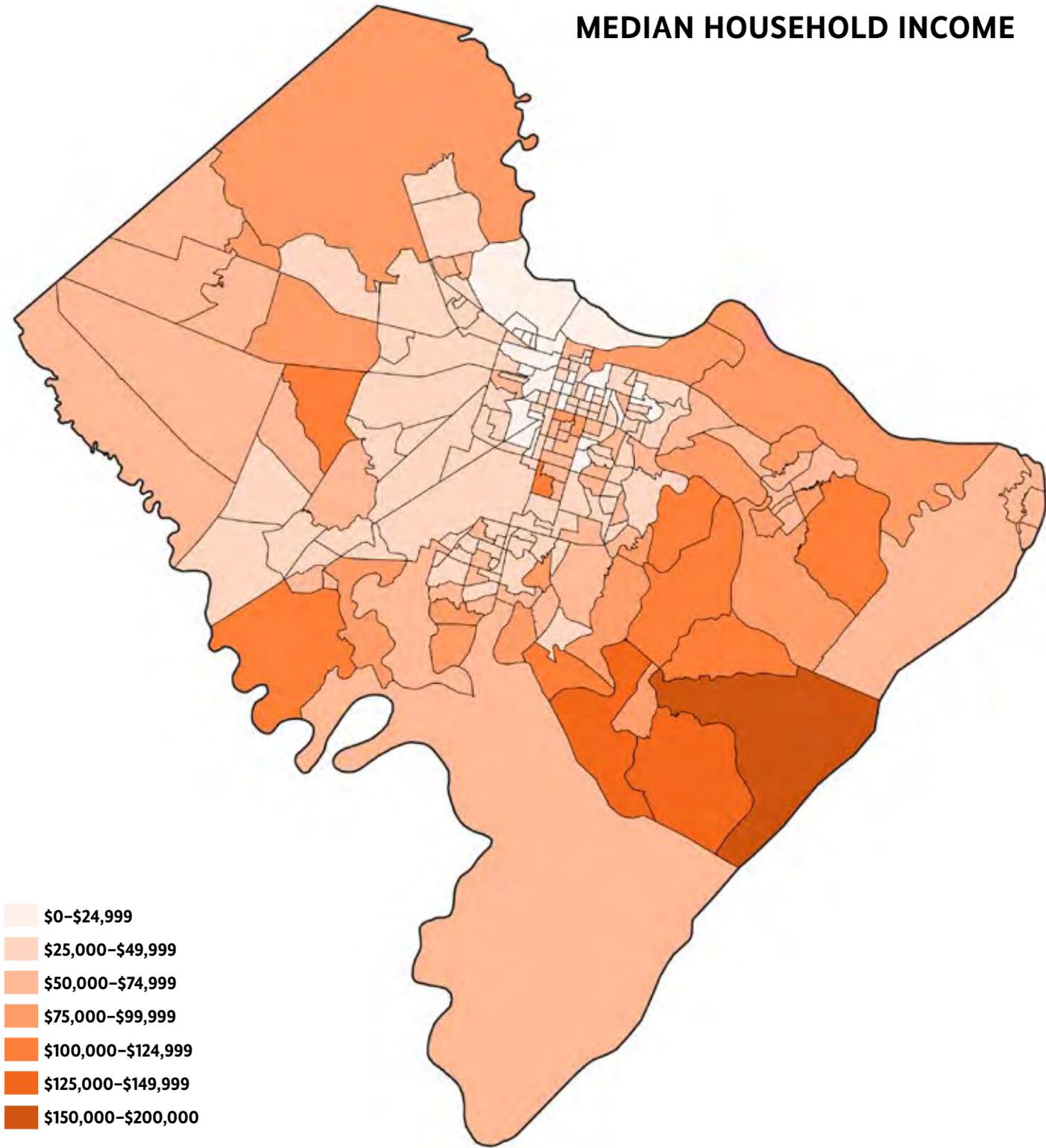
Map 1.3–Median Household Income by Block Group, Chatham County
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

POVERTY

Legend:
- 0–9.9%
- 10–19.9%
- 20–29.9%
- 30–39.9%
- 40–49.9%
- 50–59.9%
- 60–69.9%
- 70–80%
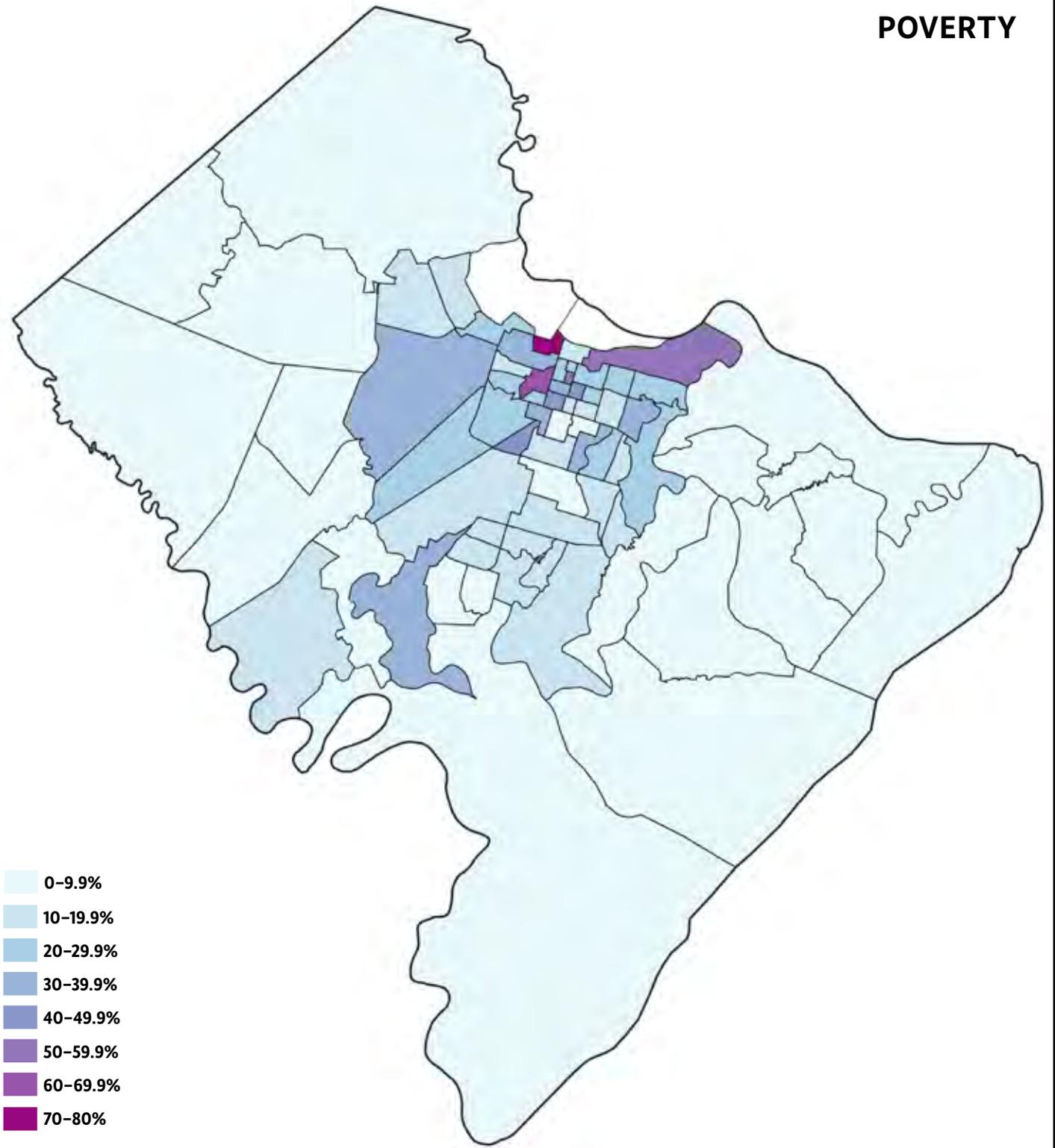
Map 1.4–Percent of People in Poverty by Tract, Chatham County
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Households & Families

From 2000–2010, the average household size in Chatham County shrunk slightly from 2.49 to 2.45 people. This is in line with national trends throughout the 20th Century that saw a long-term decline in household size as families had fewer and fewer children over time. Since 2010, however, average household size in both the county and the country as a whole has increased. In 2014–2018, the average household size in Chatham County was 2.54 people. This rise is likely driven by changes in household composition in recent years; although families are postponing childbearing and having fewer children overall, the share of young adults living with their parents has increased at a greater pace, as has the share of multigenerational households.

In 2014–2018, there were an estimated 36,394 households in unincorporated Chatham County and 53,187 in the city of Savannah. In unincorporated Chatham, families made up 67.6% of households, while 32.4% were people living alone or with other non-family members. Savannah had a lower percentage of family households (56.6%), and one-third of households (33.6%) were made up of people living alone.

Household Characteristics, 2014–2018

Unincorporated Chatham:

36,394
Total Households

City of Savannah:

53,187
Total Households

Population by Household Type 2014–2018

Unincorporated Chatham

| 62% | 4% | 18% | 16% |

City of Savannah

| 39% | 7% | 30% | 24% |

- IN MARRIED-COUPLE FAMILY
- IN MALE HOUSEHOLDER (NO SPOUSE)
- IN FEMALE HOUSEHOLDER (NO SPOUSE)
- IN NONFAMILY HOUSEHOLDS

- IN MARRIED-COUPLE FAMILY
- IN MALE HOUSEHOLDER (NO SPOUSE)
- IN FEMALE HOUSEHOLDER (NO SPOUSE)
- IN NONFAMILY HOUSEHOLDS
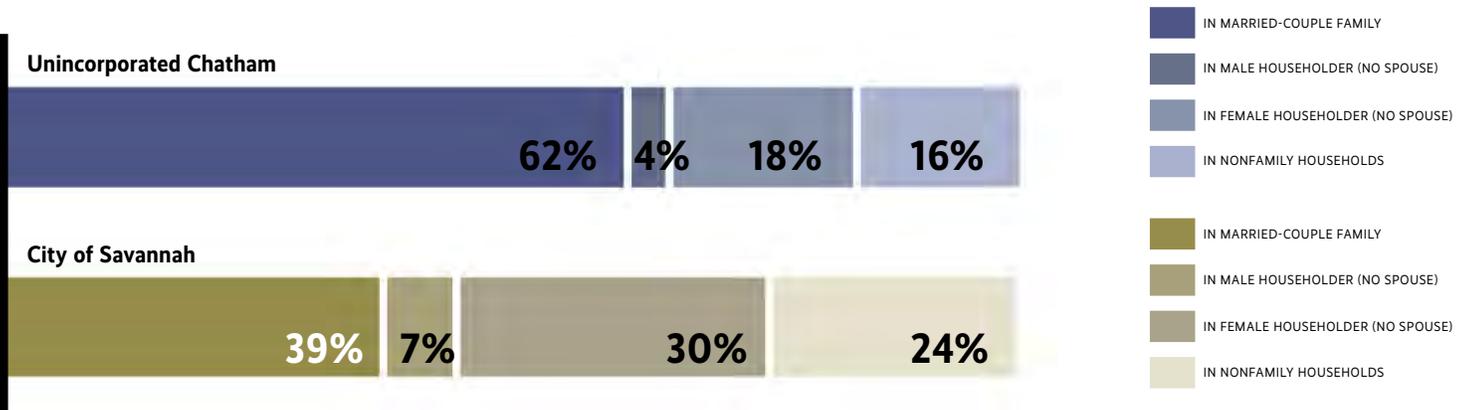
Figure 1.18–Population by Household Type, Unincorporated Chatham & Savannah
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Household Size, 2014–2018

Chatham County:

2.54
Household Size
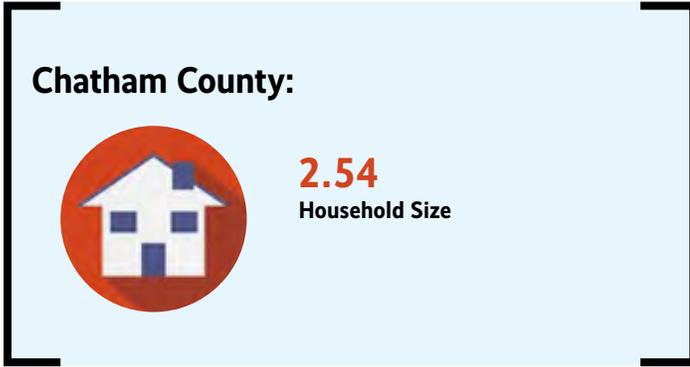
Marital Status, 2014–2018

Divorced 12%

Widowed 6%

Never Married 27%

Now Married 55%
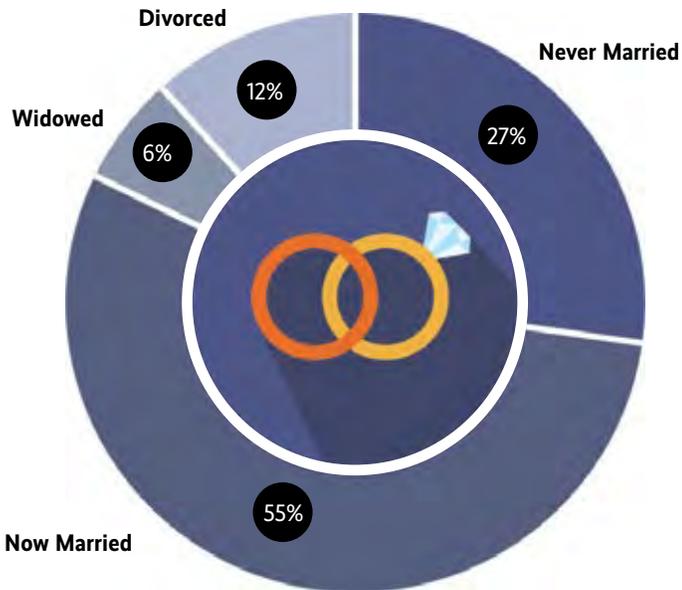
Figure 1.19–Marital Status, Unincorporated Chatham
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Divorced 13%

Widowed 6%

Never Married 47%

Now Married 34%
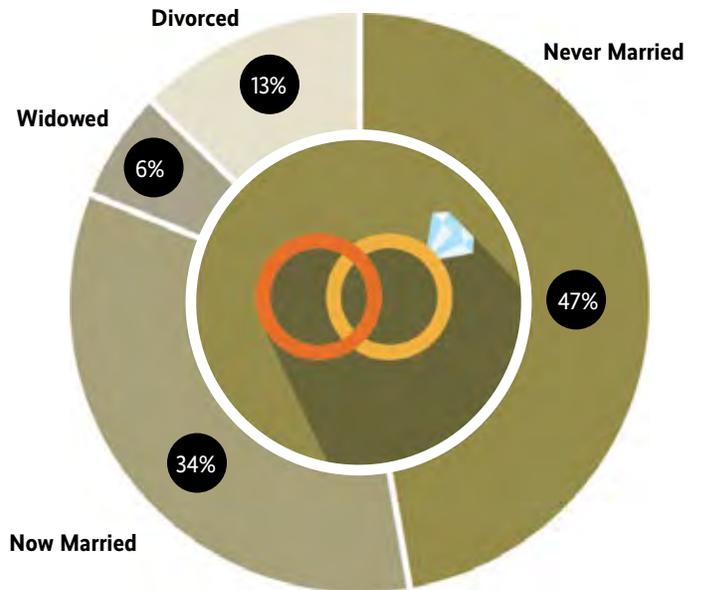
Figure 1.20–Marital Status, Savannah

Housing Units, Ownership, & Tenure

There were an estimated 40,159 housing units in unincorporated Chatham County in 2014–2018. Over 90% of units were occupied, primarily by homeowners (68.3%), with renters inhabiting one out of every three occupied housing units. The estimated rental vacancy rate, or amount of rental stock that is vacant for rent, was 7.5% while the homeowner vacancy rate was just 1.9%. For comparison, the national rental and homeowner vacancy rates for the same year were 6.0% and 1.7%, respectively.

In the city of Savannah, there were 62,236 total housing units in 2014–2018, most of which were single-family houses (62.4%) including both detached and attached residences (i.e., townhouses). Approximately 85.5% of housing units were occupied, with renters making up the majority of occupied housing units (56.1%) compared with homeowners (43.9%). While the rental vacancy rate in Savannah (7.2%) is slightly lower than that of unincorporated Chatham County, the homeowner vacancy rate is much higher at 3.2%.

Housing Units, 2014–2018

Unincorporated Chatham:

40,159
Total Housing Units

City of Savannah:

62,236
Total Housing Units

Housing Tenure & Vacancy, 2014–2018

Owner Occupied
- 24,871
- 23,346

Renter Occupied
- 11,523
- 29,841

Vacant
- 3,765
- 9,049

UNINCORPORATED CHATHAM
CITY OF SAVANNAH
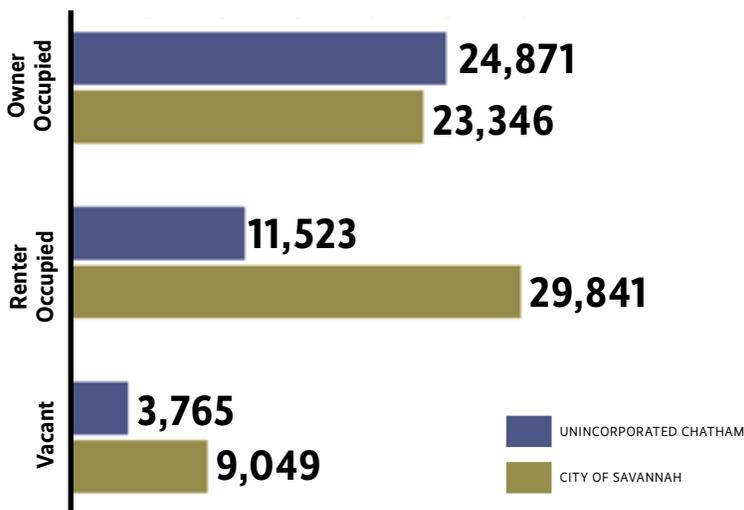
Figure 1.21–Housing Tenure & Vacancy
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Housing Occupancy

As more people have moved into the Chatham County area, the number of housing units has increased along with the population.

In unincorporated Chatham County, there were an estimated 40,000 housing units according to the 2018 American Community Survey (ACS) 5-Year Estimates, with an occupancy rate of over 90% and a vacancy rate of 9%. In the city of Savannah, there were an estimated 62,000 housing units, 85.5% of which are occupied while 14.5% are vacant. The percentage of occupied and vacant housing units has remained consistent since the year 2000.

Housing Types, 2014–2018
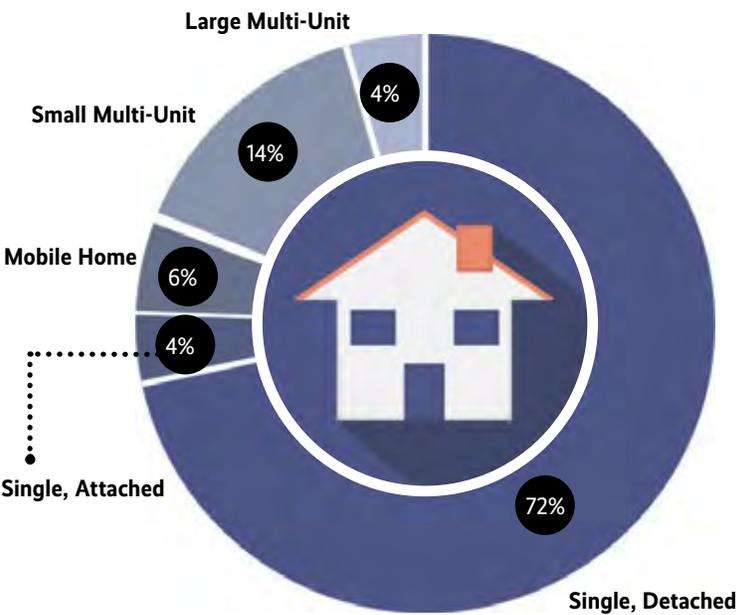
Figure 1.22–Housing Type, Unincorporated Chatham
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates
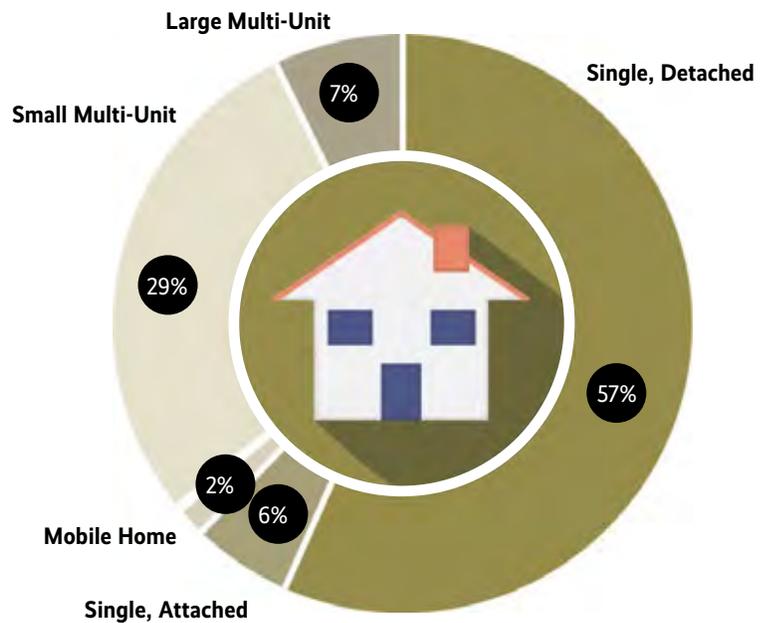
Figure 1.23–Housing Type, Savannah

OWNER-OCCUPIED HOUSING

Legend:
- 0–19%
- 20–39%
- 40–59%
- 60–79%
- 80–100%
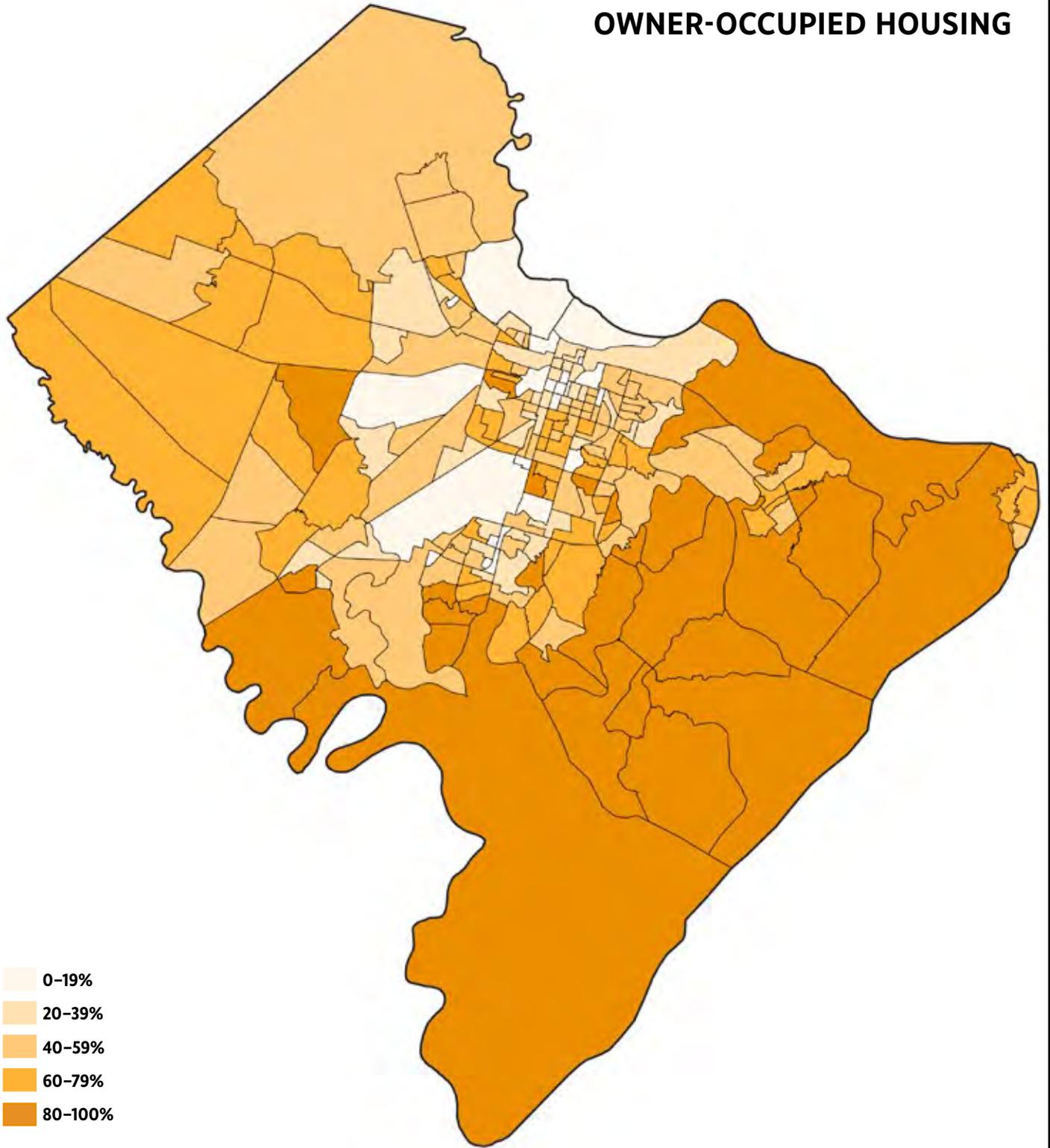
Map 1.5–Percentage Owner-Occupied Housing by Block Group, Chatham County
U.S. Census Bureau: 2018 American Community Survey 5–Year Estimates

RENTER-OCCUPIED HOUSING

Legend:
- 0–19%
- 20–39%
- 40–59%
- 60–79%
- 90–100%
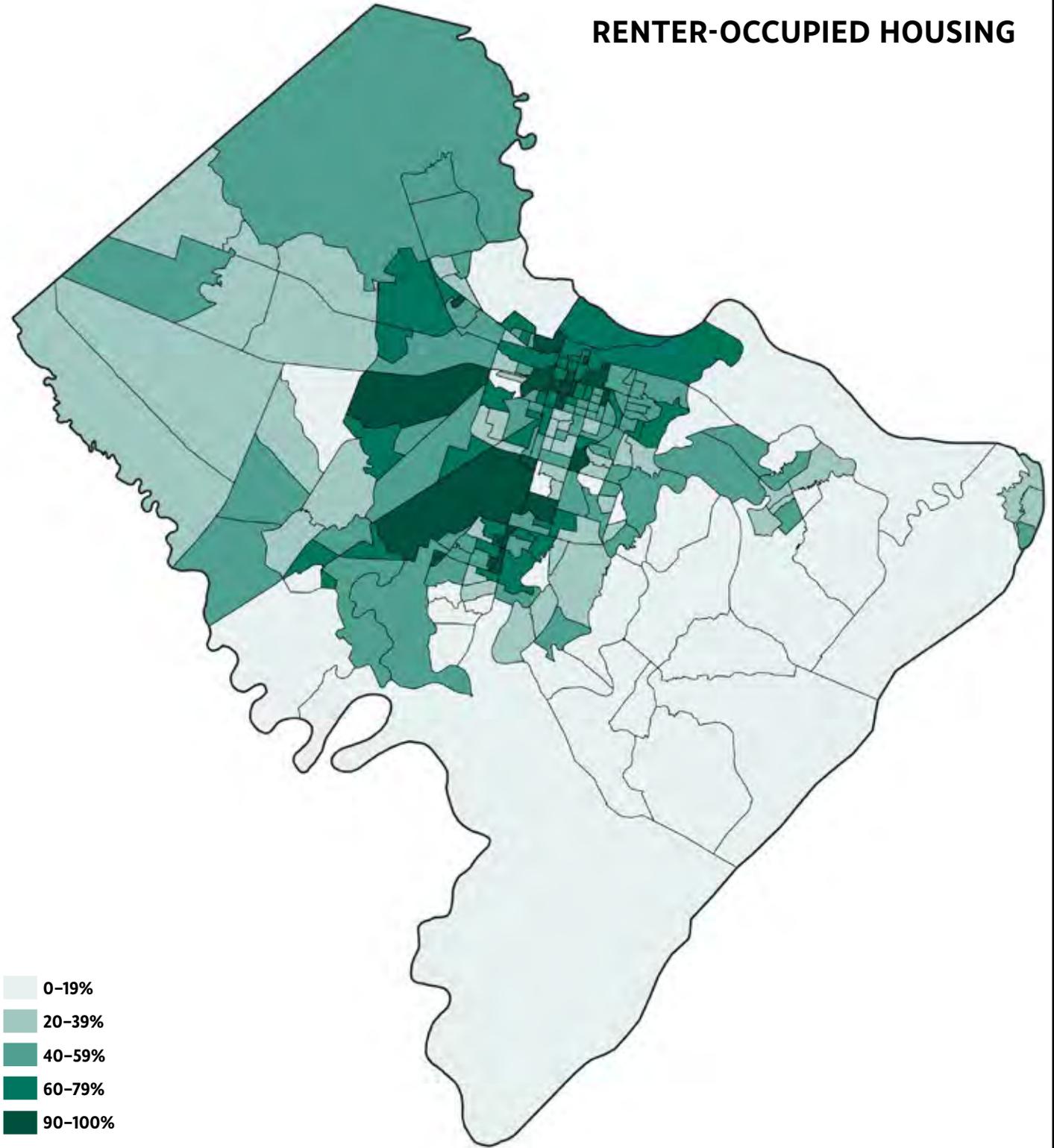
Map 1.6–Percentage Renter-Occupied Housing by Block Group, Chatham County
U.S. Census Bureau: 2018 American Community Survey 5–Year Estimates

Housing Value & Costs

In 2014–2018, the median property value of owner-occupied residences in unincorporated Chatham County was $221,446; in the city of Savannah it was $151,000. In unincorporated Chatham, the two-thirds of owner-occupied units that had a mortgage spent roughly $1,596 per month on housing costs, while those without a mortgage spent $658 per month. Of households with a mortgage, 27.3% 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 sizeable decrease from 2009–2013, when 36.6% of households with a mortgage were cost burdened.

For renters in unincorporated Chatham County, the median gross rent was $1,170 in 2014–2018, and 42.8% of rental households were cost-burdened, down 7.6 percentage points from the share of cost-burdened renters in 2009–2013. In Savannah, the 64.5% of owner-occupied households that had a mortgage typically spent about $1,312 per month on housing costs compared with $448 for households without a mortgage. One in three owner-occupied households (33.5%) was considered cost-burdened, down from 42.8% in 2009–2013. The median rent in 2014–2018 was $977, and more than half of all rental households in the city were cost-burdened (55.4%), down from 60.4% in 2009–2013.

The proportion of cost-burdened homeowners and renters in Savannah is an indication that local wages are not keeping pace with rising housing costs (and likely cost of living) in the area, and that housing affordability is an issue for renters in particular.

Housing Characteristics, 2014–2018

Unincorporated Chatham:

$221,446
Median Housing Value
$1,170
Median Gross Rent

City of Savannah:

$151,000
Median Housing Value
$977
Median Gross Rent

MEDIAN HOME VALUE

	0–$124,999
	125,000–$249,999
	250,000–$374,999
	375,000–$499,999
	500,000–$624,999
	625,000–$749,999
	750,000–$874,999
	875,000–$1,000,000
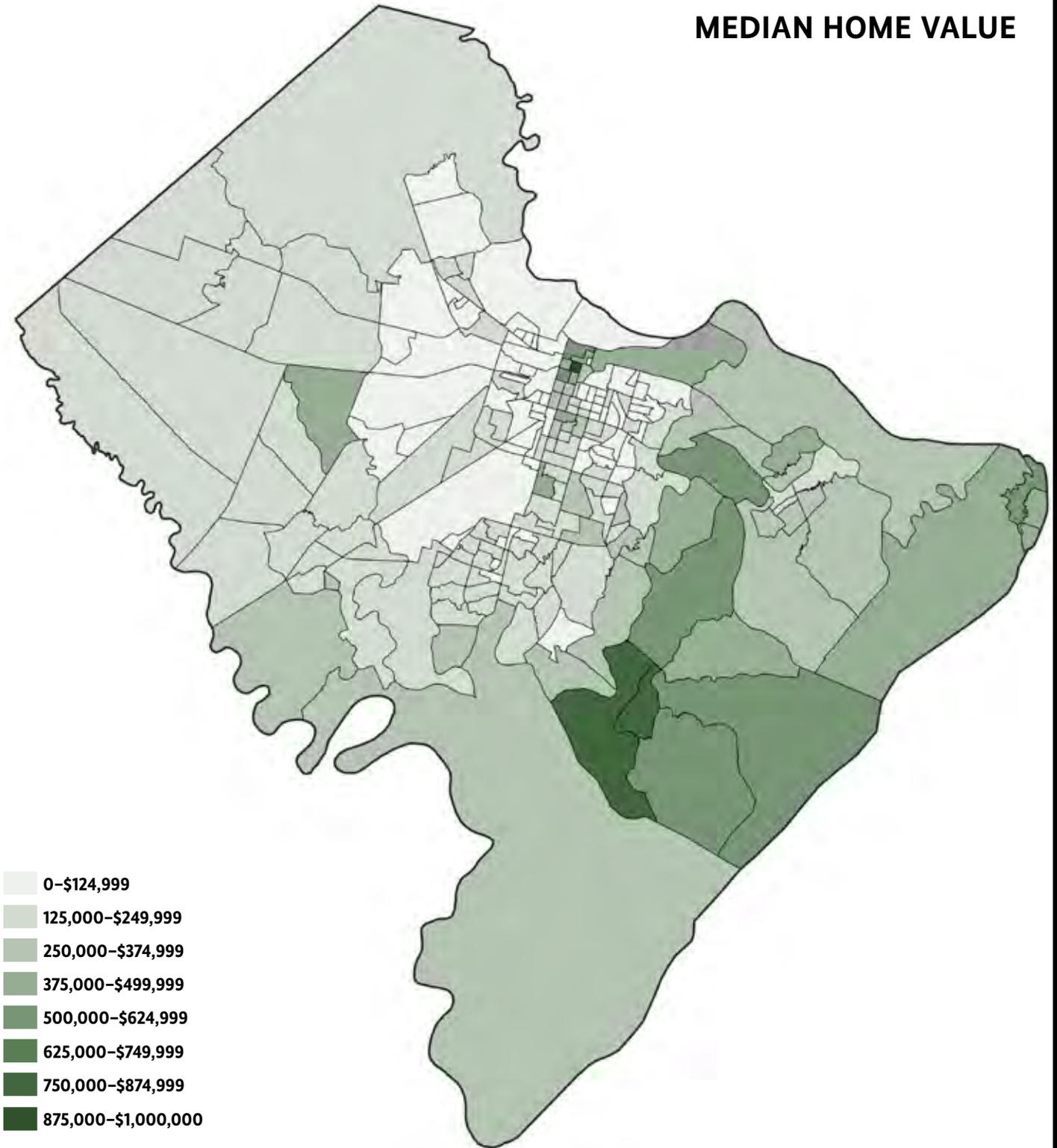
Map 1.7–Median Home Value by Block Group, Chatham County
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Residential Construction

The construction of residential buildings is generally a good indicator of a community's growth. There has been a steady pace of building in both Chatham County and the city of Savannah in recent years, with the majority of new construction being single family detached homes.

Figure 1.24 shows the recent residential construction trends in unincorporated Chatham County and Savannah. Estimating the population based on the number of building permits is useful in planning for roads, parks and other amenities, schools, infrastructure, utilities, and services.

Residential Construction Permit Trends, 2018–2020

Year	Unincorporated Chatham	City of Savannah
2018	2,208	1,235
2019	2,195	1,285
2020	2,668	1,337

Legend: ■ UNINCORPORATED CHATHAM ■ CITY OF SAVANNAH
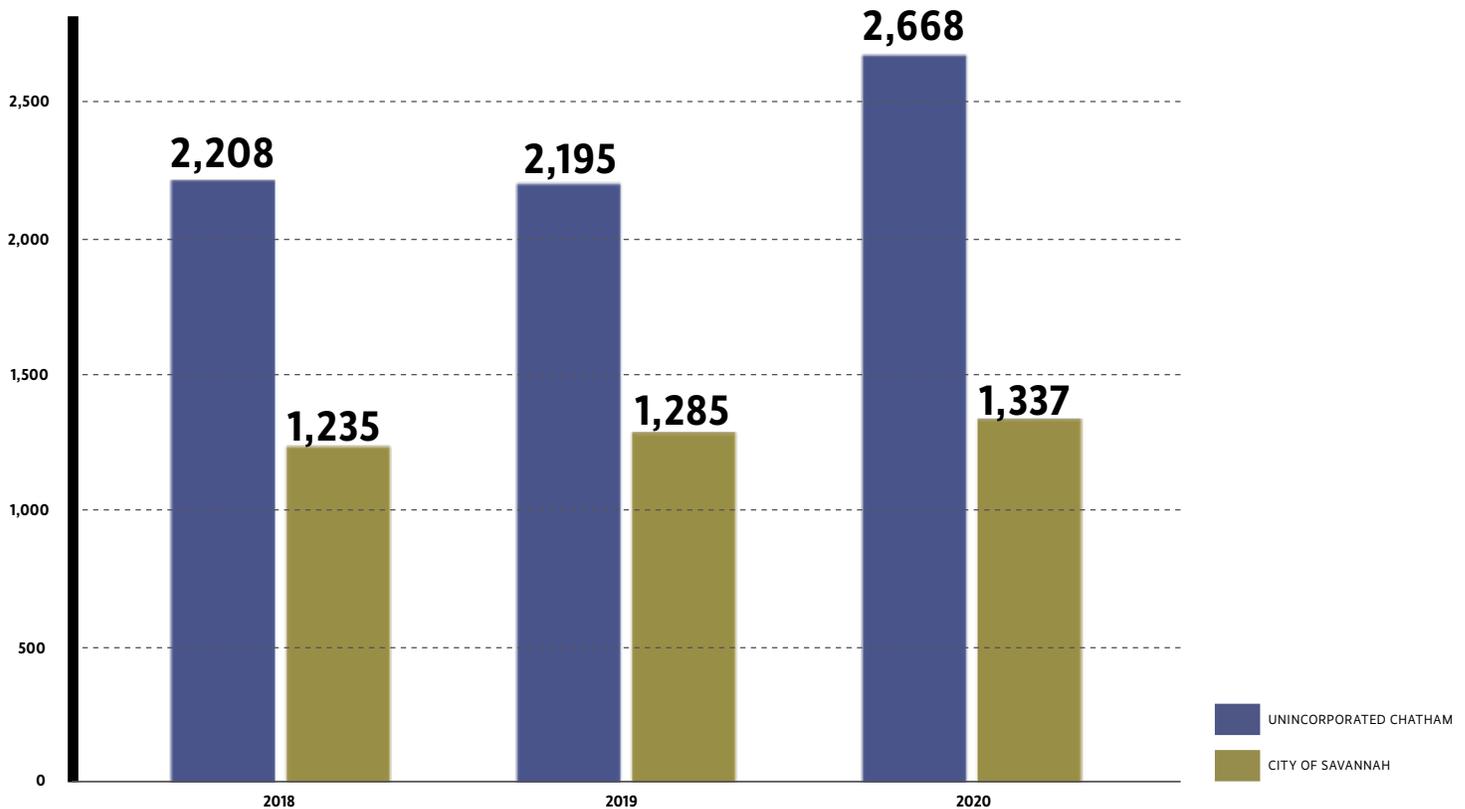
Figure 1.24–Residential Construction Permits, Unincorporated Chatham & Savannah
Chatham County Building Safety & Regulatory Services

RESIDENTIAL DEVELOPMENT PATTERN

Residential Construction Pre–1940s
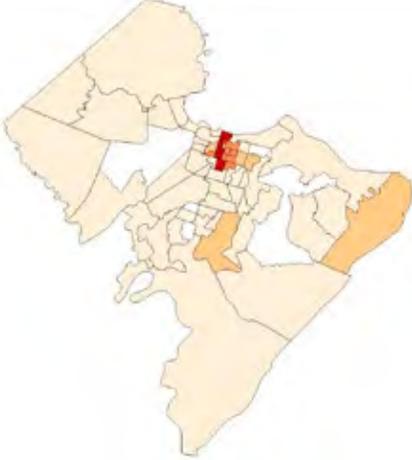
Residential Construction 1940s
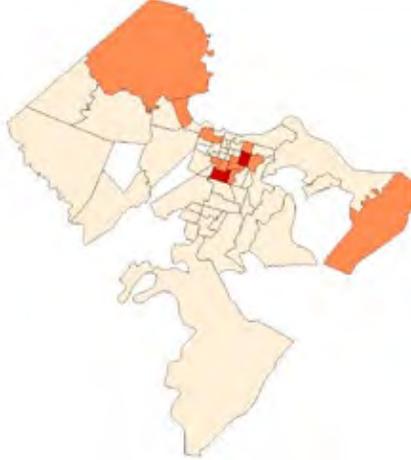
Residential Construction 1950s
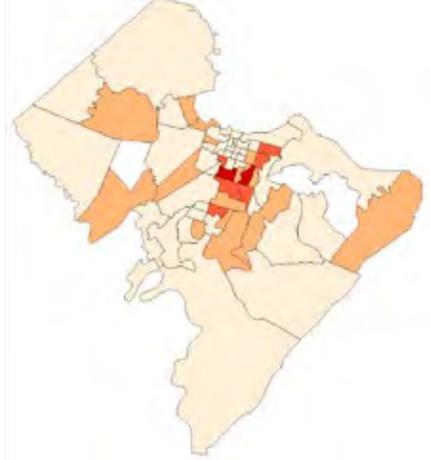
Residential Construction 1960s
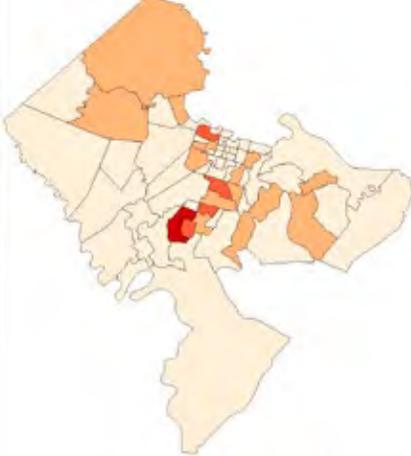
Residential Construction 1970s
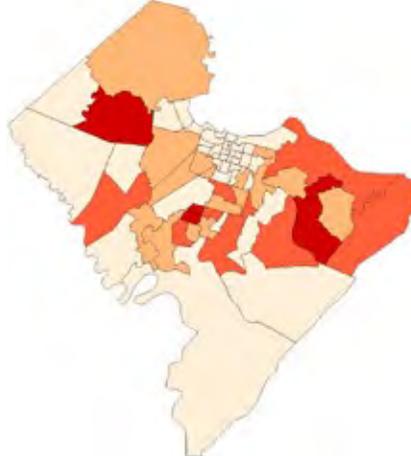
Residential Construction 1980s
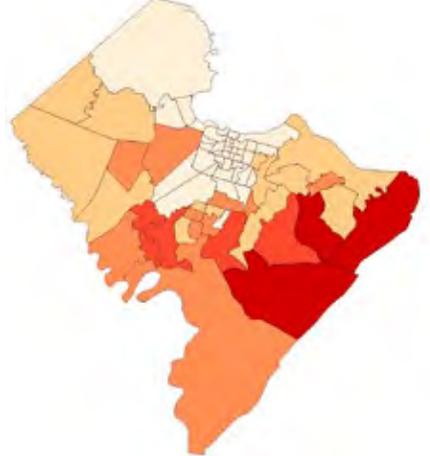
Residential Construction 1990s

Residential Construction 2000s

- 0–199
- 200–399
- 400–599
- 600–799
- 800–1,599
- 1,600–1,799
- 1,800–2,599
- 2,600–4,599
- 4,600–4,800
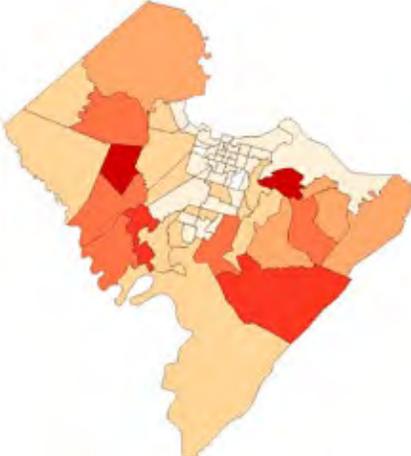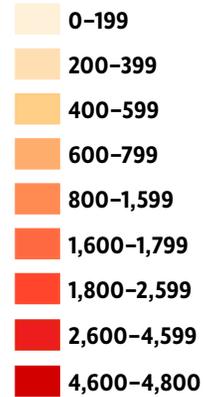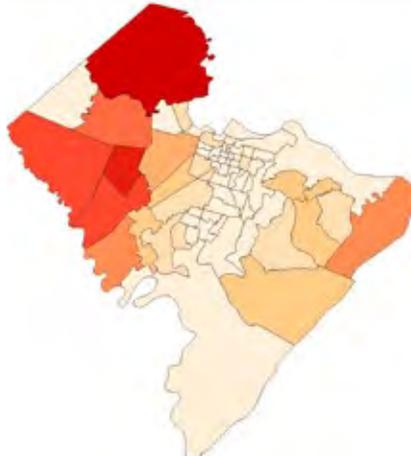
Educational Attainment

People over age 25 in unincorporated Chatham County had a higher level of educational attainment than the average U.S. resident in 2014–2018. Ninety-three percent (93.0%) of residents had at least a high school diploma or high school equivalency, and 41.7% held a bachelor's degree or higher. This is about the same proportion as in 2009–2013, when 92.8% of residents had a high school diploma and 39.3% had a bachelor's degree or higher.

In the city of Savannah, most people over age 25 were high school graduates (87.0%), while 28.1% of residents held a bachelor's degree or higher. Figure 1.25 & 1.26 illustrates the breakdown of educational attainment in unincorporated Chatham and the city of Savannah. These percentages are roughly the same as in 2009–2013, when 85.6% of residents were high school graduates and 26.1% had a bachelor's degree or higher.

Educational Characteristics, 2014–2018

Unincorporated Chatham:

93%
At Least a High School Diploma

41.7%
Bachelor's Degree or Higher

City of Savannah:

93%
At Least a High School Diploma

41.7%
Bachelor's Degree or Higher

Educational Attainment, 2014–2018
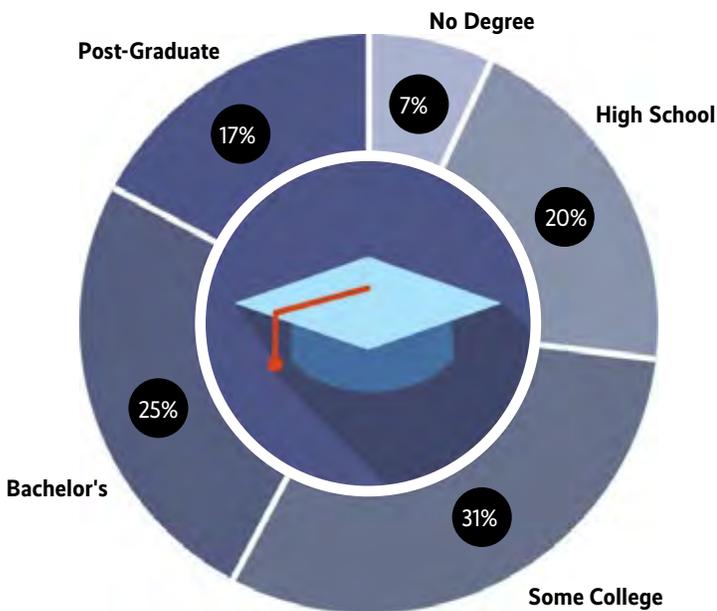
Figure 1.25–Educational Attainment, Unincorporated Chatham
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates
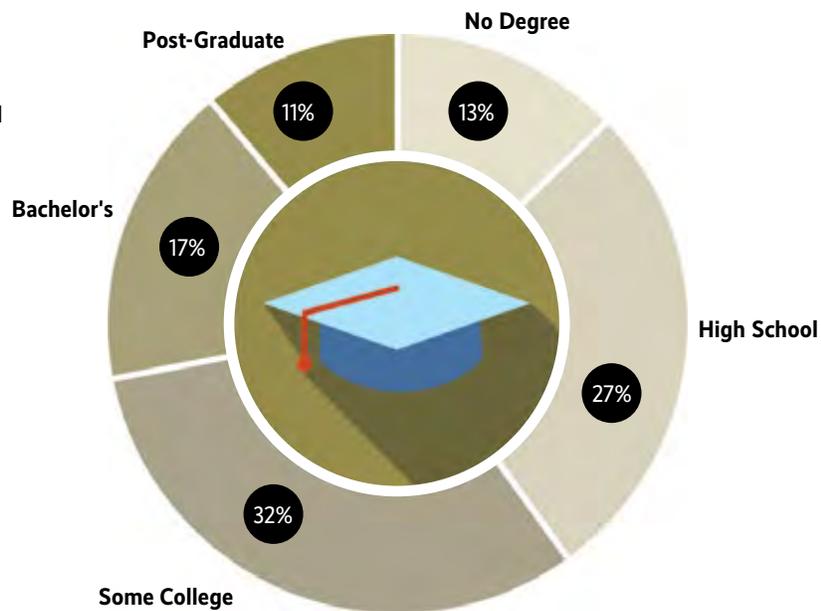
Figure 1.26–Educational Attainment, Savannah

BACHELORS DEGREE OR HIGHER

0–19%
20–39%
40–59%
60–80%
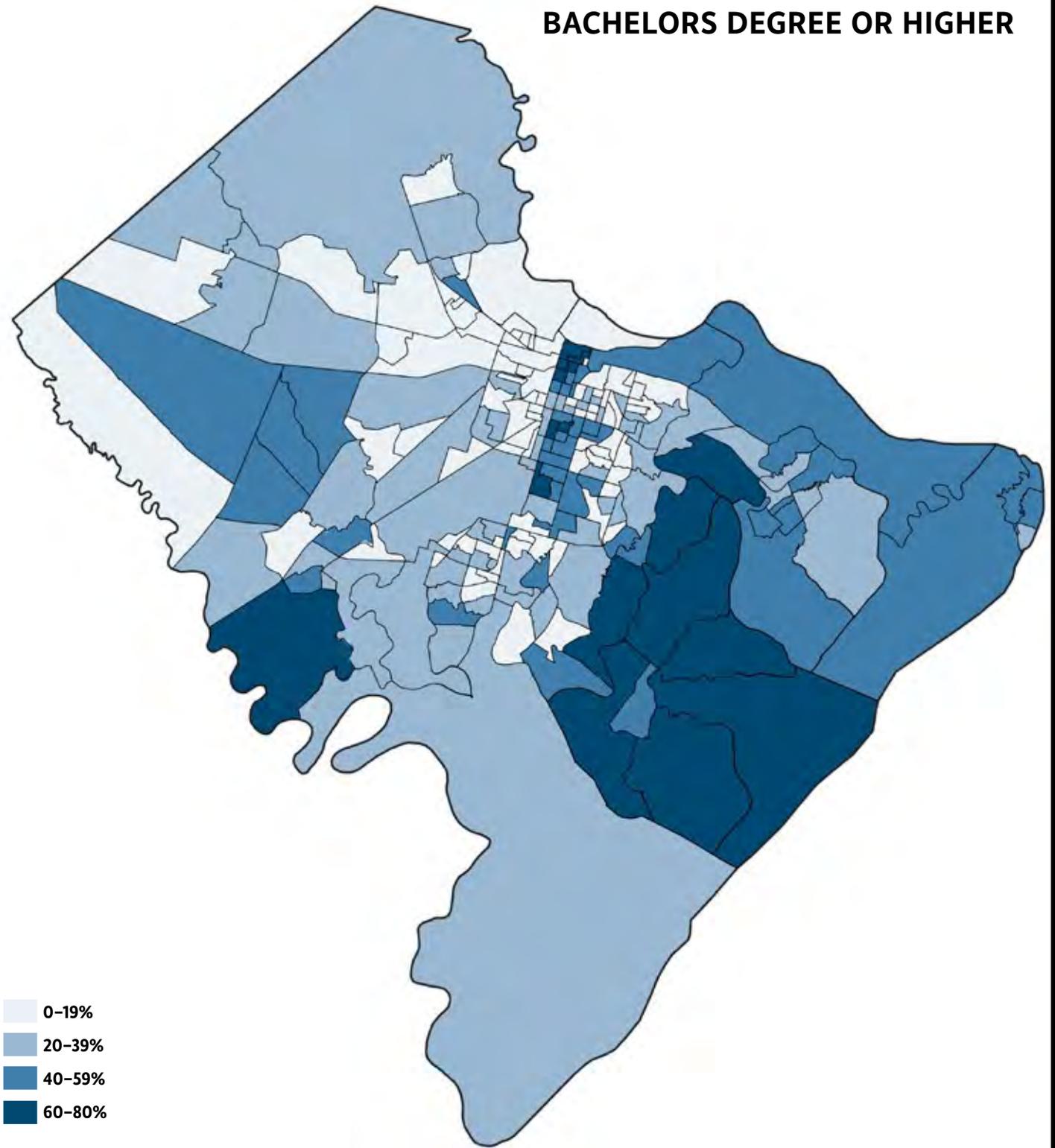
Map 1.8–Percentage Bachelors Degree or Higher by Block Group, Chatham County
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Nativity

In 2014–2018, 94.0% of the population in both unincorporated Chatham County and the city of Savannah were U.S. natives and 6.0% were foreign-born. Of those residents born outside the United States, almost three quarters came from Asia and Latin America (including the Caribbean, Central America, and South America). This was also true in 2009–2013, though immigrants in 2014–2018 were much more likely to be from Asia and less likely to be from Latin America compared to 2009–2013. Figure 1.27 shows the region of birth for foreign-born residents in more detail.

Place of Birth for Foreign Born, 2014–2018

Asia	**37.8%** (Unincorporated Chatham)
	41.6% (City of Savannah)
Latin America	**30.2%** (Unincorporated Chatham)
	32.9% (City of Savannah)
Europe	**17.1%** (Unincorporated Chatham)
	14.2% (City of Savannah)

UNINCORPORATED CHATHAM

CITY OF SAVANNAH
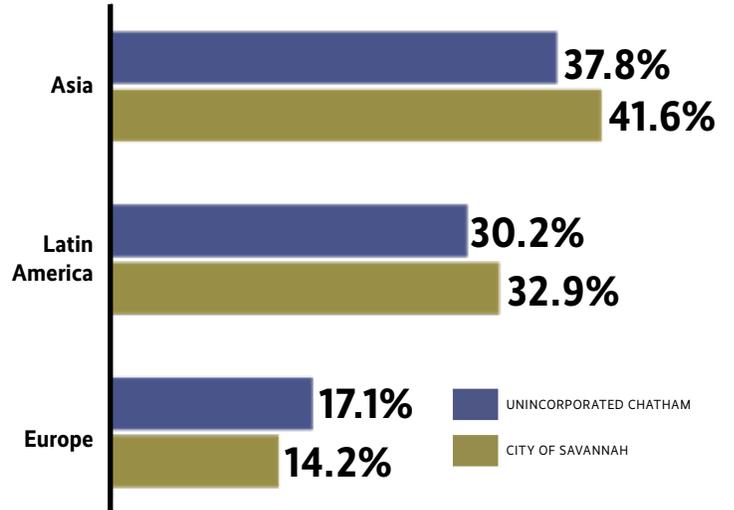
Figure 1.27–Foreign Born Place of Birth
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Languages Spoken at Home, 2014—2018

Other 5%
Spanish 6%
English 89%
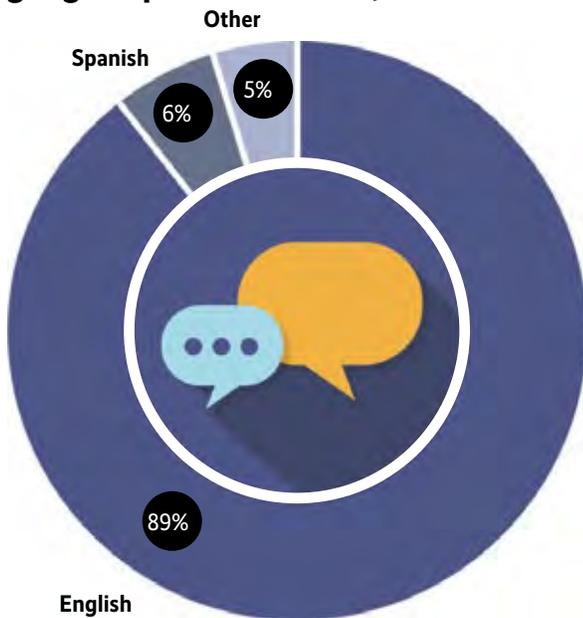
Figure 1.28–Language Spoken at Home, Unincorporated Chatham
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Other 5%
Spanish 5%
English 90%
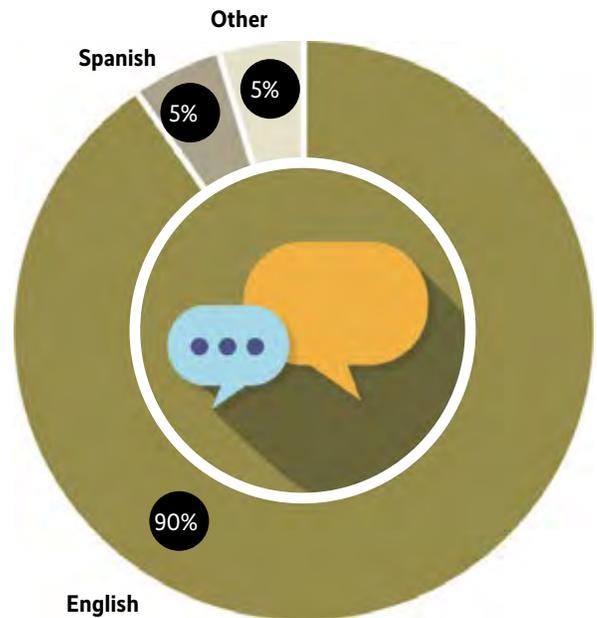
Figure 1.29–Language Spoken at Home, Savannah

Veteran Status

In 2014–2018, approximately 11.3% of adults living in unincorporated Chatham County and 8.8% of adults living in Savannah were veterans. Both areas had a larger proportion of veterans than the state of Georgia (8.2%) and the country as a whole (7.5%). Additionally, local veterans are younger than the national average—53 years old compared with 58 years old— and have served in the military more recently. The period of military service for veterans living in unincorporated Chatham and the city of Savannah is shown in Figure 1.30.

Note that veterans may have served in more than one of the periods listed, percentages in the graphs represented may not sum to 100%.

Veteran Characteristics, 2014–2018

Unincorporated Chatham:

22,982
Total Veteran Population

City of Savannah:

9,916
Total Veteran Population

Military Service for Adult Veterans
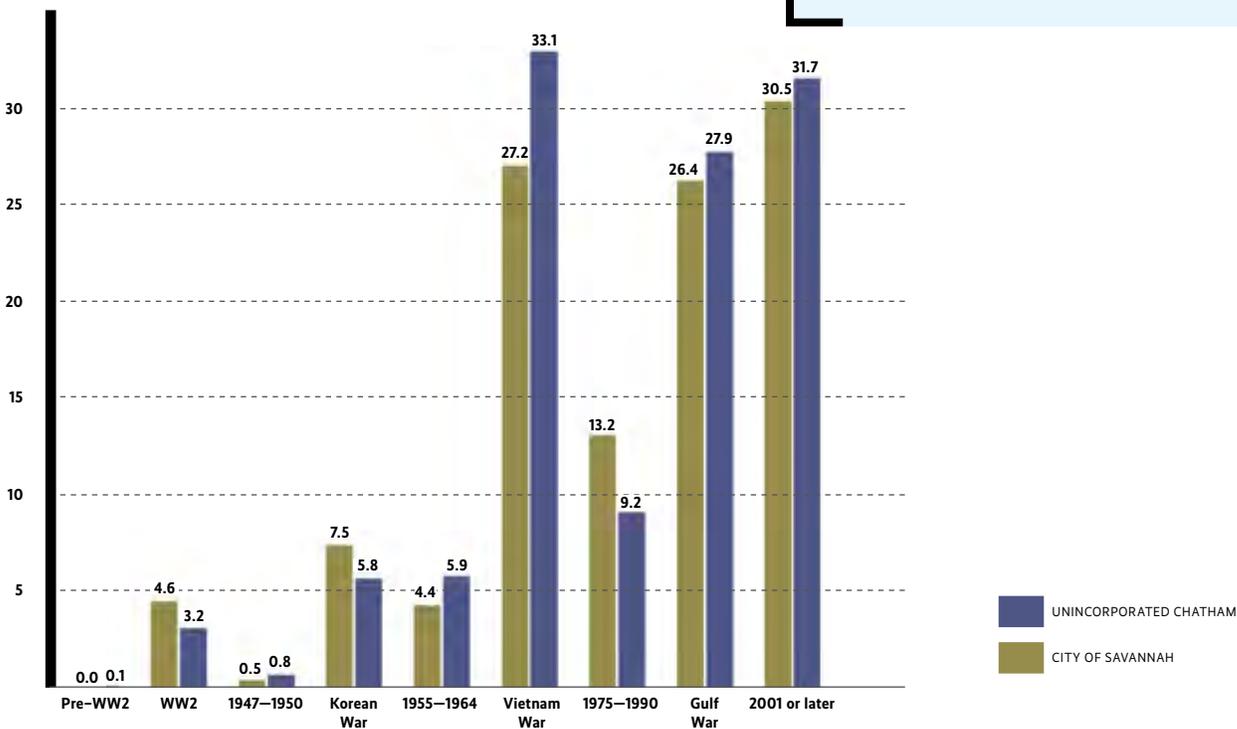
Figure 1.30–Period of Military Service for Adult Veterans, Unincorporated Chatham & Savannah
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

CHATHAM COUNTY & SAVANNAH GROWTH

Planned Town Era

1790—Oglethorpe's Grid

The city of Savannah was created around a system of wards, which were part of a larger integrated regional land system. Each ward included a central square surrounded by building lots for residences and trust lots reserved for public buildings. The result was a dense urban pattern that was centered around walkability.

Streetcar Era

1870—The First Ring Suburb

The introduction of the streetcar in the late 1800s had an enormous impact on the growth of the city, resulting in new development patterns that shaped the city's "first ring" suburbs. Lot sizes doubled, the public realm shrank, and the ward structure changed to one composed of rectangular blocks.

1790
10,769 pop.

1870
41,279 pop.
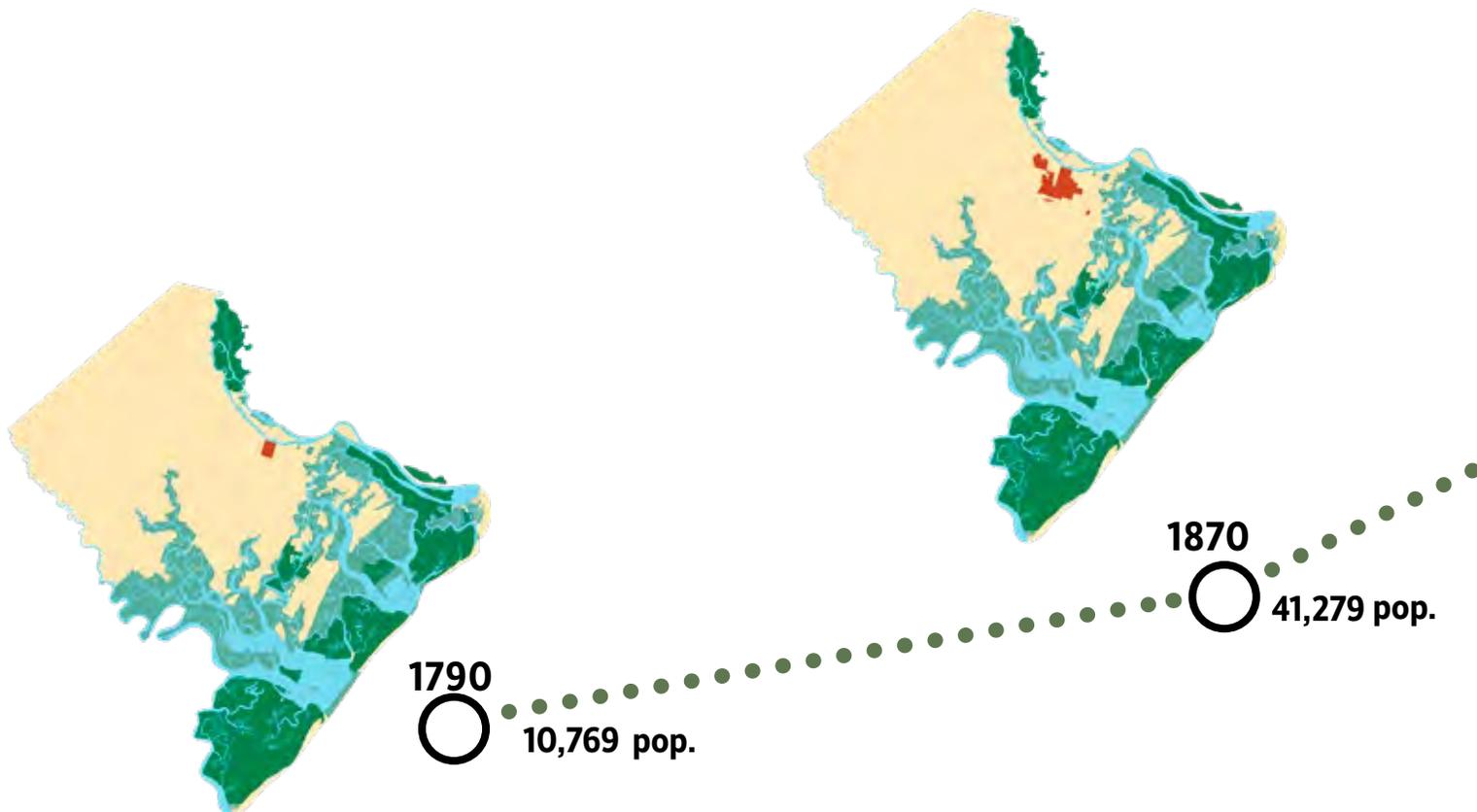
Modern Automobile Era

1950—Automobile Dependence

By the 1950s, automobile dependence was in full effect. People relied on their automobile to travel to work and for accessing goods and services. This post-war era gave rise to the Baby Boom, which spurred a great economic and development expansion. This fueled the suburbs rapidly, reaching out farther and farther from the original core.

2018

289,430 pop.

Amenity Community Era

2018—Quality of Life

A new era of reduced automobile dependence and increasing mobility options is slowly emerging and producing alternative forms of development, including neo-traditional development, conservation subdivisions, high-amenity communities, and town centers. Combinations and reformulations of these types of development will likely create new land use patterns distinctly different from earlier suburban patterns.

1950

151,481 pop.

1940

100,032 pop.

Early Automobile Era

1940—Post-War Expansion

While automobiles were introduced late in the nineteenth century, their impact on development patterns in the region was not felt until the 1920s. As the automobile stimulated a "Second Ring" suburb, greater mobility offered developers far more opportunities to develop beyond the urban fringe.

COVID-19 Pandemic

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

As of February 2021, the employment rate in the county had decreased 5.8% compared with January 2020. These job losses have been concentrated primarily in low and middle wage jobs; in fact, the employment rate among workers in the top wage quartile has been above January 2020 levels since statewide "stay at home" orders were lifted on April 30, 2020. Workers in the bottom wage quartile, however, have remained hardest hit; between mid-March and mid-April 2020, the employment rate for low wage jobs dropped nearly 45%.

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

Small businesses have also been negatively impacted by the COVID-19 pandemic. As of February 2021, 33% fewer small businesses were open in Chatham County compared with January 2020, and total small business revenue had decreased by 38.5%. By mid-March 2021, however, total consumer spending in Chatham County had nearly rebounded back to pre-pandemic levels.

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

- The total time spent at grocery stores increased 2.9%
- Total time spent in parks increased 64.7%
- Total time spent at retail and restaurant locations increased 1.6%
- Total time spent at transit locations decreased 24%
- Total time spent in the workplace decreased 29.6%

Percent Change in Employment
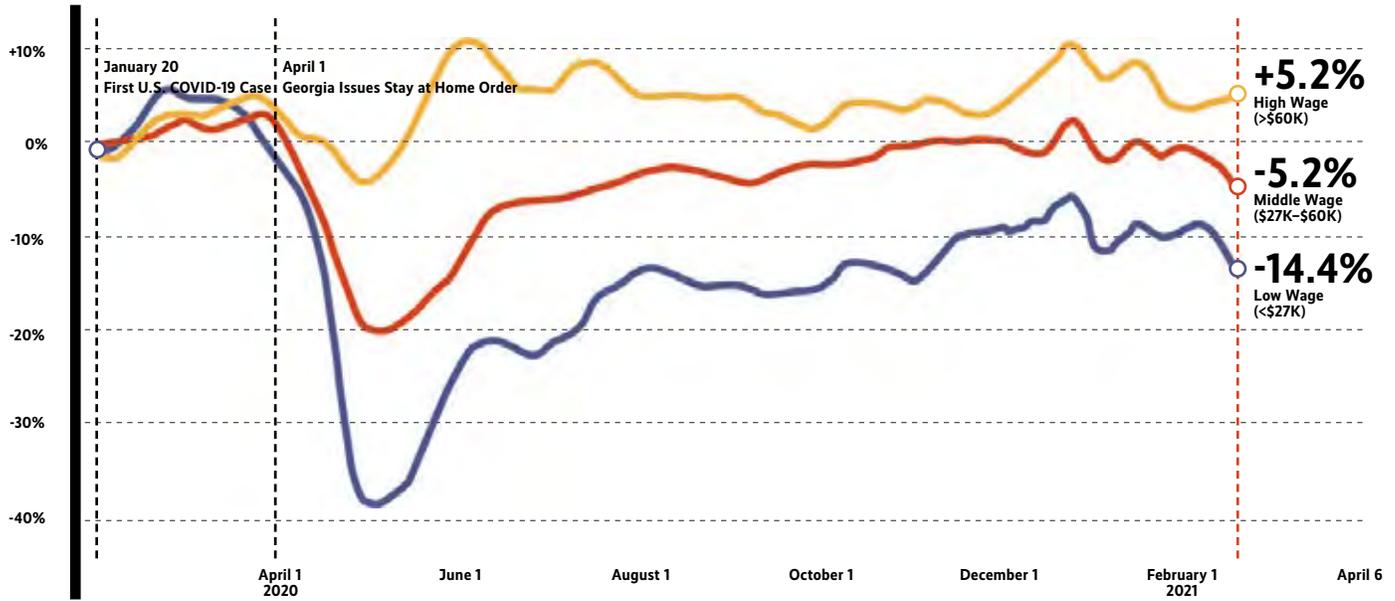
Figure 1.31–Percent Change in Employment, Chatham County
Opportunity Insights Economic Tracker; Earnin; Intuit; Kronos; Paychex

Time Spent Outside Home
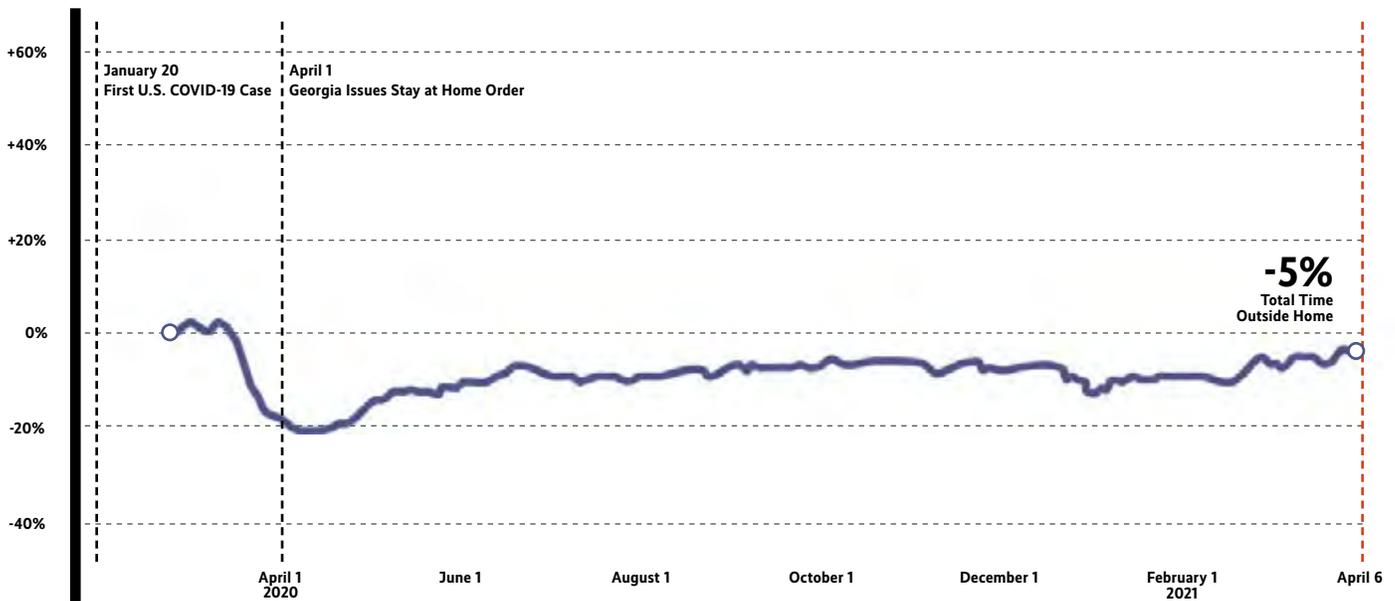
Figure 1.32–Percent Change in Time Spent Outside Home, Chatham County
Opportunity Insights Economic Tracker; Google: COVID-19 Community Mobility Reports

Data & Calculations

All data presented in the Community Profile are for unincorporated Chatham County and the city of Savannah unless otherwise noted. Most of these data are from the U.S. Census Bureau's American Community Survey (ACS) multiyear estimates covering the 2014–2018 period (the most current publicly available ACS multiyear data at the time of access). ACS 5-year estimates represent data collected over a period of 60 months, and describe the general social, economic, housing, and demographic characteristics of a geographic area over that entire period of time. These multiyear estimates offer the additional benefit of having smaller margins of error and being more statistically reliable than the single-year estimates also published by the ACS. The 2018 ACS 5-year estimates in the Plan 2040 Community Profile are based on municipal boundaries as of January 1, 2018. To better understand trends within the county, it is important to only use non-overlapping periods of the ACS multiyear estimates. Therefore, the 2013 5-year ACS data covering the years 2009–2013 is used throughout the chapter to compare data over time.

The Census Bureau publishes ACS 5-year data for multiple different geographies, including counties, cities/towns, census tracts, and block groups (among many others). While ACS data for the city of Savannah were obtained directly from the Census Bureau, estimates for Unincorporated Chatham County—a non-standard geographic area for which ACS data are not explicitly published—had to be derived separately. Typically, this is done by aggregating data for smaller geographic units such as tracts up to the desired geographic level. In Chatham County, however, this method was not suitable because municipal boundaries do not line up with the boundaries of any smaller geographic units.

In general, most of the statistics for unincorporated Chatham County were calculated using the following steps:

1. Data was downloaded for each of the eight municipalities in Chatham County as well as for Chatham County as a whole

2. The data was summed across all of the municipalities

3. The sum for the municipalities was subtracted from the value for Chatham County as a whole

Additional statistical calculations were completed to obtain margins of error for all derived estimates. For more information about this process, or any other calculations in the Community Profile, please contact the Advance Planning Department of the Chatham County—Savannah Metropolitan Planning Commission.

Other key data sources include: U.S. Census Bureau (Decennial Censuses, Longitudinal Employer-Household Dynamics, Population Estimates Program), U.S. Bureau of Economic Analysis, Opportunity Insights, as well as several departments and offices of the state of Georgia.

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COMMUNITY GOALS
ELEMENT

02

COMMUNITY GOALS

Introduction

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

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

PLAN 2040 VISION & GOALS

Introduction

The Vision and Goals are the product of public involvement and identify Plan 2040's direction for the future and are intended to serve as a guide to unincorporated Chatham and Savannah officials in day-to-day decision making. They are the product of public involvement and the following components:

Each of these components was previously established in the county and city's prior Comprehensive Plan; however, through the Plan 2040 update process, community members were given an opportunity to revisit and update each component.

The Vision

The Vision paints a picture of what Chatham County and Savannah desire to become. The vision statements being offered were refined through discussions with the MPC subcommittee, stakeholders, and participants.

The vision statements are supported by the goals created to help shape Chatham County and Savannah's future development.

Goals

Goals are long-term outcomes the county and city hope to achieve by implementing the Comprehensive Plan. They are aspirational, expressing Chatham and Savannah's collective desires and values for the future.

The community identified a number of goals to achieve in order to make Chatham and Savannah's vision a continuing reality. The following goals represent the recurring themes, and like the vision statement, were derived from a review process involving county and city staff, the community advisory committee, and members of the public.

Quality of Life

Natural Resources

Economic Development

PLAN
2040
ADVANCING TOGETHER
REDEFINING TOMORROW

Transportation

Land Use

Housing

ECONOMIC DEVELOPMENT
In 2040...

Unincorporated Chatham County & Savannah are anchors to a thriving, business-friendly, regional economy in which all workers are prepared for quality jobs, and residents feel empowered to attain a high quality of life

GOALS:

1. Using accurate and reliable data, link current and projected needs of employers through the development of apprenticeship and vocational programs for the placement of individuals with quality employment leading to self-sufficiency

2. Foster a positive environment that provides opportunities for all businesses

3. Increase economic mobility by reducing barriers and creating opportunities for quality employment for young adults, the economically disadvantaged, justice involved, and individuals with behavioral health needs

4. Implement outreach and programming that lead to economically inclusive entrepreneurial growth and innovation through the enhanced presence of small business support services and collaboration among local businesses

5. Become a community with economically vibrant, safe neighborhoods and commercial centers

LAND USE
In 2040...

Unincorporated Chatham County & Savannah are healthy and safe places to live, work, play and raise a family, and have social and economic values that integrate the area's history, natural resources, efficient government, and public mobility system

GOALS:

1. Establish growth policies for the city of Savannah that seek to guide development and redevelopment in a responsible manner, encouraging compact development, walkable neighborhoods, increased connectivity, and open space preservation

2. Identify and prioritize future annexations that are regionally coordinated and promote responsible growth

3. Utilize small area and corridor plans as a means to protect the character of existing areas and ensure new development is compatible

4. Continue to create innovative ways to connect people with places

5. Enhance the character and image of major corridors by implementing the design and construction of safe, attractive, vibrant, and pedestrian-friendly streetscapes that project a positive image while encouraging walking

TRANSPORTATION

In 2040...

Unincorporated Chatham County & Savannah prioritize safe mobility for all users; offer efficient mobility options to support economic vitality; provide infrastructure that is sensitive to unique local characteristics; connect neighborhoods to education, employment, and services; and sustain environmental quality with clean mobility modes

GOALS:

1. Support safe, efficient, and sustainable transportation designs and improvements that enhance neighborhood connectivity for all modes of travel including pedestrians, bicyclists, transit riders, and motorists

2. Improve accessibility to employment centers, institutions, commercial corridors, and recreational facilities equitably through multi-modal connections, bikeways, trails and greenways

3. Maintain and preserve transportation infrastructure in a manner that protects unique regional characteristics, quality-of-life, and the environment

4. Maintain and enhance transportation infrastructure that supports and enables local, regional and global economic vitality and competitiveness, productivity, and efficiency

5. Promote and provide equitable neighborhood connectivity and built environments that encourage active and healthy lifestyles through the strategic placement of bicycle and pedestrian pathways, public parks, enforcement of road regulations, and education about health benefits

HOUSING

In 2040...

Unincorporated Chatham County & Savannah achieve affordable, diverse and safe housing for their residents through efficient and effective policies and programs

GOALS:

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

2. Increase supportive housing for special needs populations, such as individuals who are homeless, mentally ill, disabled, and residents in drug recovery

3. Increase affordable housing stock

4. Decrease homelessness

NATURAL RESOURCES
In 2040...

Unincorporated Chatham County & Savannah are enhanced by the protection and maintenance of natural resources and ecosystems

GOALS:

1. Protect the public health, safety, and welfare of residents from flood hazards

2. Enhance water, flooding, and hazard related public education and outreach efforts

3. Monitor projections for changing future conditions and implement plans, policies, and property protection to reduce potential damages

4. Preserve and protect potable water sources to ensure adequate drinking water supplies for existing and future residents

5. Protect and preserve existing tree canopy and require planting of additional native trees during the development process to mitigate negative impacts of stormwater runoff and the heat island effect of large areas of impervious surfaces, in addition to improving air quality

6. Increase communities' adaptive capacity and resiliency

7. Manage the impacts of climate change as it relates to land use and development through mitigation and adaptation measures

8. Proactively manage stormwater runoff

9. Plan for the mitigation and redevelopment of brownfields for productive uses

QUALITY OF LIFE
In 2040...

Unincorporated Chatham County & Savannah citizens achieve a superior quality of life within a safe, active, and healthy environment inclusive of the area's history, natural resources, public mobility, and efficient government

 HISTORIC RESOURCES

 EDUCATION

 COMMUNITY HEALTH
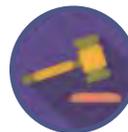
 PUBLIC SAFETY

 BROADBAND & FIBER OPTICS

HISTORIC RESOURCES

In 2040...

Unincorporated Chatham County & Savannah as historical and emerging cultural resources provide unique advantages to balance preservation with development and economic growth

GOALS:

1. Survey culturally, historically, and architecturally significant sites, buildings, and structures in unincorporated Chatham County and Savannah

2. Incorporate affordable housing strategies into current and future preservation plans

3. Identify and address community health issues that impact historic preservation efforts and encourage healthy communities through historic preservation

4. Identify and address climate resiliency strategies and incorporate them into a climate resiliency plan for unincorporated Chatham County and Savannah's historic and cultural resources

5. Broaden historic preservation efforts to highlight and include historically underrepresented stories, sites, and communities

6. Create new and support existing heritage tourism programs in unincorporated Chatham County and Savannah in order to highlight their cultural and historic heritage

7. Promote the preservation and public awareness of culturally and archaeologically significant sites in unincorporated Chatham County and Savannah

EDUCATION

In 2040...

Unincorporated Chatham County & Savannah are innovative and inclusive educational systems, and are a model of academic excellence that enables students to have the knowledge, skills, and ability to succeed at chosen pathways

GOALS:

1. Ensure equitable access of critical life skills including soft skills, financial, social, and conflict resolution skills are available to parents/legal guardians and taught to all students through the use of technology, community partnerships, and counseling

2. Implement career track, internship, and mentorship programs between employers and students while increasing leadership development programs between community organizations, businesses, and public schools to prepare students for employment and promote upward mobility

3. Plan for changing populations, capacities, and overcrowding and increase the quality of education and academic performance at SCCPSS

4. Incentivize and promote parental involvement in schools by teaching parents to advocate for their child(ren), facilitating better communication between parents and school leadership, and eliminating barriers to parent engagement

5. Ensure families and community members have the ability to promote and reinforce literacy and numeracy instruction that takes place in a student's learning experience

COMMUNITY HEALTH
In 2040...

Unincorporated Chatham County & Savannah have a culture of health including equal access to quality and affordable healthcare, chronic disease prevention, health inclusive policies, and healthy environmental design

GOALS:

1. Effectively address mental health by educating the public and reducing stigma, increasing early intervention programs, removing gaps and barriers, and increasing access to treatment including returning and detained residents, children, adolescents, and the homeless

2. Invest in community-based health resources to increase health equity by providing access to preventive health services, health education, and strategies to encourage individuals and families to adopt healthy behaviors

3. Instill healthy practices in schools by providing comprehensive health education, nutrient-rich foods, opportunities for physical activity, and prevention education including, but not limited to, violence prevention

4. Increase access to healthy food for populations that are most likely to be food-insecure such as older adults, children, those in poverty, and those who live in food apartheids

PUBLIC SAFETY
In 2040...

Unincorporated Chatham County & Savannah provide a community that is a safe place to live, work, and raise a family, and within which protection of residents is considered an integral part of its social and economic values

GOALS:

1. Ensure better quality of life through multifaceted strategies of public safety. The strategies include reducing crime by focusing on asset building; meeting community needs; expanding visibility and capacity of resources and programs provided by first responders; and building trust between law enforcement and residents

2. Develop local and regional collaboration among organizations to improve the delivery of social services and to expand resources including, but not limited to, behavioral health and public health services

3. Provide effective and efficient government services while ensuring that processes and procedures are planned and executed with transparency

BROADBAND & FIBER OPTICS
In 2040...

Unincorporated Chatham County & Savannah have closed the digital divide to ensure access to fast affordable, and reliable broadband while acquiring world class broadband network capabilities to accelerate high-tech business development

GOALS:

1. Ensure all of Chatham County has access to broadband service

ECONOMIC DEVELOPMENT ELEMENT

03

ECONOMIC DEVELOPMENT

Introduction

The Economic Development Element of Plan 2040 is an inventory and assessment of the community's economic base, labor force characteristics, and economic development opportunities and resources. The goal of this element is to explain the foundation of the Savannah Metropolitan Statistical Area (MSA) and provide a complete picture of the area's employees, the largest industries, and the possible future direction of the economy. It is a forecast of 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.

The economic development policies and activities of Chatham County and the city of Savannah are intended to encourage development and expansion of businesses and industries that best serve the community. Factors to consider when determining suitability include job skills required; long-term sustainability; linkages to other economic activities in the region; impact on the resources of the area; and prospects for creating job opportunities that meet the needs of a diverse local workforce.

REGIONAL ECONOMY

Savannah MSA

The Savannah Metropolitan Statistical Area (MSA) is comprised of Chatham County, Effingham, and Bryan counties. The jurisdictions, employees, and employers within the MSA all have an impact on each other. For example, many residents live in Pooler and work in Savannah and vice versa. Being the third largest MSA in Georgia (behind the Atlanta MSA and Augusta MSA), the Savannah Metropolitan Statistical Area is home to a variety of industries and an estimated population of over 400,000 people.

The Economic Development element will discuss data and trends based on the Savannah MSA, which includes communities adjacent to the city of Savannah, such as Pooler, Garden City, and unincorporated Chatham County.

METROPOLITAN STATISTICAL AREA (MSA)

An 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

The Savannah MSA has consistently had a slightly higher labor force participation rate than the city of Savannah. For both the city of Savannah and the Savannah MSA as a whole, the labor force participation rate has increased over the years.

Employment

The Savannah MSA has a labor force of almost 189,000 people, with an unemployment rate that typically hovers around 3%. During the COVID-19, the unemployment rate skyrocketed to over 15% in April of 2020 and settled to an unemployment rate of 5.6% in December of 2020.

Before 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 Savannah's economy showed consistent improvement, with the number of employed residents in the area steadily increasing since 2009, while the unemployment rate consistently decreased during that same period. It is anticipated that the unemployment rate will again show a decrease once the economy begins to recover from the worldwide impacts of COVID-19.

Before the global COVID-19 Pandemic, the unemployment rate shrunk to 2.7%
—Georgia Department of Labor

LABOR FORCE

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

Labor Force Participation Rate

		%
Year	City of Savannah	Savannah MSA
2010	58.8	63.7
2014	61	63.6
2018	63.7	65.5

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

Average Unemployment Rates

	MSA		MSA
Year	Average Unemployment Rate	Year	April Unemployment Rate
2010	9.8%	2010	9%
2011	9.9%	2011	9.2%
2012	9.0%	2012	8.8%
2013	8.0%	2013	7.5%
2014	7.0%	2014	6.5%
2015	5.7%	2015	5.4%
2016	5.2%	2016	4.8%
2017	4.4%	2017	4.2%
2018	3.6%	2018	3.4%
2019	3.2%	2019	2.9%
2020	6.9%	2020	15.3%

Figure 3.3–Average Unemployment Rates, Savannah MSA
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates (Table S2301)

Educational Attainment

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

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

High School

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

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

ARE YOU LOOKING FOR MORE INFORMATION?

For more information see the Quality of Life Element under Education on page 376

Chatham County had a high school graduation rate of 89.7%, with 1,984 students graduating during this same period

Key Points: SY 2019–20 Graduation Rate

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

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

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

Four-Year Education Focus Areas

According to the 2019 American Community Survey 5-Year estimates, around 35% of adults aged 18–64 in the Savannah MSA have a bachelor's degree or higher. There are a variety of majors available at the many higher education institutions in the area, and the breakdown of the college majors students select reflects that variety.

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

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

The presence of an internationally recognized art institution, the Savannah College of Art and Design, as well as the growing entertainment industry, could contribute to the Arts, Humanities, and Others field also having a high share of students.

Around 35% of adults aged 18–64 in the Savannah MSA have a bachelor's degree or higher
—American Community Survey

First College Major for Residents 25 or Older
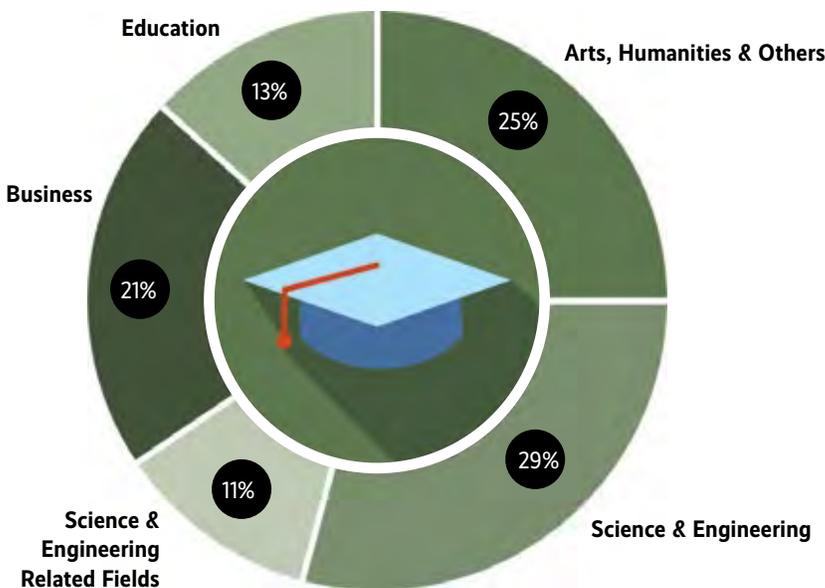
Figure 3.4–First College Major for Savannah MSA Residents 25 or Older
U.S. Census Bureau: 2019 American Community Survey 5-Year Estimates

Two-Year Technical College Focus Areas

A technical school or college is a form of higher education that offers two-year degrees. This form of degree program is beneficial as it provides attendees a more flexible and often less expensive way to further their education compared with 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.

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

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

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

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

Plan 2040 Survey

Fifty-one percent (51%) of the respondents felt that developing a 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 Plan 2040 Appendix.

Technical Programs with the Highest Growth in Graduates

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

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

Technical Programs with the Highest Decline in Graduates

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

Figure 3.6–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 education programs, especially those that are relevant to the local job market, is a necessary strategy to reducing the ever-present state of high poverty in the area.

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

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

Median usual weekly earnings ($)

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

All workers: $1,029

Unemployment rate (%)

Educational Attainment	Unemployment rate
Doctoral Degree	2.5
Professional Degree	3.1
Master's Degree	4.1
Bachelor's Degree	5.5
Associate's Degree	7.1
Some College, No Degree	8.3
High School Diploma	9.0
Less than High School Diploma	11.7

Total: 7.1%

Figure 3.7–Earnings & Unemployment Rates by Educational Attainment, 2020
U.S. Bureau of Labor Statistics, Current Population Survey

ECONOMIC BASE

The city of Savannah and Chatham County have a diverse economic base similar to that of many other coastal cities. Employment is highest in the service, retail trade, and manufacturing sectors. The largest manufacturing facilities in the city and county produce textiles, paper products, chemicals, transportation equipment, and food products. Retail trade establishments are located throughout downtown Savannah and in pockets throughout the county, to provide for the daily needs of area residents. Regional shopping areas that attract customers from throughout the southeast can be found in West Chatham and Downtown Savannah and sprinkled throughout the county.

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 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

Georgia Ports Authority & Logistics

Due to its coastal location and direct access to port, rail, airway, and interstate transport systems, Chatham County is often the first choice for international operations looking to locate in the United States. Proactive organizations such as the World Trade Center Savannah (WTCSav) and Savannah Economic Development Authority (SEDA), aid in connecting international companies to contacts, programs, and potential sites, thereby driving growth within the region.

Goods entering the Port of Savannah can be shipped quickly to other nearby large metropolitan areas, thereby contributing to the growing hauling industry.

The Port of Savannah is the largest single-terminal container facility of its kind in North America, accounting for 21.6% of container trade on the east coast, and 12.2% of all container exports in the United States (GPA)

The steady growth of the Port of Savannah has had a tremendous impact on the area economy with no slowdowns predicted for the near future.

Additionally, major towns across Florida, Georgia, North Carolina, and South Carolina are all within a five-hour drive. This short journey is good for tourism, trade and the growing logistics industry as a shorter commute is less expensive, quicker, and less strenuous on drivers and systems. Additionally, as rail transport improves through the GPA's Mason Mega Rail expansion project, more convenient and far-reaching transportation opportunities will arise.

IMPACTS OF GEORGIA PORTS AUTHORITY

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

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

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

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

Manufacturing

Chatham County and Savannah enjoy a diversified manufacturing base. Products range from paper and forest products to chemicals, from construction equipment to food processing, and from corporate jets to drill bits. The significance of the manufacturing segment of the local economy cannot be overstated. Some of the largest employers and highest wage-earning workers are within the manufacturing segment. According to the Savannah Area Chamber of Commerce, manufacturing firms accounted for 19% of the area's gross domestic product (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, A&R Logistics, and others will add at least 1,050 jobs to the region in the coming years

Aerospace

Aerospace manufacturing has been a key industry in Savannah since Gulfstream Aerospace Corporation planted roots in 1967. As the largest aerospace manufacturer in the Southeast, Gulfstream employs nearly 10,000 workers locally. In addition, more than 30 aerospace-related companies are located in Savannah, making the area a true aerospace supply cluster. Savannah's aerospace industries enjoy the same benefits as other businesses in the MSA's advanced manufacturing sector, including state and local incentives, easy access to the Port of Savannah, the adjacent Savannah/Hilton Head International Airport and nationally recognized workforce training programs, among others (Savannah Economic Development Authority). As with many of the larger economic drivers in the region, the trend for growth in the aerospace industry seems certain.

Creative & Technical Businesses

A burgeoning group of small to large creative and technical firms have chosen Chatham County and Savannah 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 businesses 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 Savannah's creative community. By focusing on creative entrepreneurialism, technology, new media, art, music, and food culture, these groups are helping to support and shape the future of Savannah. 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 #1 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 level as well as the diverse site locations being offered, ranging from natural to architectural resources. With sites such as beaches to marshland to historic houses, squares, and parks, Chatham County has numerous possibilities for filming. One of the more recent productions filmed in Savannah was Disney's live action "Lady and the Tramp," which alone brought a direct spending impact of $51 million to the Savannah region.

The Savannah Regional Film Commission, an AFCI certified Film Commission, is the central point of contact for entertainment production in the Chatham County region. The Film Commission promotes the Savannah region as a premier film destination for motion picture, television, and commercial productions. The Film Commission functions as a liaison between film companies and the municipalities in the Chatham County region, in addition to providing location assistance and coordination with local crew and support services. The Film Commission is a division of the Savannah Economic Development Authority (SEDA). In addition to the state of Georgia's tax incentives, the Savannah Regional Film Commission offers a local entertainment production rebate available for qualified productions. Undoubtedly, this area is one that our local governments should continue expanding to reap the benefits in the coming years.

Military & Government

The Fort Stewart/Hunter Army Airfield (HAAF) military complex is a major sector in Savannah and Chatham County's economy. HAAF is the sister installation to Fort Stewart and 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, play 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 then deploy both equipment and soldiers within an 18-hour wheels-up timeline anywhere in the world.

Just 40 miles from Savannah, Fort Stewart is located in Liberty, Bryan, and portions of Evans, Long, and Tattnall Counties. Fort Stewart and HAAF together are one of Coastal Georgia's largest employers. The ratio of military to civilian employees is approximately five to one, with 20,850 officers and enlisted military and 4,153 civilians employed at both installations. With a total of 25,000 people employed, Fort Stewart and HAAF account for nearly three-fourths of the military employment in the area. Total payroll for both bases is estimated at well over $1 billion dollars, 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.

Ft. Stewart and Hunter AAF have an annual financial impact of $4.9 billion —Savannah Chamber of Commerce

Higher Education

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

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 sector already comprises a large portion of the economy, as it is one of the top 10 employment segments in the area. According to the Savannah Area Chamber of Commerce, the healthcare industry generated $1.5 billion in the Savannah MSA in 2019.

The two major hospitals within this industry are Memorial Health University Medical Center (MHUMC) and St. Joseph's/Candler Health System (SJ/C). Memorial Health University Medical Center has been investing in adding to and updating its facilities, and expanding health care for children, people with disabilities, and mental health services. MHUMC includes the region's only Level 1 trauma center, the region's only children's hospital and the Savannah campus of Mercer University School of Medicine. The St. Joseph's/Candler Health System is also expanding its reach. In addition to constructing a new campus in Pooler to serve the western Chatham area in 2019, the health system will be building a new medical campus just minutes over the bridge in Bluffton, South Carolina.

Tourism

Tourism is a major economic driver in the area. Since the beginning of the preservation movement in the 1950s, the preservation of Savannah's historic and natural resources has helped to preserve the renowned Oglethorpe Plan that gives Savannah its distinctive qualities, attracting visitors from all over the world and creating a robust tourism industry.

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

According to Visit Savannah, a major economic driver in the tourism industry is the Savannah Convention Center, hosting more that 160 events and 200,000 tourists annually. The economic impact the convention center has on the MSA and state economics is immense, providing $1.4 billion in economic impact over that past 20 years, $13.5 million raised in state and local government tax revenues annually, and supporting 28,000 tourism and hospitality jobs.

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

Since tourism is already a major economic driver in the area, the tourism industry should continue to be supported by the city and county to ensure that historic and natural resources are maintained and protected.

Total Overnight Spending by Sector
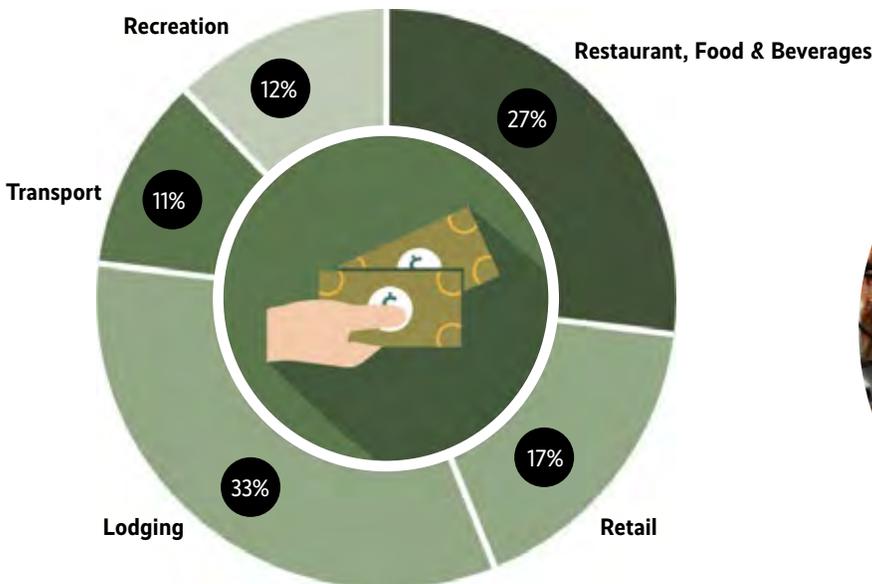
Figure 3.8–Total Overnight Spending by Sector, Savannah MSA
Savannah Area Chamber of Commerce 2019

SAVANNAH MSA BUSINESS PROFILE

MSA Profile

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

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

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

– Candler Hospital Inc.

– Gulfstream Aerospace Corporation

– Gulfstream Services Corporation

– Marine Terminals Corporation–East

– Savannah College of Art and Design

– Savannah Health Services, LLC

– Sitel Operation Corporation

– St. Joseph's Hospital, Inc

– The Kroger Company

– Walmart

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

Business Employment, 2018

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

Figure 3.9–Business Employment Based on Size
Georgia Department of Labor 2018

Per Capita Income

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

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

Average Yearly Residential Per Capita Income ($)

Year	Income
2015	42,357
2016	43,014
2017	44,915
2018	47,320
2019	48,139
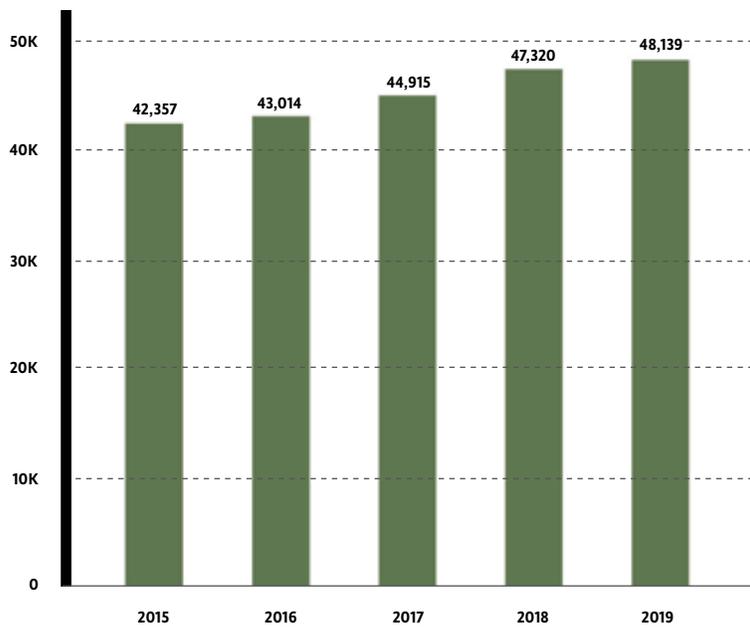
Figure 3.10–Average Yearly Income, Savannah MSA
Georgia Department of Labor 2015–2018
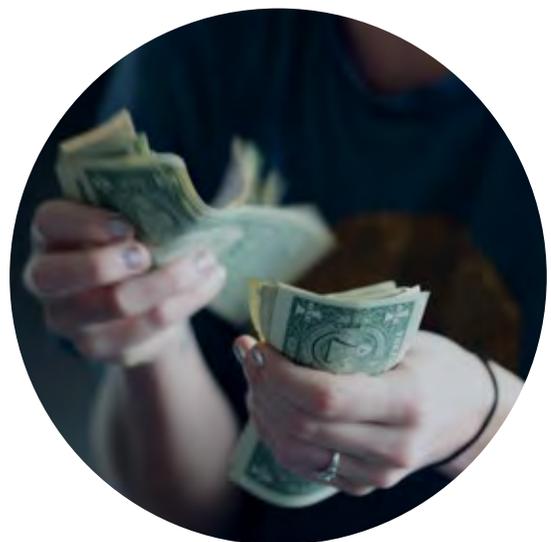
Wages and Employment

The overall average weekly wage in the Savannah MSA is $921, which is a 3.1% increase between 2019 to 2020 according to the Georgia Department of Labor.

The average hourly wage in the Savannah MSA is $21.92 according to the Bureau of Labor Statistics.

These wages can vary by industry or job field, with some industries having a far higher average wage than others.

The majority of residents within the Savannah MSA work in the Service industry (69.5%), followed by the Goods-Producing industry (15.8%), and Government (14.5%). The Goods-Producing industry is defined as a field that produces a physical product, whereas the Service-Providing industry is a field in which the product is the service itself.
As shown in the corresponding figures, Goods-Producing jobs on average have a higher average wage than both Service-Providing and Government jobs. Within the Service industry, food service has the lowest average weekly wage among all of the job fields listed.

It is important to note that these numbers are from 2020 and were impacted by COVID-19.

Industry Breakdown

The majority of residents within the Savannah MSA work in the Service Industry (69.5%), followed by the Goods-Producing Industry (15.8%), and then Government (14.5%). The Goods-Producing industry is defined as a field that produces a physical product, whereas the Service-Providing industry is a field in which the product is the service itself.

As shown in Figures 3.12, 3.13, and 3.14, Goods-Producing jobs have a higher average wage than both Service-Providing and Government jobs. Within the Service industry, food service has the lowest average weekly wage among all of the job fields listed below. It is important to note that these numbers are from 2020 and were impacted by COVID-19 and will likely change in the future as the pandemic subsides.

Employees by Industry, 2020
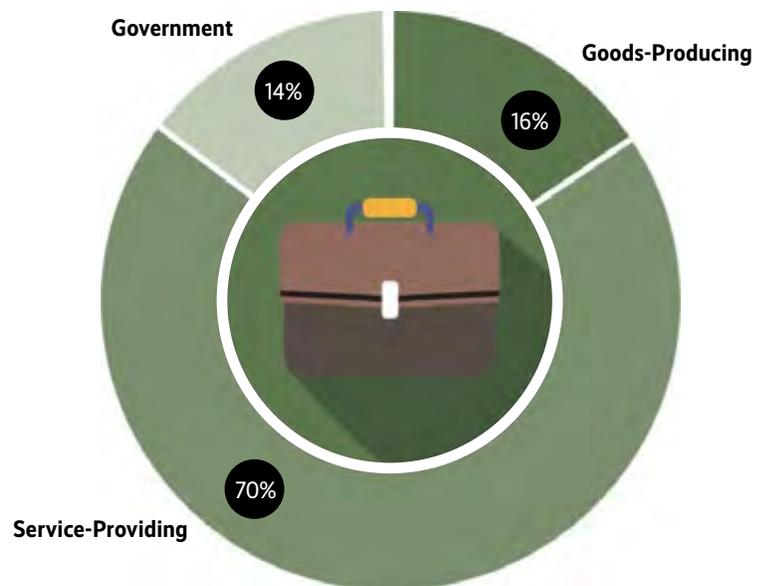
Figure 3.11–Percentage of Employees by Industry, Savannah MSA
Georgia Department of Labor, 2020

Goods-Producing Industry

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

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

Service-Providing Industry

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

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

Savannah MSA Service-Providing Wages, 2020

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

Figure 3.13–Service-Providing Wages, Savannah MSA
Georgia Department of Labor, 2020

Savannah MSA Goods-Producing Wages, 2020

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

Figure 3.12–Goods-Producing, Savannah MSA
Georgia Department of Labor, 2020

Savannah MSA Government Wages, 2020

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

Figure 3.14–Government Wages, Savannah MSA
Georgia Department of Labor, 2020

GOODS-PRODUCING INDUSTRY

Legend:
- 50—99
- 100—249
- 250—499
- 500—999
- 1000—8445
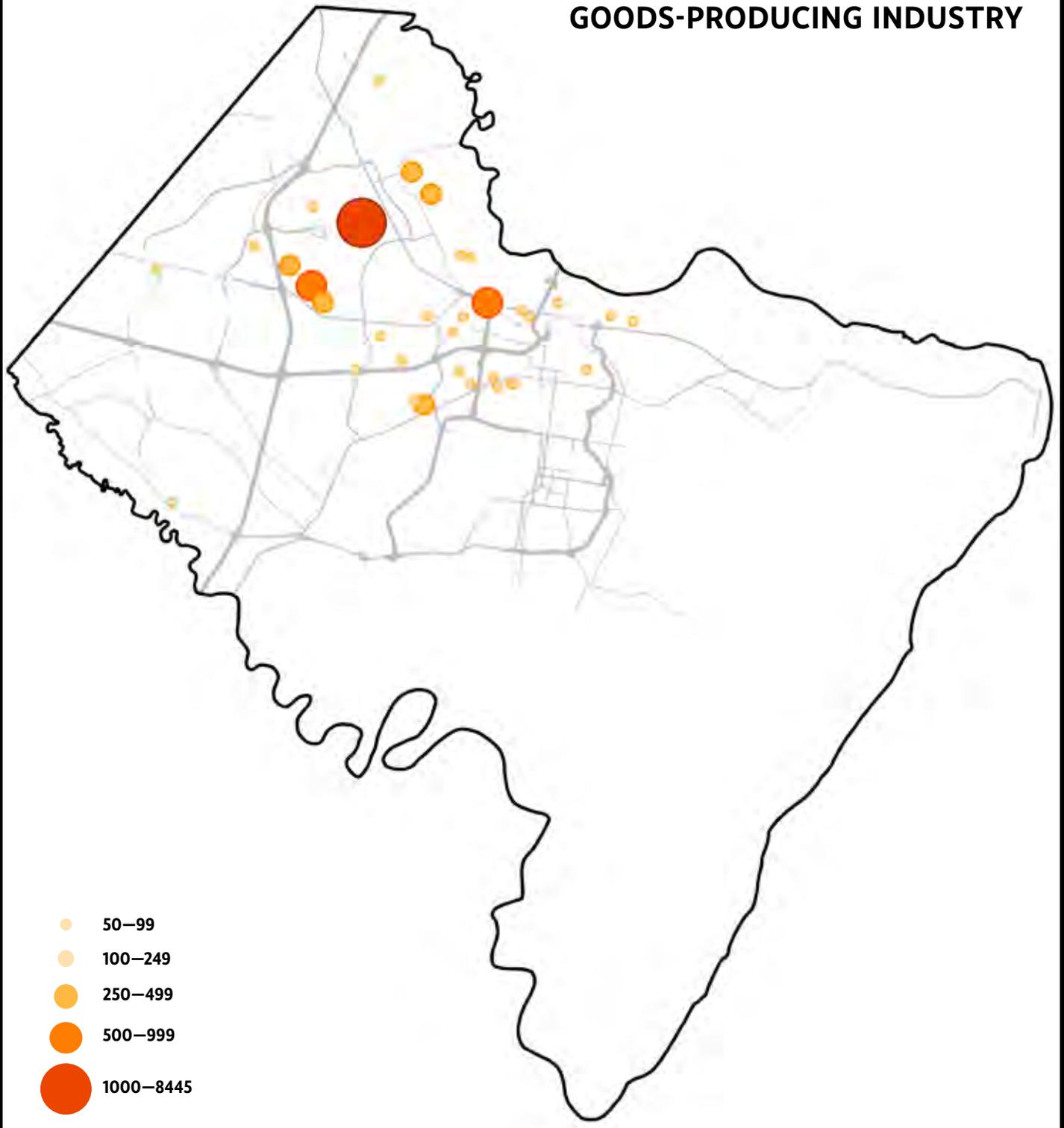
Map 3.1–Goods-Producing Industry Concentrations, Number of Employees, 2020

U.S. Census Bureau. (2021). LEHD Origin-Destination Employment Statistics (2002–2018)

SERVICE-PRODUCING INDUSTRY

Legend:
- 50—99
- 100—249
- 250—499
- 500—999
- 1000—4965
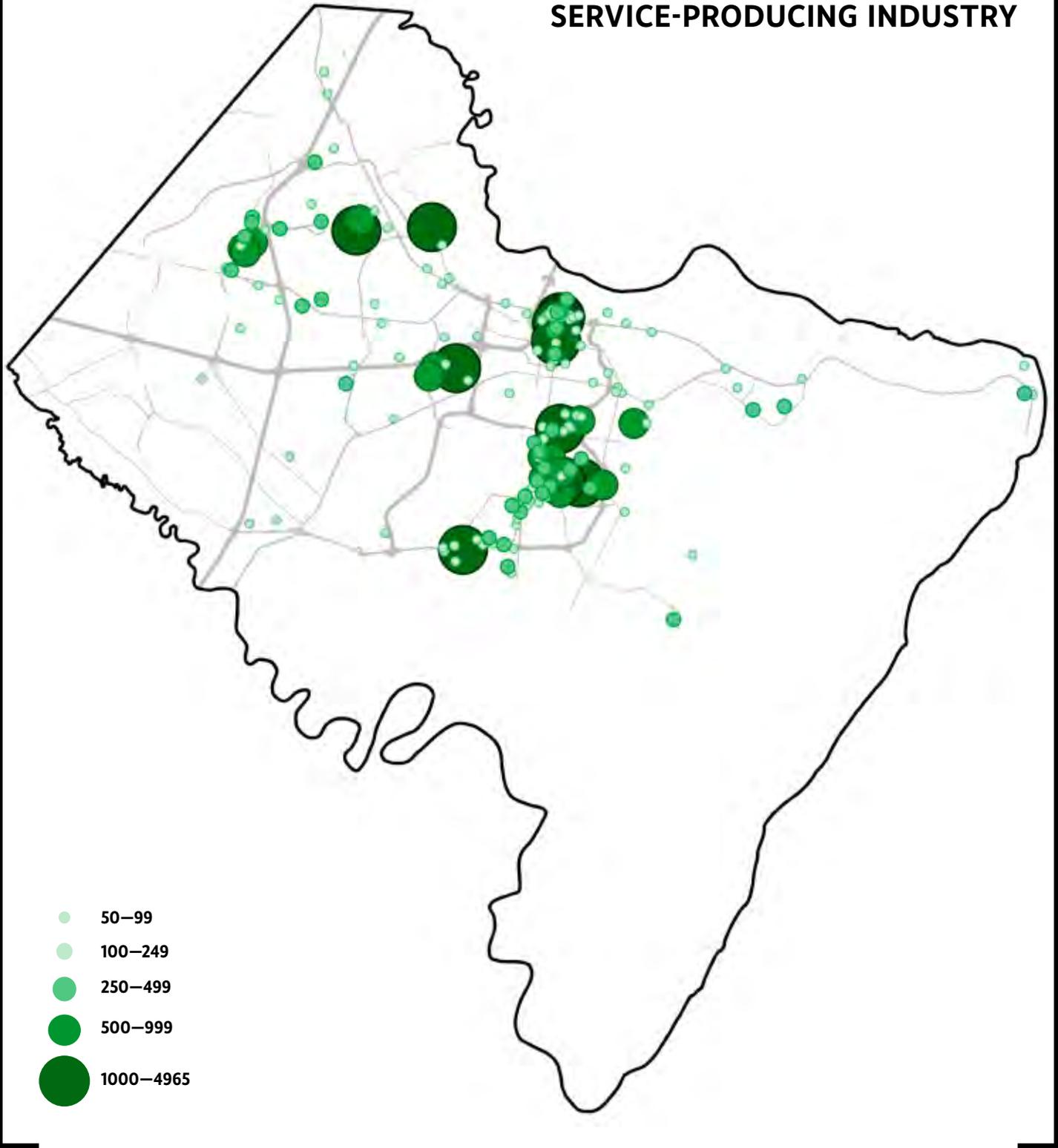
Map 3.2–Service-Providing Industry Concentrations, Number of Employees, 2020

U.S. Census Bureau. (2021). LEHD Origin-Destination Employment Statistics (2002–2018)

GROWING INDUSTRIES

Which Industries are Growing?

Not only is the healthcare industry already one of the largest employment sectors in the area, but it is also forecast to continue growing due to the increasing number of seniors living longer, healthier lives. Healthcare services such as ambulatory services, hospitals, and nursing homes are set to significantly increase over the next few years.

Ambulatory services providing outpatient healthcare services will experience the largest growth in the number of employees between 2016–2026 with an almost 30% increase in the number of jobs.

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

Even though the almost 33,000 jobs within the Food Service category have some of the lowest weekly wages, this industry is still projected to grow over the next few years, highlighting the need to reassess the hourly wage for the sector with the most employees in the Savannah MSA.

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

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

CREATIVE AND TECHNICAL SERVICES

While creative and technical services have decreased over the last decade, there is still opportunity to increase growth and retain the highly skilled graduates who 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 educational facilities to include SCAD, GSU, and other universities, highly skilled workers can be more easily 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 tech scene. 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 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 County, 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 experienced a significant amount of growth between 2007 and 2017, with a 275% 10-year growth rate as cited by SEDA

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

HEALTHCARE

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

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

Projected Employment Growth, 2016–2026

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

Figure 3.15–Projected Employment Growth within the Savannah MSA by Sector
Georgia Department of Labor, 2016–2026

RETAIL LOGISTICS

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

DECLINING INDUSTRIES

Which Industries are Shrinking?

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

Projected Employment Decline, 2016–2026

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

Figure 3.16–Projected Employment Decline within the Savannah MSA by Sector

Georgia Department of Labor, 2016–2026

ECONOMIC GROWTH CHALLENGES

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

QUALITY OF LIFE IMPACTS:

– According to a survey conducted by SEDA, many residents believe 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:
—Indeed

- – 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 grow denser, become more diverse, and yet maintain a sense of place that draws people to the region.

SWOT ANALYSIS

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

STRENGTHS	WEAKNESSES
– Logistics Infrastructure: Port of Savannah, rail, interstate – Diverse economic drivers (manufacturing, logistics, tourism, healthcare, 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 – Underperforming 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 3.17–SEDA SWOT Analysis for the Local Economy, 2020
Savannah Economic Development Authority

WORK FORCE DEVELOPMENT

The goal of work force 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. Current examples of automation are self-checkouts in stores and 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 fewer 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 startup. The majority of businesses in Savannah are small, so it is necessary to be able to support this section of the economy, while also helping people wanting to start businesses enter the field.

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

Plan 2040 Survey

Fifty-seven percent (57%) 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 Plan 2040 Appendix.

THE IMPACT OF GEOGRAPHIC MOBILITY

In-migration refers to people moving into or within a county. According to the American Community Survey, 10% of in-migration moves involved people moving into Chatham County from outside of the county. Another 12% moved within the county. These moves can be an indicator of the economic situation within the area. While there has been major 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 local residents. Thus, economic growth within itself is not necessarily beneficial to the local population if they do not too get to benefit from that growth through job access. The people living within the Savannah MSA should have access to the same economic opportunities that newcomers receive.

Plan 2040 Survey

According to the Plan 2040 survey, investment in local businesses and residents is important to the majority of respondents. For example, over 90% 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 Plan 2040 Appendix.

ECONOMIC RESILIENCE

The impact of COVID-19 on communities throughout the country has increased discussions on how to make the economy more resilient. Savannah lost 14.3% of its jobs due to the COVID-19 induced recession.

Unemployment claims skyrocketed during the pandemic in 2020, going from 600 per month to 60,000, 35% of which were filed by those employed in a regional tourism industry

Most of the job loss occurred in the following industries: Leisure and Hospitality, Information, and State and Local Government.

Although much of that job loss was recovered, the unemployment rate still remains higher than it was in 2019. Trends show that the economy will bounce back in 2021, including the hardest hit industries, such as tourism and leisure and hospitality.

This bounce back in tourism numbers will likely fuel a much-needed increase in revenue for hotels, restaurants, and other surrounding businesses and in turn bring more business to the leisure and hospitality industry.

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)

As the economy recovers, it is important to consider the specific impacts from the COVID-19 and needed methods to reduce any future impacts and improve the resilience of the local economy.

TRENDS

– The COVID-19 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 may have accelerated the adoption of virtual healthcare

EQUITY

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

– It is estimated that COVID-19 will have disproportionately impacted Black, Indigenous, and People of Color (BIPOC)-owned small businesses. A recent report from the Service Corps of Retired Executives (SCORE) notes that Black and Hispanic business owners were more likely to apply for forms of financial assistance than white business owners but less likely to receive it, and more likely to report negative business impacts as a result of remote work measures compared with white-owned businesses

– A report from the Federal Reserve Banks shows that BIPOC-owned businesses were nearly twice as likely to be classified as "at risk" or "distressed" in 2019, pointing to structural barriers that influence issues such as financial health and if a business is able to accumulate significant cash reserves

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

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

ECONOMIC DEVELOPMENT GOALS

GOAL 1

Using accurate and reliable data, link current and projected needs of employers through the development of apprenticeship and vocational programs for the placement of individuals with quality employment leading to self-sufficiency

Ensuring that Chatham County has an educated, skilled workforce available for existing and potential future employers benefits employers, job seekers, the economy, and the quality of life for the county residents. A key component of the success and growth of business and the overall economy, as well as the ability to entice new business/industry, is the availability of qualified workers to meet the needs of employers. Without suitable employees, no new businesses will come and existing businesses will shutter, and the economy and quality of life of the community will suffer. It is imperative to the success of the economy to develop programs that will guarantee the local labor force is adequately educated.

Objectives:

- Create a network of employers and training providers through incentives to align training programs with opportunities for jobs
- Increase the number of opportunities for job shadowing, apprenticeship programs, and internships to include "green" careers, particularly targeted to youth and young adults
- Increase capacity and opportunities for individuals to receive skills that lead to employment
- Develop apprenticeship and vocational programs based on the needs of Chatham County employers

GOAL 2

Foster a positive environment that provides opportunities for all businesses

Exposing young people to opportunities such as job shadowing, internships and apprenticeships can help them learn new skills, gain confidence, build their resumes for college applications and future employment, and give them insight into potential career paths. Providing students with these types of tools can significantly improve the likelihood of future successes. Investing in programs to promote such opportunities will benefit both employers and young people in the community.

Objectives:

- Streamline the business application process
- Collaborate with organizations like Creative Coast and SEDA to create entrepreneurship programs
- Prioritize growing local businesses as much as attracting new businesses
- Increase number of opportunities for youth and young adults to access job shadowing, apprenticeship programs, and internships to include "green" careers

GOAL 3

Increase economic mobility by reducing barriers and creating opportunities for quality employment for young adults, the economically disadvantaged, justice involved, and individuals with behavioral health needs

Employment is more than simply a means to meet (pay for) the basic human needs of survival (food and shelter), although these needs overshadow all others. Employment has been shown to be important to improving mental health, enhance self-esteem, reducing recidivism in those previously incarcerated, and connecting people to society. Under-and unemployment oftentimes correlate to poorer mental health and well-being. The ability to work and fully use one's skills and abilities improves mental health, making it all the more important to increase access to employment opportunities for those at most risk of being under-or unemployed.

Objectives:

– Improve access to education and trades to help the working poor, ex-offenders, and those with mental illness by providing a community-based scholarship program or similar incentive to help those who cannot afford educational programs

– Increase capacity of case management to provide employment, wrap-around, and supportive services for families; provide case management with education regarding best practices on the provision of services

– Increase awareness and use of tax incentives for employers serving and employing specific populations

– Explore funding mechanisms in order to provide more financial support to a more diverse economy and establish action steps that will promote regional innovation

– Increase efficiency of permitting and licensing policies for businesses through streamlining procedures, educating about the process, and potentially matching county and municipality requirements

– Expand capacity of formal and informal support systems to sustain and expand current, growing businesses throughout the county while considering the establishment of a program for existing businesses to mentor start-ups

GOAL 4

Implement outreach and programming that leads to economically inclusive entrepreneurial growth and innovation through the enhanced presence of small business support services and collaboration among local businesses

Inclusivity and diversity in the local business community benefits the business, employees, and the community. For businesses, diversity can be a great source of creativity and innovation, potentially resulting in increased productivity. Inclusion can expand target markets and increase profitability. Employees oftentimes feel a sense of belonging, and are more comfortable and happier in diverse and inclusive work environments. When employees feel more connected at work, they are more apt to work harder and stay longer at the job. Communities that are diverse and inclusive are stronger, more resilient, and are more competitive in the global economy.

Objectives:

– Continue to facilitate the establishment of minority and women-owned businesses (M/WBE) as defined by the United States Small Business Administration Federal Contract Program

– Identify and remove obstacles to existing and proposed businesses in targeted redevelopment areas

GOAL 5

Become a community with economically vibrant, safe neighborhoods and commercial centers

Creating an attractive commercial environment that fosters an appealing sense of place enhances the quality of life of residents encountering the area and benefits the overall economy and the businesses located in the corridor. Investing in the beautification of these corridors; establishing development standards that ensure the architectural vision of the corridor is upheld; providing trails, open spaces, and public gathering places throughout the corridor; and making these corridors accessible via multiple means of transportation are all effective means for creating a place where people want to spend time and money.

Objectives:

- Promote mixed-use development where appropriate
- Propose a policy to prioritize active transportation infrastructure to facilitate walking, biking, and transit to commercial corridors
- Evaluate a policy to reduce regulatory barriers for new businesses by establishing "code-light" zones
- Evaluate flexible corridor-specific design standards to create attractive, functional, and harmonious buildings and public space

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LAND USE ELEMENT

04

LAND USE

Introduction

The Land Use Element of Plan 2040 defines the community's existing physical form and development patterns and presents a set of recommendations and strategies as a framework for responsible growth. This element provides specific visioning for unincorporated areas of Chatham County and for the city of Savannah, as well as recommendations for streamlining future land use policies and development patterns across municipal boundaries.

This element includes a Future Land Use Map (FLUM) and a Character Area Map (CAM), which work together to create a cohesive countywide guide for future growth and development. In addition to these components, this element includes a summary of physical context, regional growth, existing land uses, and historical development patterns, as well as an overview of issues and opportunities for Chatham County and the city of Savannah.

PURPOSE & INTENT

Chatham County is a unique coastal community in Georgia, with a wide range of land uses from untouched and environmentally sensitive natural areas to highly developed, mixed-use urban areas. In both the city of Savannah and the county, this diversity requires character-based land use categories, consistent with the approach encouraged by the Department of Community Affairs (Minimum Standards that became effective in May 2005).

The land use information, recommendations, and strategies contained in this element are intended to provide guidance for the location and intensity of land uses to support Chatham County and the City of Savannah in future land use policy decisions.

The sections on regional context, historical development patterns, and employment centers provide important background information on land use in the county

Additionally, the Future Growth Strategies and Growth Areas sections identify areas of the county where further studies and more specific growth strategies may be appropriate.

The Character Area Map (CAM) identifies the character vision for all of Chatham County. The Future Land Use Map (FLUM) provides direction for zoning decisions based on specific land use categories for the city of Savannah and unincorporated Chatham County. Together, the FLUM and the CAM are intended to guide the character and direction of land use decisions in the county.

The Issues & Opportunities section of the Land Use element examines existing and future needs and challenges related to growth and development across Chatham County. This section is intended to provide specific information and strategies regarding land use issues such as sea level rise and conflicts with existing regulatory frameworks.

These associated components of the Land Use element are intended to establish a vision for how the county should develop. It also lays out the methods for managing growth and determining the appropriateness of proposed development. Land use is a critical element in creating a sustainable, healthy, and equitable future for Chatham County.

SANBORN MAP, DOWNTOWN SAVANNAH

RIVER STREET

GEORGIA PORTS AUTHORITY

REGIONAL CONTEXT

Physical Context

Chatham County is the northernmost county on the Georgia coast, bounded by the Savannah and Ogeechee Rivers, Effingham County, and Atlantic Ocean. Much of Chatham County is comprised of open water, tidal creeks, or estuarine marsh. Early development was located on coastal ridges and bluffs; more recent development, however, has occurred on barrier islands, back barrier islands, and lowlands vulnerable to flooding, including hurricane inundation.

Chatham County encompasses 522 square miles of land, marsh, and water. Figures 4.1 & 4.2 contain detailed information on land use in unincorporated Chatham County and the city of Savannah. Much of the remaining undeveloped land is poorly drained and not suitable for on-lot wastewater disposal. Expansion of private or public water and sewer service would increase development potential in such areas, but could also compromise natural floodplain functions and threaten sensitive coastal resources. Upland areas are interspersed with forested and vegetated isolated wetlands, which are not currently protected by local, state or federal law and are frequently targeted for development.

ARE YOU LOOKING FOR MORE INFORMATION?

You can find more statistics and information under the Community Profile Element on page 44

Regional Growth

Chatham County is the most urbanized and populous county in the 200-mile coastal area between Charleston, South Carolina and Jacksonville, Florida. It serves as an economic, cultural, and governmental hub, as well as an international focal point for trade for a six county, bi-state region.

The region has seen a high rate of growth over the past 25 years and is expected to continue at or slightly above this level as the attractiveness of the region to retirees and second home residents increases. Economic growth in the region is also expected to remain strong, supporting forecasts for continued population growth at or above the current level.

Within Chatham County, unincorporated areas east of Savannah experienced high growth rates during the 1980s and 1990s. As those areas approached build-out, growth moved to the western areas of the county, including unincorporated Chatham County and the municipalities of Bloomingdale, Garden City, Pooler, and Port Wentworth. These portions of the county continue to experience a significant share of the area's growth. The City of Savannah, with its capacity to supply drinking water, annexed nearly 8,000 acres of unincorporated western Chatham County in 2004 and 2005.

The city of Savannah has preserved the role of its vibrant downtown as the nucleus of regional activity. The city's historic downtown and urban neighborhoods are an exceptional example of colonial-era town planning that have survived for centuries and thrive today. For that reason, downtown Savannah maintains a high-quality pedestrian environment.

Areas lying to the east of Savannah are extensively developed, and further development is limited by physical and zoning constraints. Areas lying to the west of the city were once largely areas of agriculture but have undergone and continue to see rapid development.

Transportation facilities strongly influenced, and continue to impact, growth and land use patterns in the county. Major facilities include the Port of Savannah, Savannah International Airport, road, and rail networks serving extensive industrial districts associated with airport and seaport functions, Hunter Army Airfield, Interstates I-16 and I-95, and the Truman Parkway.

FELLWOOD APARTMENTS

CHATHAM COUNTY

Annexations & Municipal Boundaries

The City of Savannah incorporated in December 1789; throughout its history, the city has gradually increased its borders through annexation. An early map, circa. 1790, shows the primary boundaries of the city of Savannah as being the Savannah River to the north, Oglethorpe Avenue to the south, Lincoln Street to the east, and Jefferson Street to the west. Since this time, the City has incorporated large swaths of land to the east, west, and south of the original borders into its jurisdiction.

The City of Savannah continues to annex areas of unincorporated Chatham County into its jurisdiction, followed by major sewer and water expansions. However, no comprehensive list of past annexations currently exists nor is there a program for future annexations to be completed by the City or other municipalities. Coordination among the City of Savannah, Chatham County, and the seven other municipalities within the county is needed to develop a countywide record of annexation and a growth management plan. To prevent urban sprawl and unmanaged expansions, future annexation areas should be identified and prioritized and should remain predominately undeveloped until land areas within existing municipal boundaries are more fully utilized and before new, undeveloped areas are cited for construction.

Chatham County Municipal Boundary Map

Seven other municipalities incorporated within Chatham County following the City of Savannah in 1789:

– Thunderbolt (1856)
– Vernonburg (1866)
– Tybee Island (1887)
– Pooler (1907)
– Garden City (1939)
– Port Wentworth (1957)
– Bloomingdale (1974)

Map 4.1 illustrates the boundaries for all municipalities within Chatham County. The municipal boundaries map serves as a tool for placing growth strategies within the context of the county as a whole.

MUNICIPAL BOUNDARIES

Port Wentworth

Effingham County, GA

Jasper County, SC

Bloomingdale

Pooler

Garden City

Thunderbolt

Savannah

Tybee Island

Vernonburg

Unincorporated Chatham

Bryan County, GA

ATLANTIC OCEAN
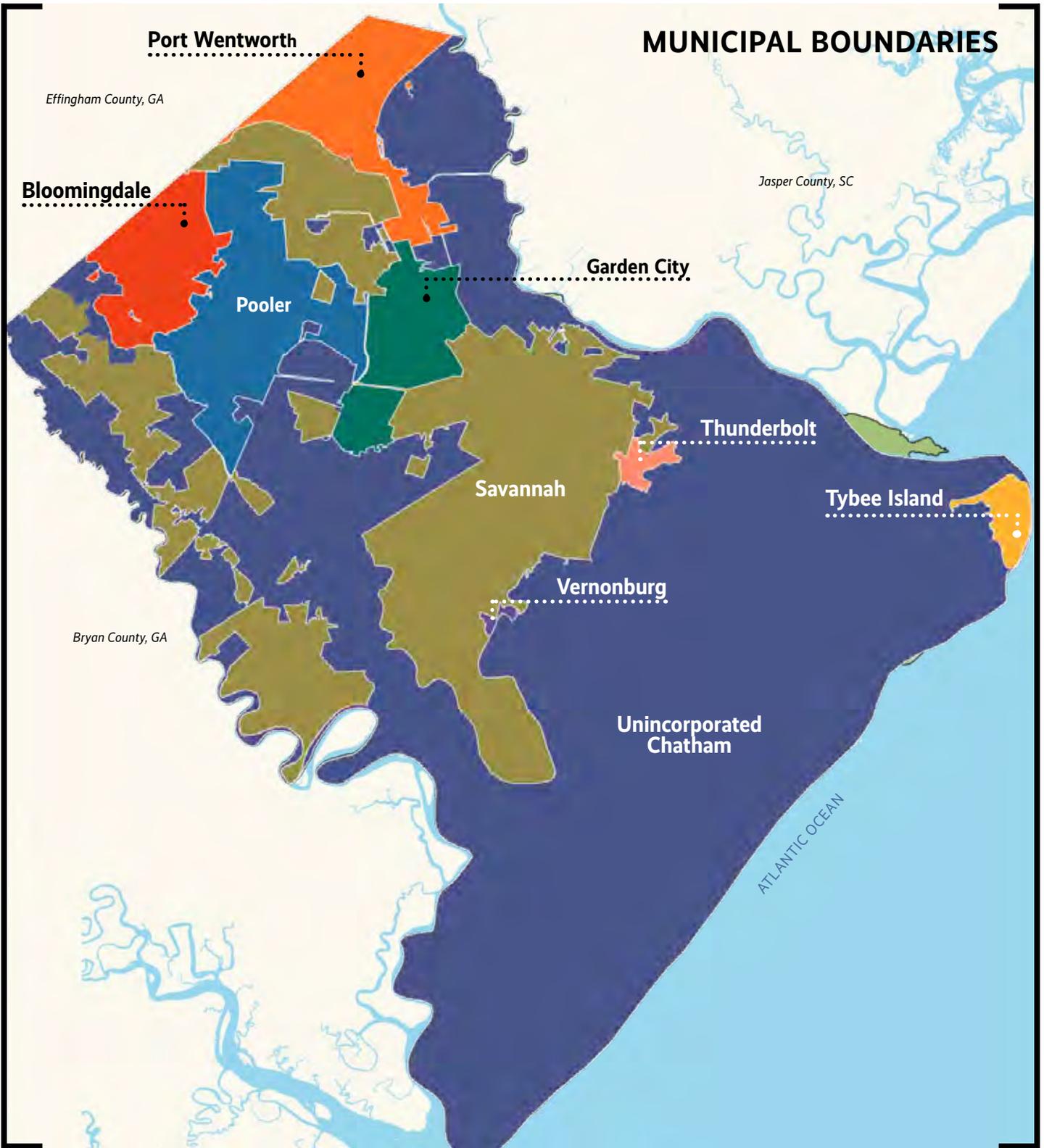
Map 4.1–Municipal Boundaries, Chatham County

HISTORICAL DEVELOPMENT PATTERNS

Development Patterns

Following is describes an abridged version of the eras of development that shaped the landscape of Savannah and Chatham County.

Planned Town Era (1733–1869)

The physical plan for the City of Savannah was created by its founder, James Oglethorpe, and centered around the concept of a ward. The ward consisted of 10 residential lots, four tything lots, four trust lots, and a central civic square—the effect of which was to create a walkable yet uncrowded town. From the wards, the plan expanded out to include five-acre garden plots and forty-five-acre farms for each of the new settlers of the colony. While Oglethorpe himself only laid out the first six wards, by 1856, Savannah had grown to 24 wards all laid out in accordance with "The Oglethorpe Plan," as it is known. Today, this area is known as the Downtown or Landmark Historic District. During the Planned Town Era, the city was a compact focal point for trade and local commerce.

Streetcar Era (1869–1920)

The city's Victorian District was the first area that grew rapidly as a result of the new accessibility created by horse-drawn streetcars, which appeared in 1869. Development in this area still largely followed the growth patterns established by the Oglethorpe Plan. However, between 1890 and 1920, the advent and expansion of electric streetcars led to the development of the current Thomas Square Streetcar Historic District, immediately south of the Victorian District, as well as areas adjacent to the city. This growth resulted in the rapid expansion of city limits.

Early & Modern Automobile Era (1920–Present)

Greater mobility offered by automobiles resulted in a second ring of suburban growth. Large lots with houses set back farther from the street, as well as more separation between commercial and residential uses, characterized these areas. By 1946, automobile dependence was commonplace. Post-World War II prosperity, along with federal housing and highway policies, led to rapid suburban expansion. Commercial districts, such as those along Abercorn Street Extension, became larger and distinctly separate from residential areas.

Amenity Community Era (Present–Future)

Recently, a new era of reduced automobile dependence and increasing mobility options emerged and produced alternative forms of development, including neo-traditional development, conservation subdivisions, high-amenity communities, and town centers. These types of development created new land use patterns distinct from earlier suburban patterns and offered more options for walking, bicycling, and transit as well as shorter automobile trips to obtain goods and services. Many of these communities, however, have greatly impacted the county's natural resources with the expansion into previously undisturbed, undeveloped areas.

ARE YOU LOOKING FOR MORE INFORMATION?

For a full version of the city and county's history, see the Plan 2040 Appendix

HISTORIC DEVELOPMENT PATTERNS

Efffingham County

South Carolina

Jimmy Deloach Pkwy

I-16

I-95

Louisville Rd

Augusta Rd

I-16

W Bay St

E President St

E Victory Dr

Ogeechee Rd

E Derenne Ave

Bryan County

204

I-95

Truman Pkwy

ATLANTIC OCEAN

Legend:
- PLANNED TOWN
- STREETCAR
- EARLY & MODERN AUTO
- AMENITY COMMUNITY
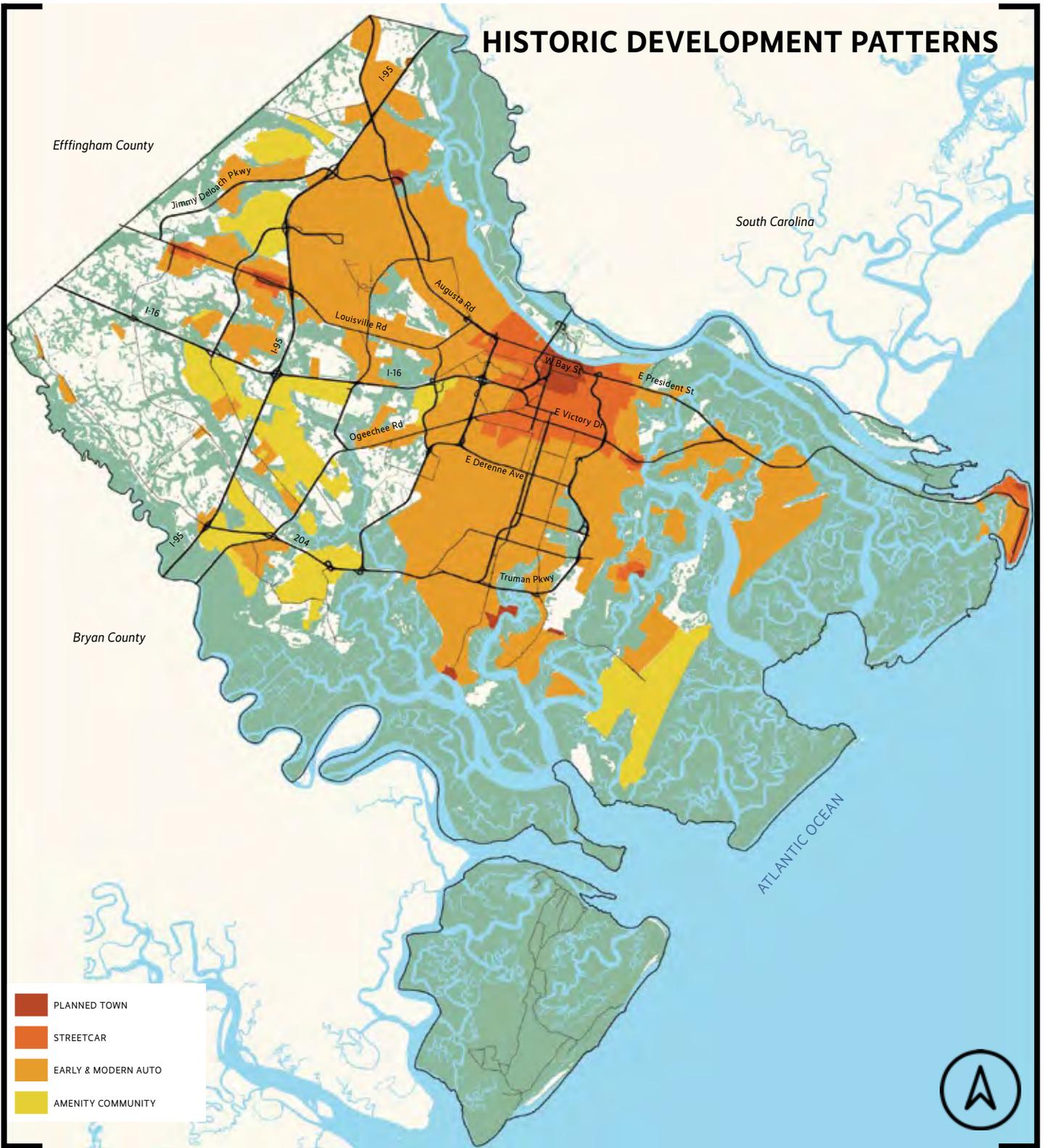
Map 4.2–Historic Development Patterns, Chatham County

EXISTING LAND USE

The Existing Land Use Map for unincorporated Chatham County and the city of Savannah is based on recent tax records provided by the Chatham County Board of Tax Assessors. Where multiple uses are found on a single parcel, the dominant land use (by area) has been assigned. Conventional land use categories are used to describe existing land use patterns, whereas a character-based classification system is used in discussing and planning future land use.

Figures 4.1 and 4.2 compare land use in unincorporated Chatham County and the city of Savannah. The character of each of these areas varies greatly as a result of distinctly different land use patterns, which have remained essentially the same since the 2016 Comprehensive Plan update.

The city of Savannah is highly urbanized with large areas of mixed-use development. The city is chiefly growing through annexation (see page 60 for more information regarding annexation and municipal boundaries). However, urban neighborhoods that have declined in population, former industrial lands, and vacant or under-performing commercial centers represent opportunities for internal growth in the form of infill and adaptive reuse development, thereby conserving undeveloped natural areas.

To the east, Chatham County is developed at low densities and its character is strongly influenced by its setting amid marshes and tidal creeks. To the west, the county has a higher proportion of undeveloped area; however, as the city of Savannah and unincorporated eastern Chatham have built out, the western portion of Chatham County is emerging as a high growth area.

Existing Land Use Classifications, 2018

LAND USE CLASS	ACRES	PERCENT (%)
Single Family	15,093	7.11
Multi-Family	209	.10
Commercial (Includes Office)	2,100	.99
Industrial	8,469	3.99
Unimproved Properties	7,176	3.38
Open Space (Undeveloped, Wetlands, Marsh, Parks, Conservation Lands)	127,603	60.07
Water	51,739	24.36
Total	212,389	100
Total Excluding Water	160,650	75.64

Figure 4.1–Land Use Classification, Unincorporated Chatham

LAND USE CLASS	ACRES	PERCENT (%)
Single Family	8,934	12.03
Multi-Family	583	.79
Commercial (Includes Office)	2,242	3.02
Industrial	13,726	18.48
Unimproved Properties	3,746	5.04
Open Space (Undeveloped, Wetlands, Marsh, Parks, Conservation Lands)	43,621	58.74
Water	1,415	1.91
Total	74,267	100
Total Excluding Water	72,854	98.10

Figure 4.2–Land Use Classification, Savannah

EXISTING LAND USE

Efffingham County

South Carolina

Jimmy Deloach Pkwy

Augusta Rd

Louisville Rd

I-16

I-95

I-16

Ogeechee Rd

W Bay St

E President St

E Victory Dr

E Derenne Ave

I-95

204

Truman Pkwy

Bryan County

ATLANTIC OCEAN

Legend:
- SINGLE FAMILY
- MULTI-FAMILY
- COMMERCIAL
- INDUSTRIAL
- OPEN SPACE
- WATER
- UNIMPROVED PROPERTIES
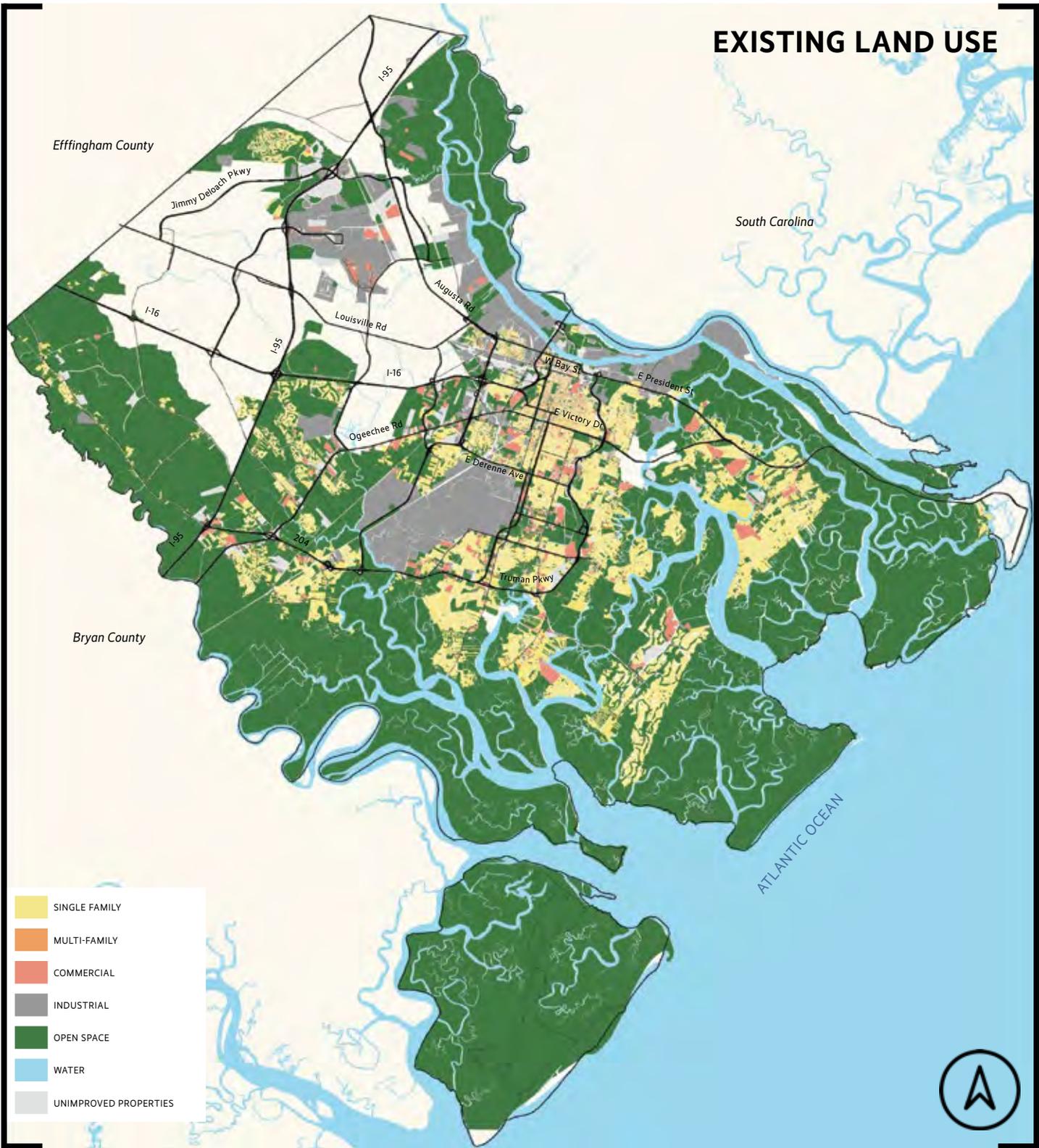
Map 4.3–Existing Land Use for Unincorporated Chatham and Savannah, 2018

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.

Below are some areas of Chatham County that may influence future land use patterns as areas with existing and projected job growth.

1. **West Chatham Aviation**

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

2. **Georgia Ports Authority**

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

3. **Downtown Savannah**

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

4. **South Savannah Medical**

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

5. **Abercorn Extension Commercial Corridor**

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

EMPLOYMENT CENTERS

Efffingham County

I-95

Jimmy Deloach Pkwy

Augusta Rd

Louisville Rd

I-16

I-95

I-16

Ogeechee Rd

E Derenne Ave

E Victory Dr

E President St

South Carolina

Truman Pkwy

Bryan County

I-95

204

ATLANTIC OCEAN
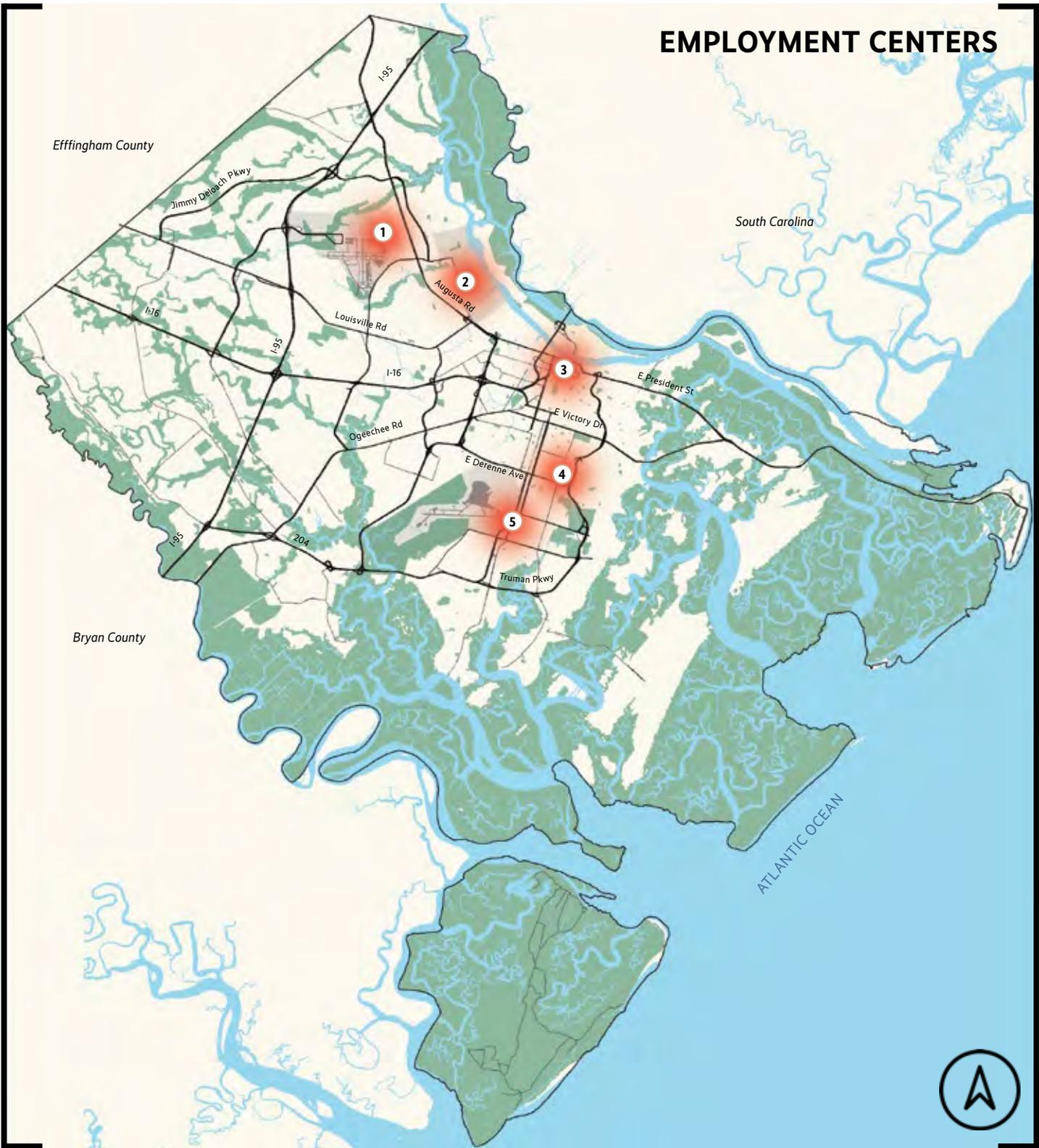
Map 4.4–Employment Centers, Chatham County

FUTURE GROWTH STRATEGIES

Options for the Future

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

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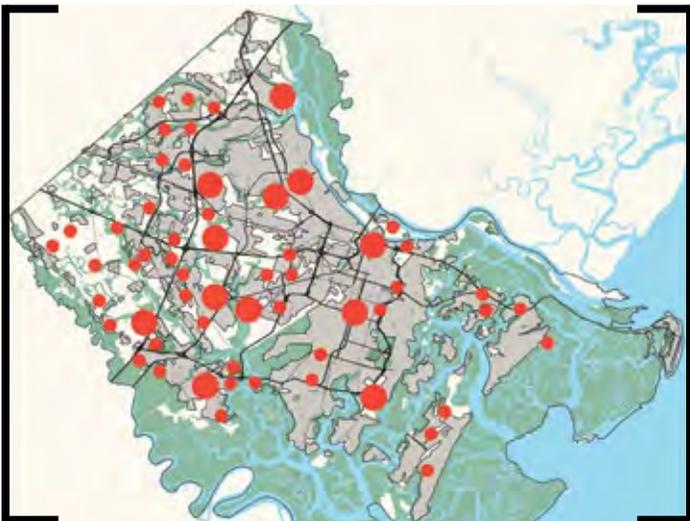
Business as Usual

The Business as Usual approach consists of continued outward development in unincorporated Chatham County and Savannah between 2020 and 2040.

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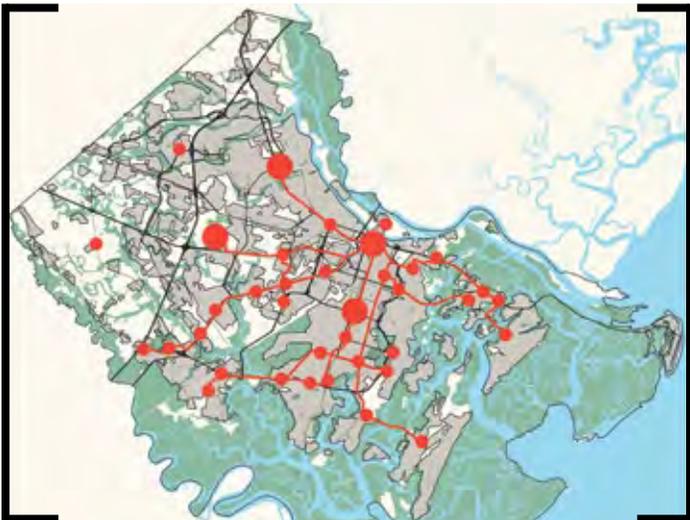
Strong Corridors

The Strong Corridors approach focuses on reinvestment strategies along existing multi-modal transportation nodes and corridors in unincorporated Chatham County and Savannah.

This strategy incorporates efficient, mixed-use development, and density around transit hubs.
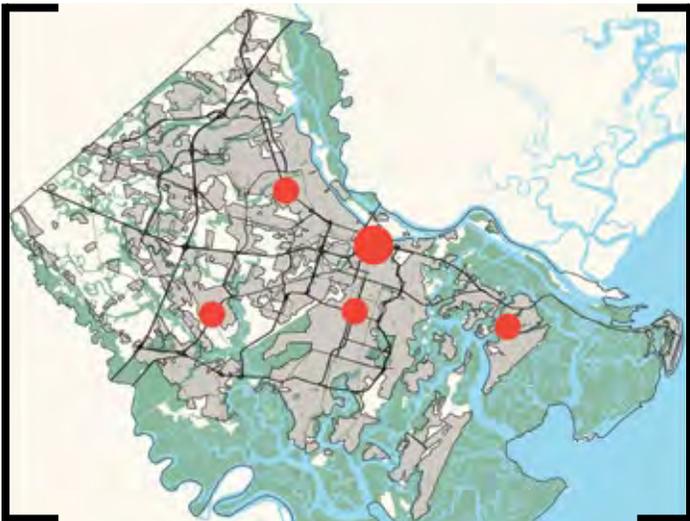
Compact Growth

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

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, unincorporated Chatham and Savannah residents supported the "Strong Corridors" option: Forty-four percent (44%) 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 Chatham and Savannah, a coordinated growth strategy across the nine jurisdictions will be critical. The adoption and successful implementation of a coordinated, regional growth policy can aid in the mitigation of the negative externalities of growth—such as traffic congestion, air pollution, and loss of tree canopy—and will help to promote sustainable and equitable development countywide.

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

BROWNFIELD REDEVELOPMENT

MIXED-USE DEVELOPMENT

BROUGHTON STREETSCAPE IMPROVEMENTS

PREFERRED GROWTH STRATEGY

Effffingham County

South Carolina

Jimmy Deloach Pkwy

I-16

I-95

Augusta Rd

Louisville Rd

I-16

Ogeechee Rd

E President St

E Victory Dr

E Derenne Ave

204

I-95

Truman Pkwy

Bryan County

ATLANTIC OCEAN

● MAJOR NODES

● MINOR NODES
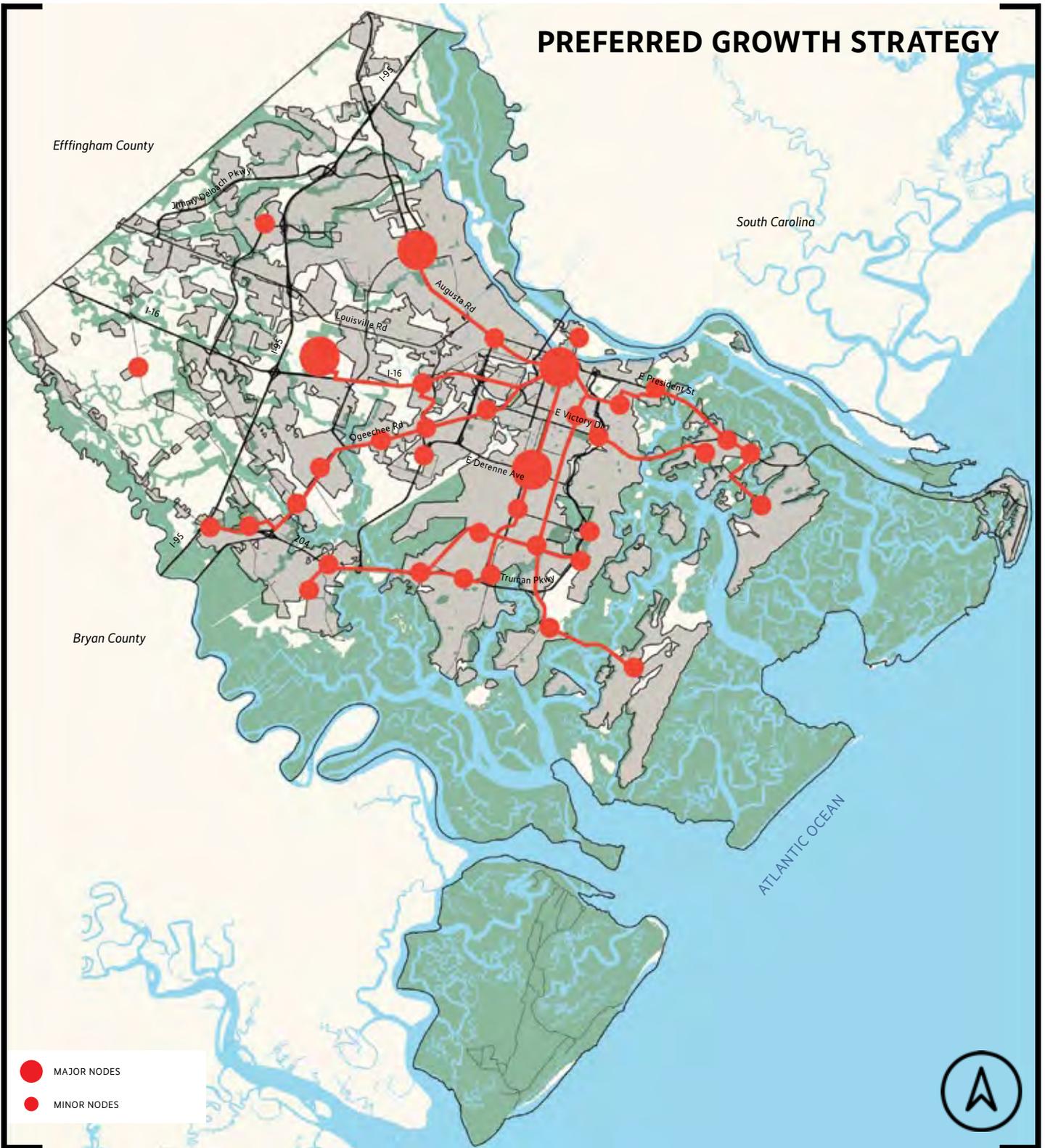
Map 4.5–Preferred Growth Strategy: Strong Corridors

GROWTH CENTERS

Purpose

The intent of the Growth Centers Map is to highlight areas of unincorporated Chatham and Savannah 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 is not a zoning map and is primarily intended to guide local decision makers on locations that should receive further study. 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 is historic development patterns, existing land use, employment centers, service areas, existing transportation nodes, and flood zones. For those areas not already fully developed, consideration must be given to public safety, road, and open space enhancements.

Areas of Further Study

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

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
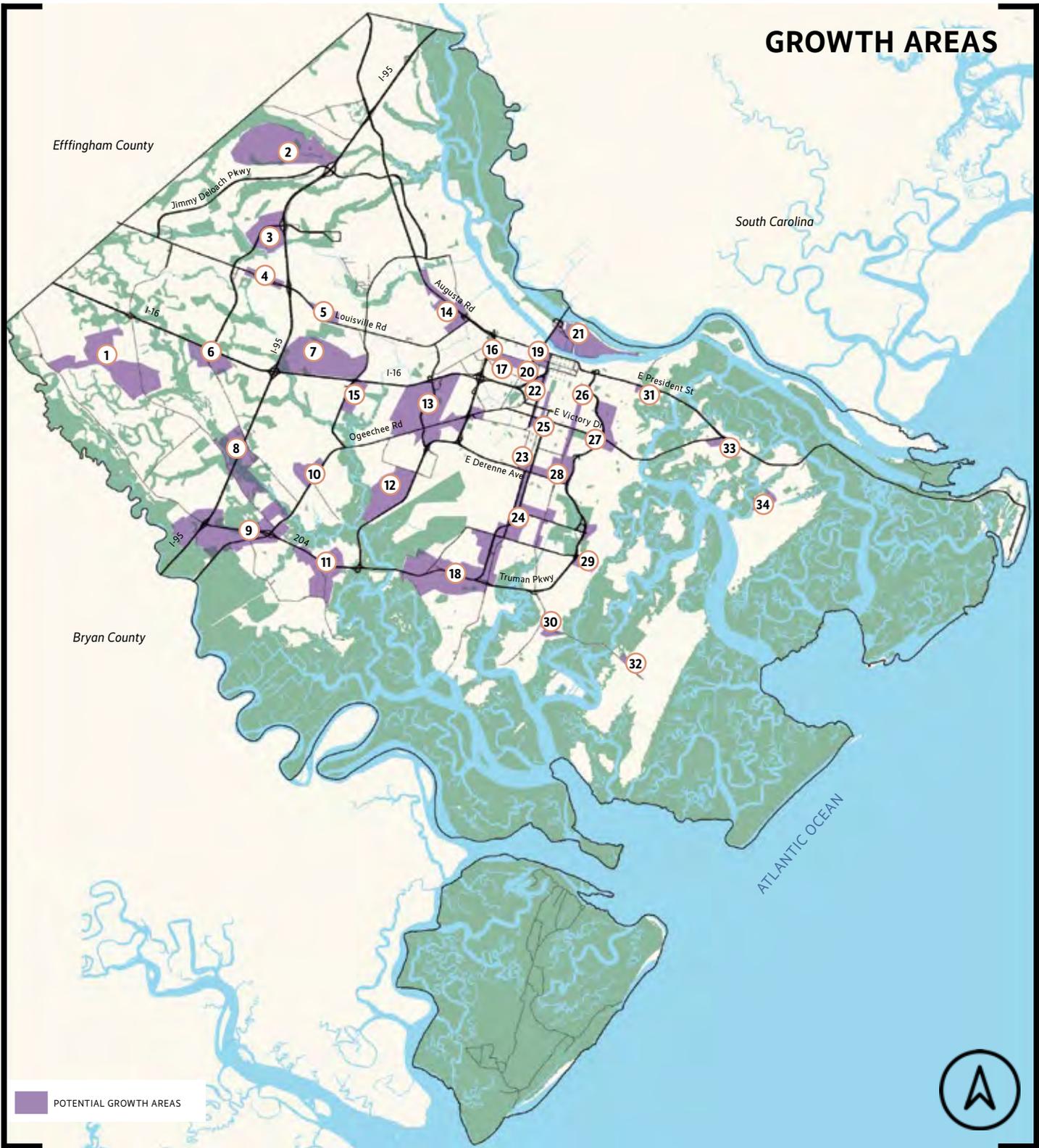
Map 4.6–Potential Growth Areas, Chatham County

POTENTIAL 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

CHARACTER AREAS

Character Areas

The Character Area Map (CAM) identifies the land use character vision for Chatham County. The intent of the CAM is to work in partnership with the Future Land Use Map (FLUM) to set a cohesive countywide vision for responsible growth over the next twenty years.

Plan 2040 is meant to guide decision-making within unincorporated Chatham County and the city of Savannah; the CAM is not intended to deviate from the land use goals of other municipalities within Chatham County that maintain separate planning programs. Rather, this countywide visioning effort looks to support these goals and acknowledge the ways in which development patterns influence each other across municipal boundaries. To the extent possible, the CAM seeks to align land use policies throughout the county, while focusing more specifically on areas within unincorporated Chatham County and Savannah.

The CAM is not intended to represent or guide future zoning; however, it should be considered in tandem with the FLUM when policymakers consider land development inquiries or requests.

The character areas seek to capture the diversity of Chatham County and to expand upon the single-use land categorization present in the FLUM. Character areas are places that may contain a variety of different land uses, but share defining characteristics, such as development intensity or available resources. Identifying community character across Chatham County is an important step in making compatible future land use decisions.

Development Factors

The character areas were developed by examining existing community character and future growth trends in order to ensure compatible and responsible future land use patterns. The following development factors are used to describe each character area:

– Primary & secondary uses
– Average density
– Transportation & roadway classification
– Parking & utilities
– Open space

Character Areas

The following primary character areas are discussed in the following pages:

– Environmentally Sensitive
– Rural
– Suburban
– Urban

CHARACTER AREAS

Legend:

- ENVIRONMENTALLY SENSITIVE
- RURAL RESIDENTIAL
- RURAL CORRIDOR
- SUBURBAN RESIDENTIAL
- SUBURBAN COMMERCIAL
- SUBURBAN INDUSTRIAL
- SUBURBAN TRADITIONAL
- URBAN DOWNTOWN
- URBAN CORE
- URBAN TRANSITIONAL
- URBAN INDUSTRIAL
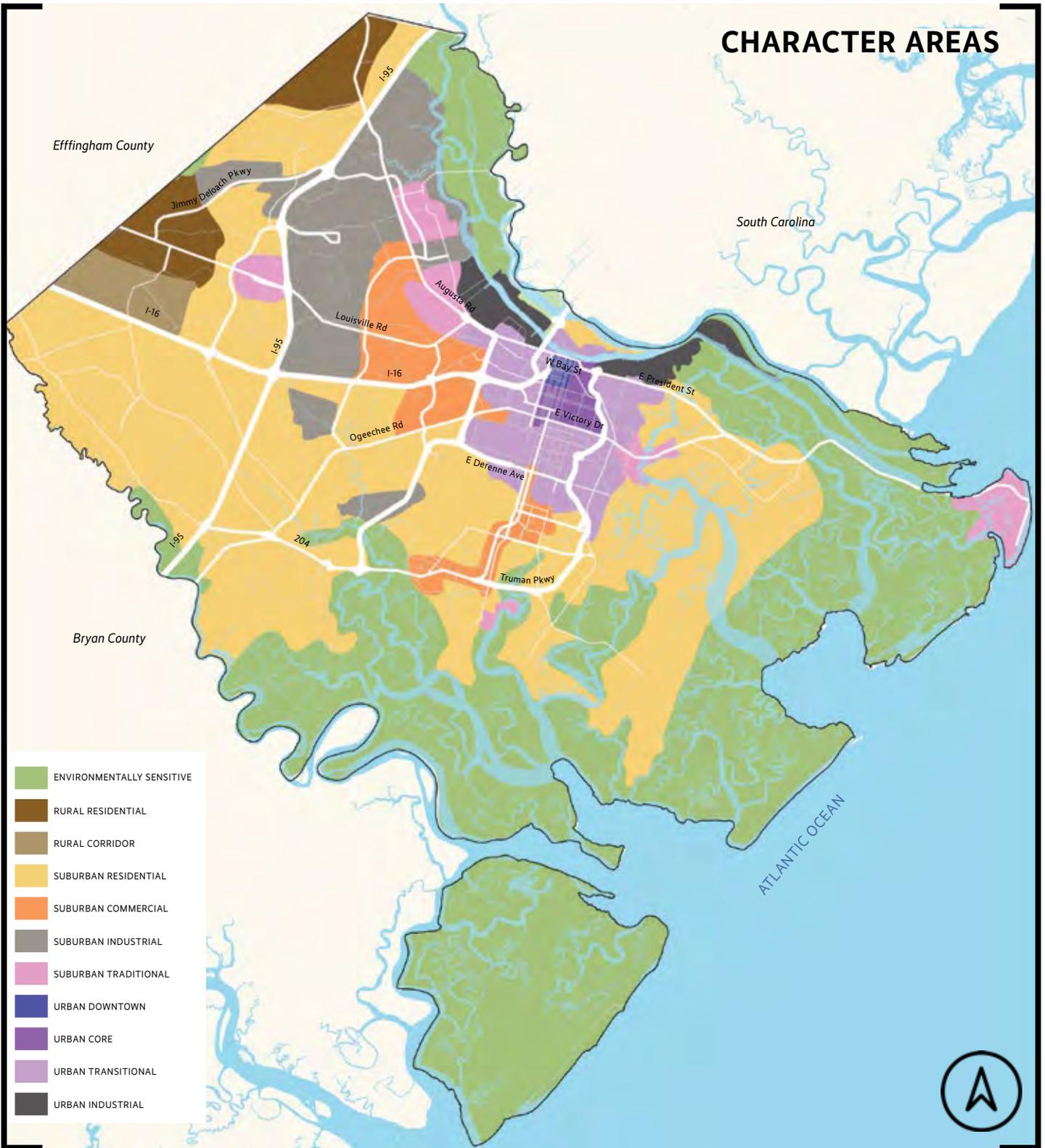
Map 4.7–Potential Character Areas, Chatham County

CHARACTER AREA DEFINITIONS

Character Area Map

The CAM on the previous page illustrates the location of each potential character area throughout Chatham County. The general characteristics and analysis of development factors for each character area are described below and on the following pages.

ENVIRONMENTALLY SENSITIVE CHARACTER

Environmentally Sensitive character areas include areas set aside for preservation or conservation, or contain natural features such as rivers or wetlands making them vulnerable to the effects of development. Areas such as Ossabaw Island, Wormsloe Historic Site, and Wassaw National Wildlife Refuge are protected perpetually at the state or national level as heritage sites and nature preserves. This character area additionally includes marsh, wetland, and woodland habitats, particularly along major rivers such as the Moon, Ogeechee, and Savannah Rivers.

The negative consequences of development affect not only natural resources, but also the quality of life of residents by exacerbating environmental hazards such as flooding, polluted waterways, temperature extremes, and extreme weather events. Efforts to further protect these areas should be pursued. Any development cited in and around an Environmentally Sensitive character area should have measures in place to protect natural features and vulnerable resources.

RURAL CHARACTER

Rural character areas are categorized by low-intensity development with large lots, low pedestrian orientation and access, and a sizeable amount of open space. Rural areas are often closely associated with agriculture, and though there are some working farms in Chatham County, it is not widely prevalent in the community. Land in this area is likely undeveloped or facing development pressures for lower density residential development, light industrial development, or medium/higher density PUDs.

Services in rural areas are often individual or community water and sewer systems such as wells and septic tanks. The future of this character area looks to maintain low developmental densities, with special attention paid to availability of services and infrastructure as well as preserving open space.

SUBURBAN CHARACTER

Suburban character areas are lower density areas, characterized by the prevalence and accommodation of the automobile. Residential areas are generally separated from other land uses, such as commercial and industrial, and typically feature detached single-family homes; however, attached single-family residential and smaller multi-family apartments are often present as well. Commercial uses, including retail and office clusters, feature large surface parking lots and are located along major thoroughfares and highway interchanges.

Suburban character areas include many locations that are expected to see continued population growth and development, such as large swaths of unincorporated West Chatham. Future development in this character area should look to ensure public realm enhancements, efficient use of existing infrastructure, and connectivity with the surrounding context.

URBAN CHARACTER

Urban character areas are places with higher density and established mixed-use, residential, commercial, and industrial areas, or future opportunities for critical transportation hubs. The Urban character areas for Chatham County are located entirely within the limits of the city of Savannah, and include the historic downtown, urban neighborhoods, port industrial sites, and transitional areas towards the edge of downtown.

These areas are poised to receive a large portion of the county's projected population growth, as they have the greatest number of urban amenities, including convenience to employment, schools, and retail. The future of this character area looks to infill development in the Urban Core, and redevelopment and growth in the Urban Transitional areas.

ENVIRONMENTALLY SENSITIVE CHARACTER

Environmentally Sensitive character areas are open space areas that offer opportunities for limited to no development that is well-integrated with the natural landscape system.

Areas included in the Environmentally Sensitive are Ossabaw Island, Wassaw National Wildlife Refuge, Wormsloe Historic Site, Little and Ogeechee River, Savannah,and Wilmington River Corridors. It is important to note that many parks and open spaces are embedded in the context of other Character Areas.

Map 4.8–Environmentally Sensitive Character Area, Chatham County

Legend: ENVIRONMENTALLY SENSITIVE

Map labels: Efffingham County, South Carolina, Bryan County, ATLANTIC OCEAN, I-95, Jimmy Deloach Pkwy, I-16, Louisville Rd, I-95, Augusta Rd, W Bay St, E President St, I-16, E Victory Dr, Ogeechee Rd, E Derenne Ave, I-95, 204, Truman Pkwy
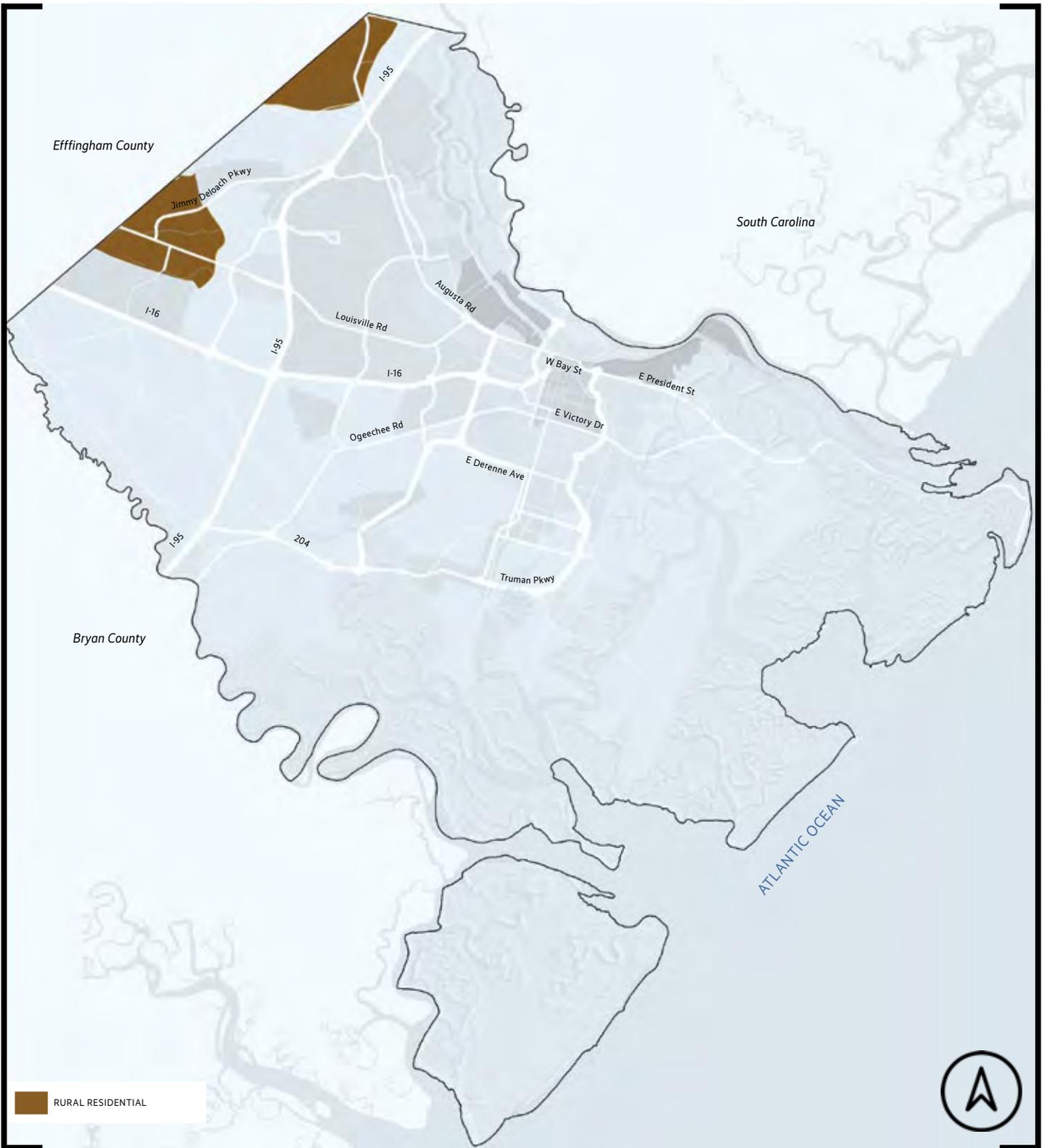
Map 4.9–Rural Residential Character Area, Chatham County

Legend:
RURAL RESIDENTIAL

Map labels:
Efffingham County
South Carolina
Bryan County
Atlantic Ocean
Jimmy Deloach Pkwy
I-95
I-16
I-95
Louisville Rd
Augusta Rd
I-16
Ogeechee Rd
W Bay St
E President St
E Victory Dr
E Derenne Ave
I-95
204
Truman Pkwy

RURAL CORRIDOR

The Rural Corridor character areas contain a mix of lower density light industrial, warehousing, or service uses. This character area is located along Interstate 16, which connects it to denser suburban and urban areas.

PRIMARY USES	Light Industrial, Warehousing
SECONDARY USES	None
DENSITY	N/A
TRANSPORTATION	Automobile-oriented, large blocks, no public transit
ROAD FUNCT. CLASS	Interstate (I-16), local roads
PARKING	Surface parking
UTILITIES	Individual water & septic; Unlikely to be serviced in the next 10 years
OPEN SPACE	Natural areas, undeveloped land

Map 4.10–Rural Corridor Character Area, Chatham County

RURAL CORRIDOR

SUBURBAN RESIDENTIAL

Suburban Residential character areas include low and medium density developments; generally, this character area features either single-family structures on large lots or medium-lot residential subdivisions with relatively uniform housing types and densities. However, multi-family apartments and attached single-family residential subdivisions are also prevalent in this area. Local streets are laid out in curvilinear patterns, with occasional cul-de-sacs and limited sidewalks. Suburban Residential areas adjacent to Suburban Commercial character areas should, to the extent possible, be designed as cohesive, connected neighborhoods. Alternative types of housing options should be encouraged in suburban areas to accommodate multi-generational households, seniors, and others.

PRIMARY USES	Single-family (detached & attached) Residential
SECONDARY USES	Small scale commercial & apartment buildings, civic & institutional facilities, neighborhood parks
DENSITY	Low; 3–5 units per acre
TRANSPORTATION	Automobile-oriented, limited public transit
ROAD FUNCT. CLASS	Local roads, collectors, arterials
PARKING	Off-street parking, private driveways, garages
UTILITIES	Supported by existing municipal utilities, some individual/community utility systems
OPEN SPACE	Community & regional parks, neighborhood greenspaces, waterways, golf courses
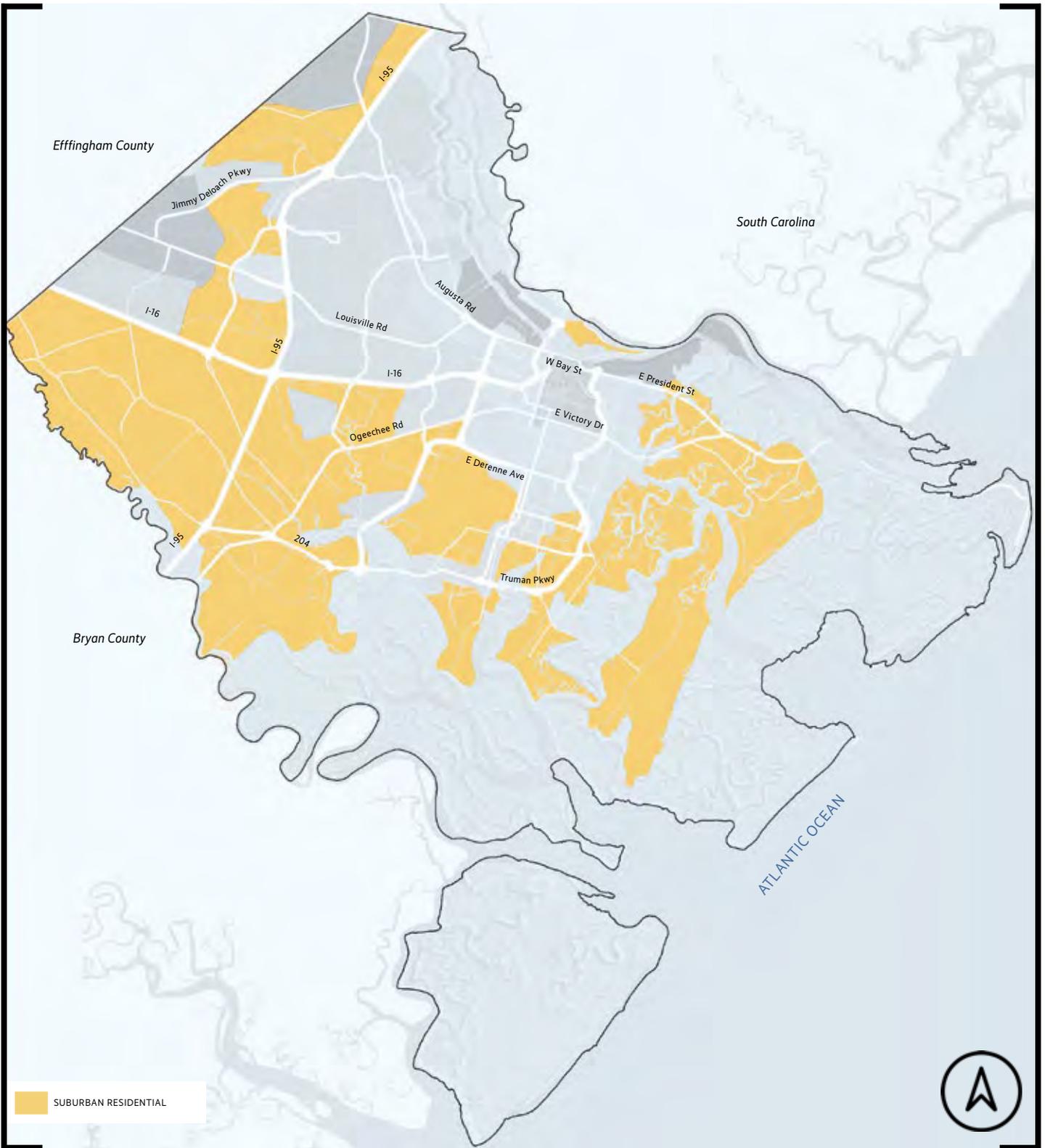
Map 4.11–Suburban Residential Character Area, Chatham County

Legend: SUBURBAN RESIDENTIAL

SUBURBAN COMMERCIAL

Suburban Commercial character areas are automobile-oriented commercial centers that contain community and regional shopping and service needs. This character area encompasses and is located along several major thoroughfares (arterials) and highways, such as the Abercorn Street Extension, U.S. 80, and I-16. Commercial development such as malls, office buildings, and big box stores are located along these major transportation hubs and feature large, front-facing parking lots. Residential activity in this character area is located behind the commercial frontage; however, mixed-use development should be encouraged in this area in the future.

New and redeveloping commercial centers should be encouraged to use innovative site design to minimize the visual impact of expansive parking areas (e.g., placing parking on the interior of the site), provide open space, and better accommodate all mobility options. Additionally, as shopping and other types of commercial centers age out, they could become candidates for adaptive redevelopment into denser mixed-use centers, especially where access to public transit is currently available or slated for the future.

PRIMARY USES	Regional Commercial, Neighborhood Commercial
SECONDARY USES	Small scale apartment buildings, single-family residential, office, civic & institutional facilities
DENSITY	Low; 3–12 units per acre
TRANSPORTATION	Automobile-oriented
ROAD FUNCT. CLASS	Local roads, collectors, arterials, expressways
PARKING	Off-street, surface parking
UTILITIES	Supported by existing municipal utilities, some individual/community utility systems
OPEN SPACE	Community & regional parks

Map 4.12–Suburban Commercial Character Area, Chatham County

Legend:
- **SUBURBAN COMMERCIAL**

Map labels:
- Efffingham County
- South Carolina
- Bryan County
- ATLANTIC OCEAN
- I-95
- Jimmy Deloach Pkwy
- I-16
- I-95
- Louisville Rd
- Augusta Rd
- I-16
- Ogeechee Rd
- W Bay St
- E President St
- E Victory Dr
- E Derenne Ave
- 204
- I-95
- Truman Pkwy

SUBURBAN INDUSTRIAL

Suburban Industrial character areas generally contain large-footprint buildings and businesses that accommodate warehousing, light industrial, manufacturing, office spaces, and other uses such as airports and landfills. All of these uses come with unique needs and building forms. A large extent of the Suburban Industrial character area is located between I-95 and Dean Forest Road from I-16 north to the Savannah River. Large surface parking lots and truck loading bays are common in this area. Suburban Industrial areas should look to landscaping requirements in order to screen development from the right-of-way and neighboring properties. Additionally, as these areas often contain large employment centers, special attention should be paid to transit connectivity—particularly links to urban and suburban residential areas.

PRIMARY USES	Warehouse, Light Industrial, Manufacturing, Landfill
SECONDARY USES	Commercial, aviation facilities
DENSITY	N/A
TRANSPORTATION	Automobile-oriented
ROAD FUNCT. CLASS	Local roads, collectors, arterials, expressways
PARKING	Off-street, surface parking
UTILITIES	Supported by existing municipal utilities, private utility systems
OPEN SPACE	Undeveloped greenspace, waterways
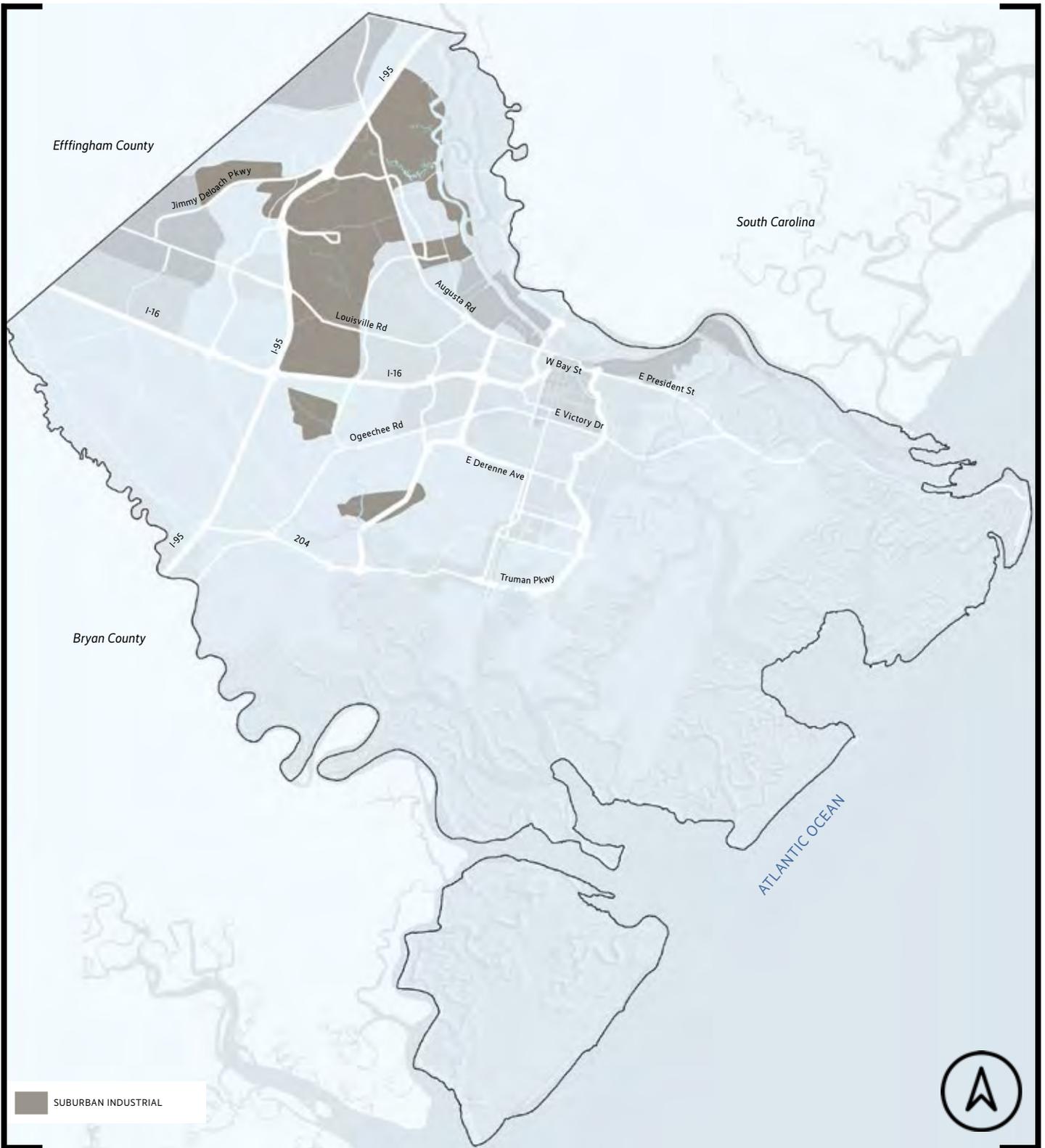
Map 4.13–Suburban Industrial Character Area, Chatham County

Efffingham County

South Carolina

Jimmy Deloach Pkwy

I-95

I-16

I-95

Louisville Rd

Augusta Rd

I-16

W Bay St

E President St

E Victory Dr

Ogeechee Rd

E Derenne Ave

I-95

204

Truman Pkwy

Bryan County

ATLANTIC OCEAN

SUBURBAN INDUSTRIAL

SUBURBAN TRADITIONAL

Suburban Traditional neighborhoods include Thunderbolt, Tybee Island, downtown Garden City, Vernonburg, and downtown Pooler. Suburban Traditional character areas have a more "urban" style of development, with gridded/interconnected street patterns, attached buildings, and sidewalks. Homes in this character area are primarily early- and mid-twentieth century single-family homes, with some blocks including small-scale apartment buildings and townhouses. Existing housing stock—older homes in particular—should be preserved and improved. Older, underutilized sites could be candidates for reuse and redevelopment with improved access management, site design, and pedestrian friendliness. Infill and redevelopment should be of a compatible scale and character with surrounding buildings. Additional types of housing options, including accessory dwelling units (ADUs), should be encouraged to accommodate multi-generational households, seniors, small families, and others.
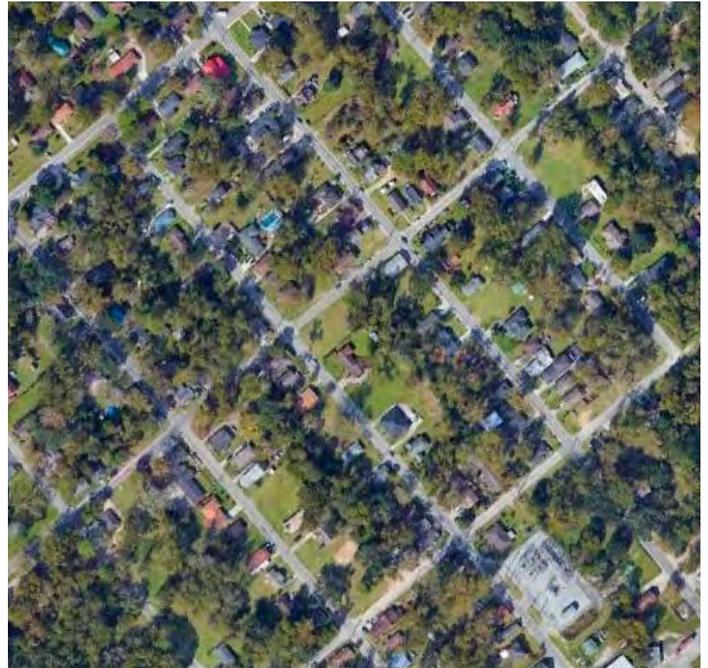
PRIMARY USES	Single-family (attached & detached) Residential
SECONDARY USES	Small scale commercial, office, civic & institutional facilities
DENSITY	Low-medium; 6–20 units per acre
TRANSPORTATION	Automobile-oriented, interconnected street, no public transit
ROAD FUNCT. CLASS	Local roads, collectors, arterials, expressways
PARKING	Off-street & on-street parking, private driveways, garages
UTILITIES	Supported by existing municipal utilities
OPEN SPACE	Neighborhood parks, beaches/waterways, city parks
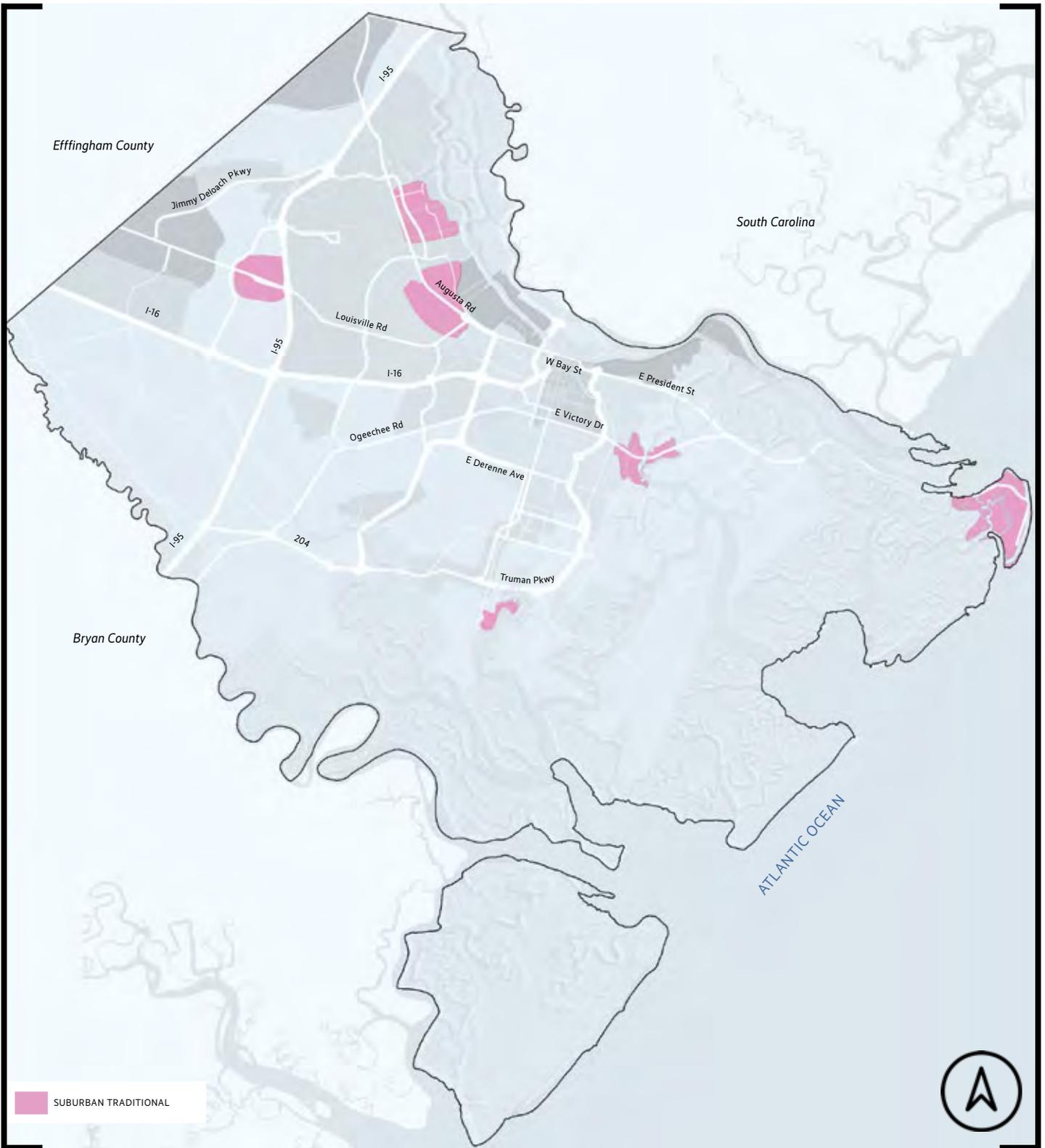
Map 4.14–Suburban Traditional Character Areas, Chatham County

SUBURBAN TRADITIONAL

URBAN DOWNTOWN

The Urban Downtown character area consists of the local and National Register Landmark Historic Districts. The Oglethorpe Plan (see the appendix for a full history of Savannah and Chatham County) established the grid network, which still guides development patterns today. The Urban Downtown area is identifiable by mixed-use, mid-rise buildings and attached single-family homes (townhomes & rowhomes). This area is also identified by multi-modal transportation, walkable densities, historic squares and greenspaces, and historic, mid-size single- and multi-family buildings. While decreasing in availability, there are infill and redevelopment opportunities within the Urban Downtown. All future development is subject to review by the Metropolitan Planning Commission's Historic Preservation Department, which administers the historic district ordinances to ensure compatibility with the character of the area.

PRIMARY USES	Attached & detached Residential, Mid-Rise, Mixed-Use, Commercial, Parks
SECONDARY USES	Civic & institutional, office, parking structures, short-term rentals
DENSITY	High; 20–40 units per acre
TRANSPORTATION	Interconnected street grid, multi-modal transportation
ROAD FUNCT. CLASS	Local roads, collector, arterial, expressway
PARKING	On-street parking, parking structure, private garages
UTILITIES	Supported by existing municipal utilities
OPEN SPACE	Municipal parks, squares, waterfront, cemeteries, limited private yard space
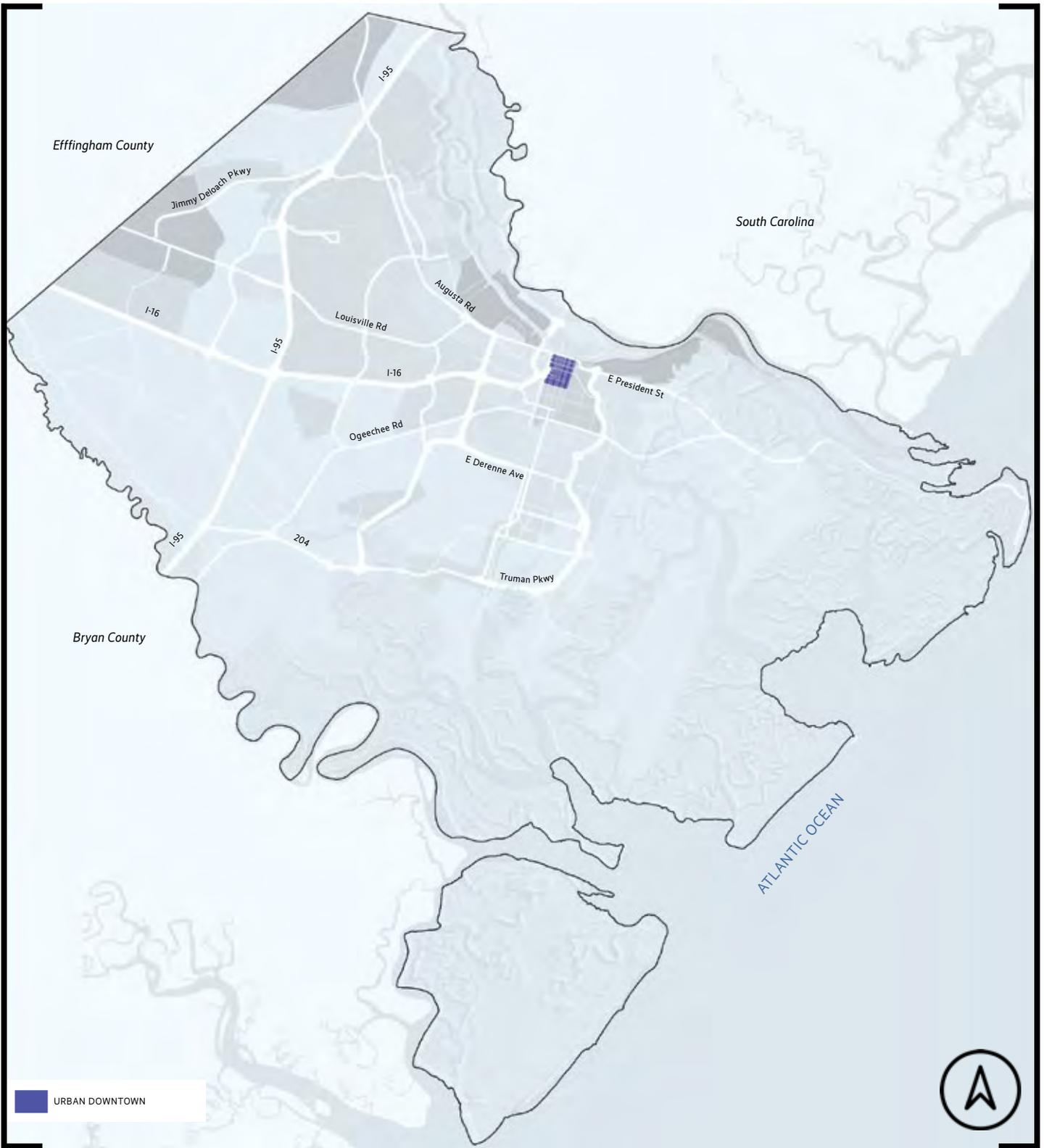
Map 4.15–Urban Downtown Character Area, Chatham County

Legend:
■ URBAN DOWNTOWN

URBAN CORE

The Urban Core character area contains the local and National Register Victorian and Streetcar Historic Districts, as well as the Eastside neighborhoods in the city of Savannah. This area is characterized by a mix of detached and attached single-family homes, mid-size multi-family buildings, and smaller-scale, neighborhood commercial. Urban Core areas are walkable with a well-connected sidewalk network and street grid. Lot sizes are larger and building heights lower (around 2-4 stories) than in the Urban Downtown. Infill and redevelopment opportunities are more widely available in the Urban Core; any future development should maintain the walkable densities and be compatible with the community character. A range of housing options should be encouraged in the Urban Core to accommodate workers, students, small families, seniors, and others.
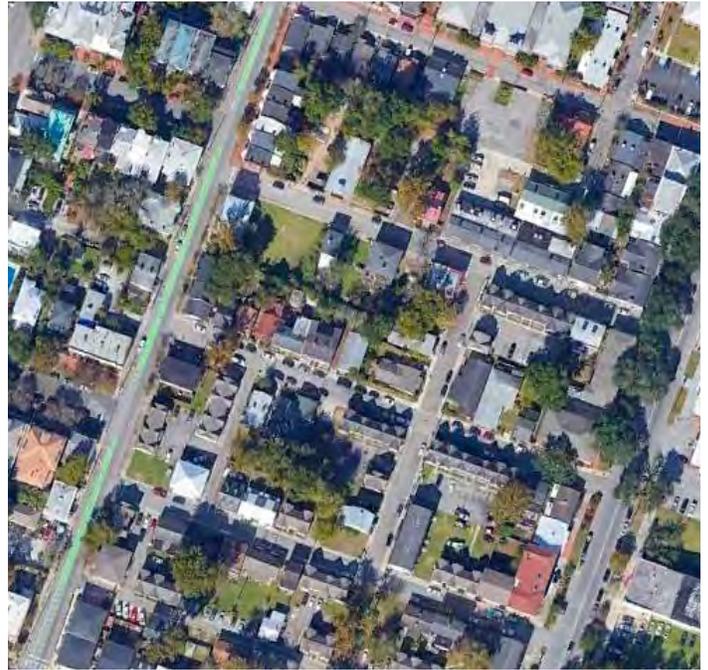
PRIMARY USES	Attached & detached Residential, Multi-Family
SECONDARY USES	Commercial, mixed-use, civic & institutional, short-term rental
DENSITY	Medium-high; 6–20 units per acre
TRANSPORTATION	Interconnected street grid, multi-modal transportation
ROAD FUNCT. CLASS	Local roads, collector, arterial, expressway
PARKING	On-street, off-street, limited surface, private driveways
UTILITIES	Supported by existing municipal utilities
OPEN SPACE	Municipal parks, squares, cemeteries, waterfront
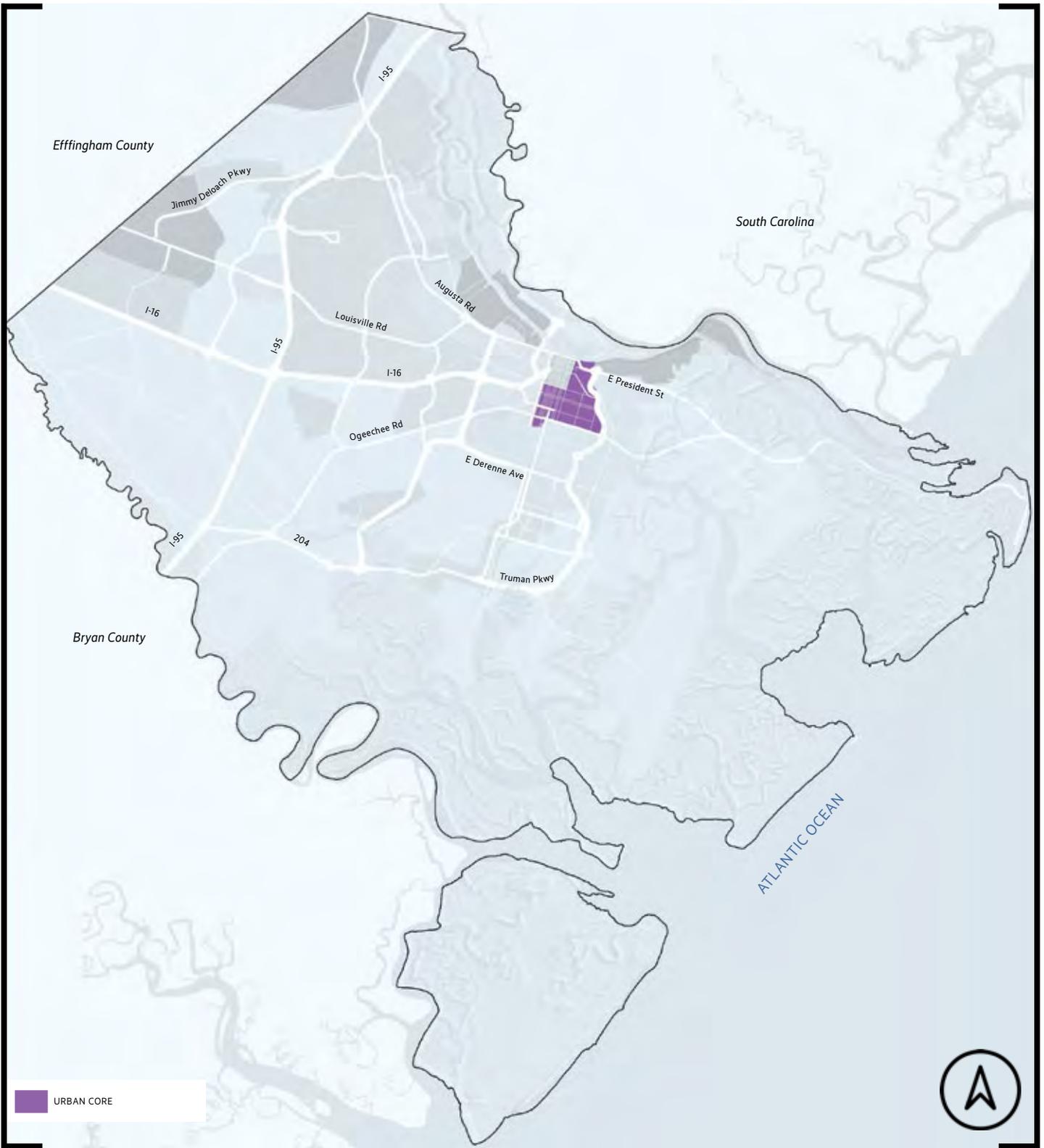
Map 4.16–Urban Core Character Area, Chatham County

Legend:
URBAN CORE

Map labels: Efffingham County, I-95, Jimmy Deloach Pkwy, I-16, I-95, Louisville Rd, Augusta Rd, South Carolina, I-16, E President St, Ogeechee Rd, E Derenne Ave, Bryan County, I-95, 204, Truman Pkwy, ATLANTIC OCEAN

URBAN TRANSITIONAL

Urban Transitional character areas are those that are sometimes classified as "urban edge" or "urban expansion." This character area includes the Cuyler-Brownville Historic District, established neighborhoods such as Ardsley Park and Victory Heights, and commercial corridors on Abercorn Street and Victory Drive. Urban Transitional areas are identifiable by more automobile-oriented, suburban style residential areas that still provide access to urban amenities and public transit. Most of these neighborhoods are also pedestrian-oriented with well-used sidewalks, parks, and open spaces. Redevelopment and infill development opportunities are prevalent in this character area, and special attention should be paid to corridors suited for TOD.

PRIMARY USES	Attached & detached Residential
SECONDARY USES	Commercial, civic & institutional
DENSITY	Medium-high; 6–20 units per acre
TRANSPORTATION	Interconnected street grid, multi-modal transportation
ROAD FUNCT. CLASS	Local roads, collector, arterial, expressway
PARKING	On-street, off-street, surface, private driveways
UTILITIES	Supported by existing municipal utilities
OPEN SPACE	Municipal parks, schools, historic Grayson Stadium

URBAN TRANSITIONAL
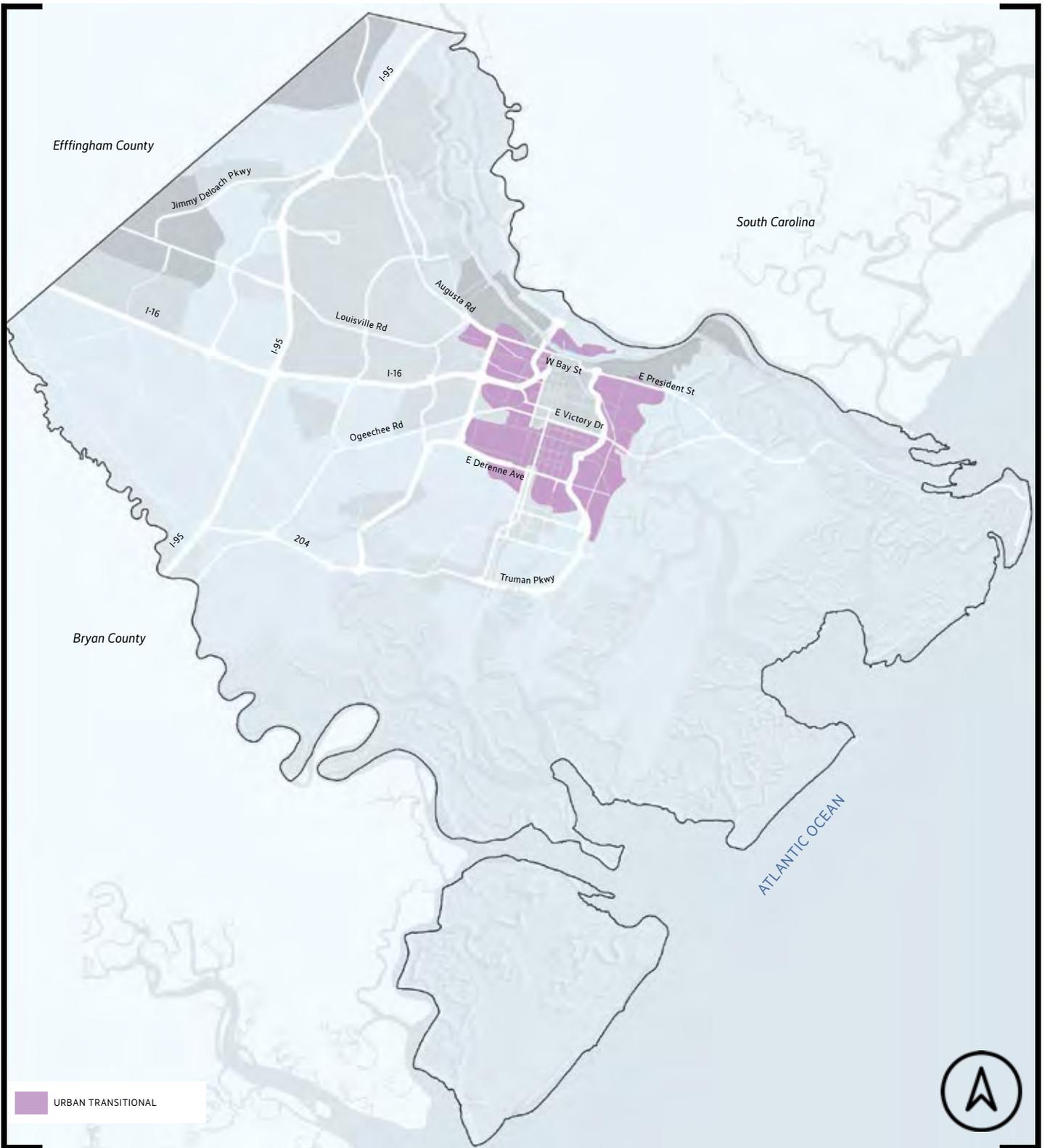
Map 4.17–Urban Transitional Character Area, Chatham County

URBAN INDUSTRIAL

The Urban Industrial character area identifies those areas near the Urban Downtown and Core that have higher intensity uses, such as light and heavy manufacturing, warehouses, and ports. These uses tend to generate noise, particulate matter, fumes, and/or other nuisances that are not contained on site. These areas are directly connected to many urban neighborhoods and contain several employment centers. Attention should be paid to increasing public transportation access to this character area to reinforce its status as an urban employment hub. While these areas are largely built out and will remain industrial in character, encouraging site design that softens or shields the view of buildings and parking lots, loading docks, etc., will enhance the quality of the sites.

PRIMARY USES	Heavy & Light Manufacturing, Warehouse, High Intensity
SECONDARY USES	Commercial
DENSITY	N/A
TRANSPORTATION	Automobile-oriented, limited multi-modal transportation
ROAD FUNCT. CLASS	Arterials
PARKING	Surface parking
UTILITIES	Supported by existing municipal utilities
OPEN SPACE	Undeveloped area, no intentional open space
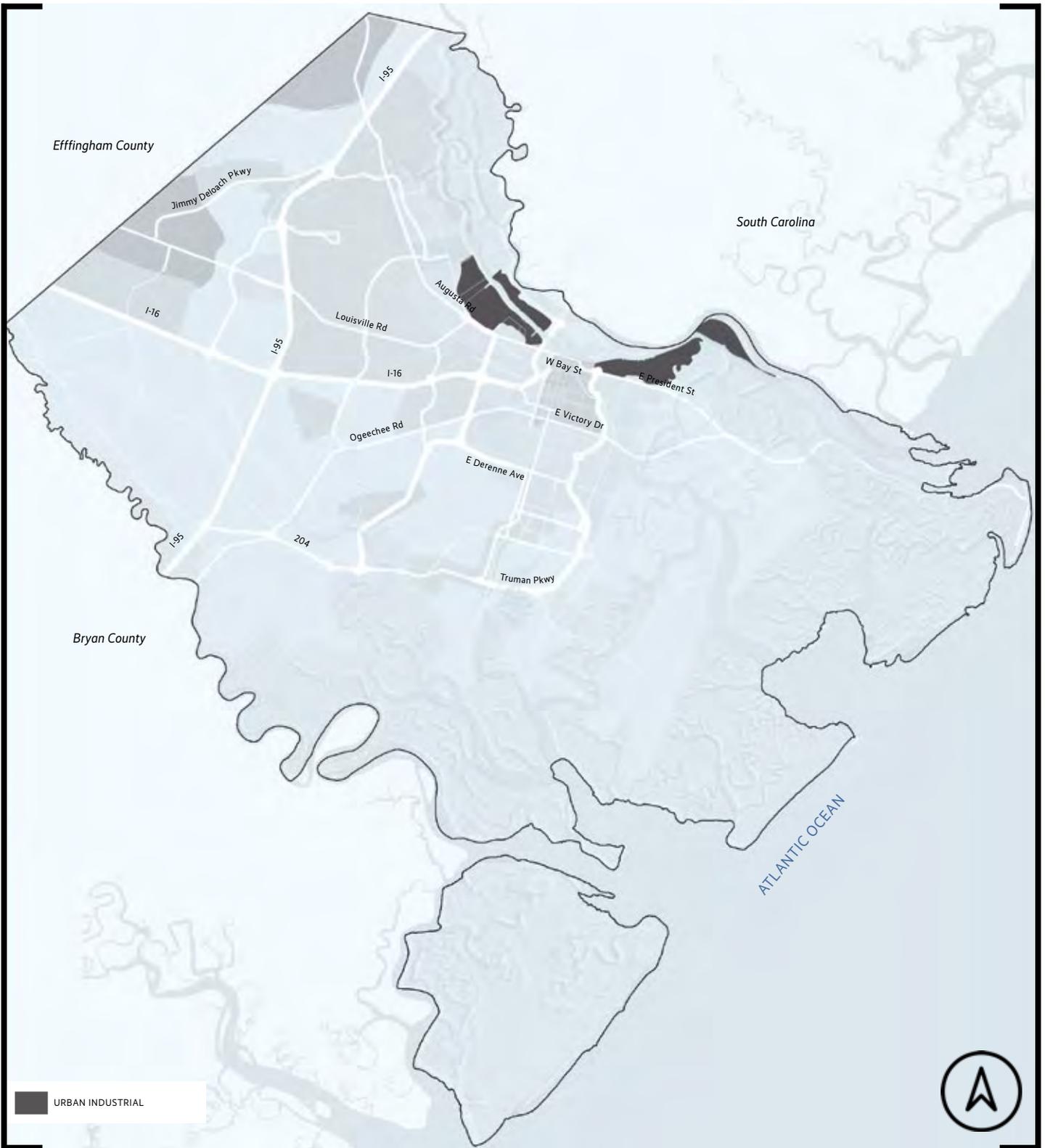
Map 4.18–Urban Industrial Character Area, Chatham County

Legend:
■ URBAN INDUSTRIAL

Map labels: Efffingham County, South Carolina, Bryan County, Atlantic Ocean, I-95, Jimmy Deloach Pkwy, I-16, Louisville Rd, Augusta Rd, W Bay St, E President St, E Victory Dr, Ogeechee Rd, E Derenne Ave, Truman Pkwy, 204

FUTURE LAND USE

Plan 2040 sets out a vision for the community and its future land use decisions. In addition to the CAM, this 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 serves to give direction for zoning decisions through specific land use categories for unincorporated Chatham County and the city of Savannah. The CAM identifies the character vision for all of Chatham County. In partnership with one another, the FLUM and the CAM are intended to guide the character and direction of land use decisions in the county with the goal of furthering consistent uses and character.

Future land use patterns for unincorporated Chatham County and the city of Savannah are shown on the FLUM. The FLUM contains land use and overlay categories, which visually represent the land uses that serve as a guide for 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 policymakers consider land development questions or requests.

Efffingham County

South Carolina

I-95

Jimmy Deloach Pkwy

Augusta Rd

Louisville Rd

I-16

I-95

I-16

Ogeechee Rd

W Bay St

E President St

E Victory Dr

E Derenne Ave

I-95

204

Truman Pkwy

Bryan County

ATLANTIC OCEAN
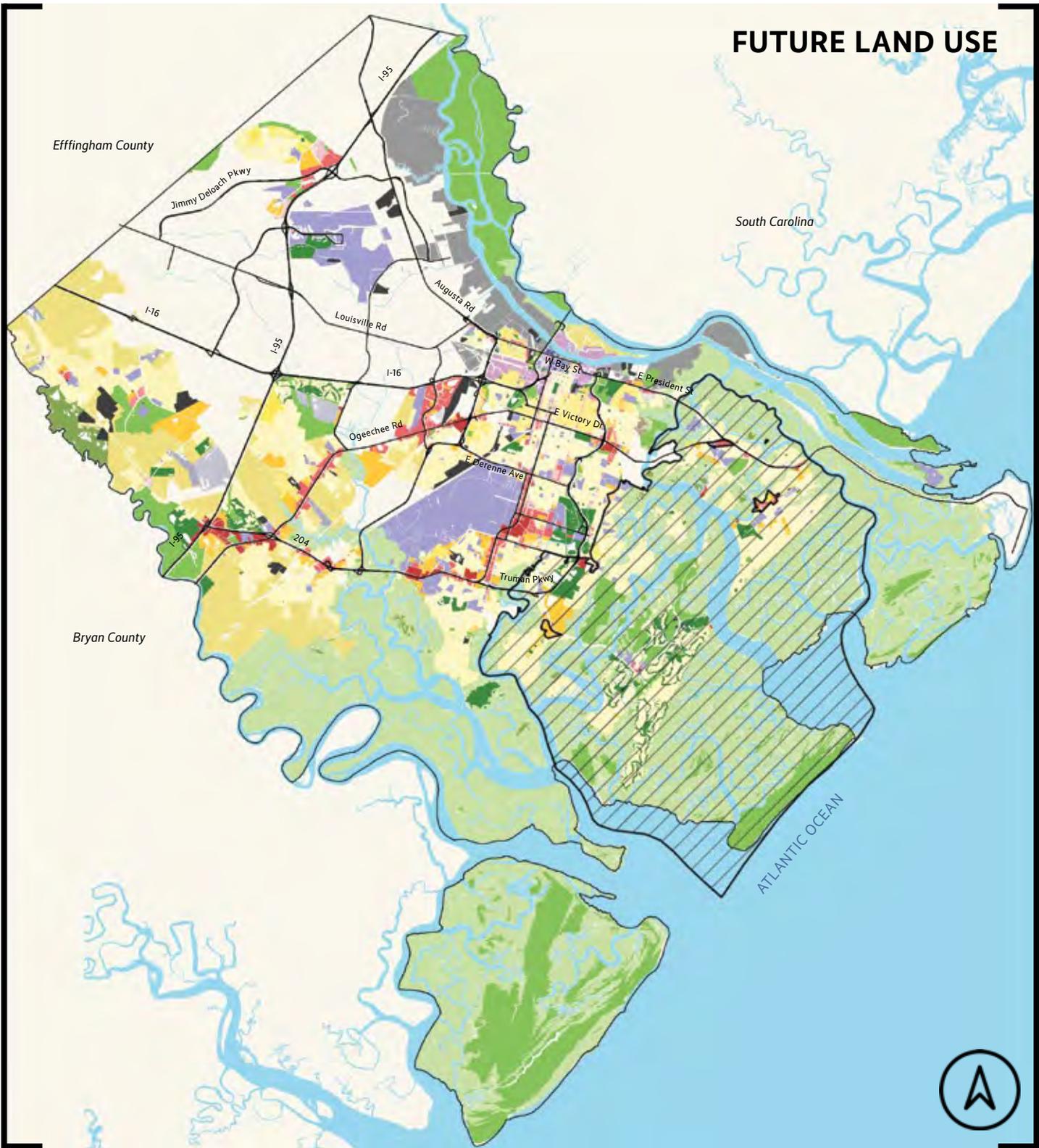
Map 4.19–Future Land Use, Chatham County

LAND USE CATEGORIES

MAP COLOR					
LAND USE	Downtown	Downtown Expansion	Traditional Commercial	Traditional Neighborhood	Civic/Institution
DEFINITION	The traditional Central Business District, including retail, office, entertainment, institutional, civic, and residential uses that are integrated into the walkable urban fabric.	Areas in close proximity to the Central Business District that are identified for growth of retail, office, entertainment, open spaces, institutional, civic, and residential uses. This area is intended to be compatible and interconnected with the Downtown area and surrounding neighborhoods, while also accommodating new forms of urban development.	Business areas in close proximity to Downtown Savannah or in outlying historically settled areas. This category includes commercial uses that should be compatible with the character and scale of adjacent neighborhoods, most often found along collectors and arterials. Characteristics include walkability, limited or on street parking, and multi-tenant retail.	Residential areas in close proximity to downtown or in outlying historically settled areas. This category includes non-residential uses that are compatible with the residential character of neighborhoods.	Areas that consist of educational, religious, medical, and/or public uses, which may be in a campus setting and may include private or public open space. Such areas may include schools, places of worship, hospitals, libraries, public recreation, municipal facilities, or uses of a similar nature.
	Commercial Neighborhood	Commercial Suburban	Commercial Regional	Commercial Marine	Industry Light
	Nodal and multi-tenant retail areas that are within predominately residential areas and are developed at a scale and intensity compatible with adjacent residential uses. These neighborhoods are typically auto-dependent.	Business areas supporting shopping centers and corridor commercial uses.	Business areas supporting most retail, service, office, and institutional uses. Large-scale commercial uses such as shopping malls and lifestyle centers are appropriate. These destinations are typically only accessible by vehicle.	Land dedicated to marina operations including ancillary uses that are both marine-related and an integral part of the marina complex.	Areas supporting warehouses, wholesale facilities, and the manufacturing, assembly, or production of parts and products, which may require intensive truck traffic and outdoor storage but do not produce noise, odor, dust, or contaminants above ambient levels.

MAP COLOR					
LAND USE	Industry Heavy	Residential General	Single Family	Suburban Single Family	Planned Development
DEFINITION	Areas supporting uses that are involved in the large-scale freight, operation, demolition, surface mining, and production of materials and may produce noise, odor, dust, and contaminants measurable above ambient levels.	Areas with a wide range of residential uses—including multi-family dwellings, attached dwellings, small lot single-family dwellings, and mixed-use with upper story residential—at densities greater than 10 units per gross acre. This category includes non-residential uses that are compatible with the residential character and scale of the neighborhood.	Areas identified for single-family detached residential dwellings at a density not to exceed eight (8) units per gross acre. This category includes non-residential uses that are compatible with the residential character and scale of the neighborhood.	Areas identified for single-family detached residential dwellings at a density not to exceed five (5) units per gross acre. This category includes non-residential uses that are compatible with the residential character and scale of the neighborhood.	Master planned areas accommodating cluster development, neo-traditional development, or mixed residential, commercial, or civic uses. Such developments are characterized by internal or external linkages among residential, commercial, institutional, or recreational use components. This category includes Amenity Communities, Village Centers, Town Centers, and existing PUDs.
	Agricultural/Forestry	Trans/Comm/Utility	Parks & Recreations	Conservation	Conservation Residential
	Areas principally used for farming, silviculture, dairy or livestock production, and resource extraction. This category also includes single-family detached dwellings not to exceed one-half (0.5) unit per gross acre.	Areas dedicated principally to railroad facilities, airports, cell towers, sub stations, solar farms and similar uses that produce intensive or obtrusive activities that are not readily assimilated into other districts.	Land dedicated to open space that is accessible to the public or areas dedicated to sports, exercise, or other types of leisure activities.	Land that is publicly or privately held and designated for preservation in a natural state or for use for passive recreation (e.g., fishing, hiking, camping). This category also includes all back barrier islands consisting of less than two acres of contiguous uplands.	This category is for back barrier islands that are in private ownership and have uplands exceeding two acres on a contiguous land mass. Such areas shall observe conservation principles, but may be developed for residential use at low densities.

LAND USE CATEGORIES

MAP COLOR					
LAND USE	Tidal Marsh	Environmental Overlay	Airport Overlay	Arterial Corridor Overlay	Landfill
DEFINITION	Areas of estuarine influence that are inundated by tidal waters on a daily basis and are characterized by Spartina (cord grass) habitat.	The island, estuarine, and marsh areas of unincorporated Chatham County, to include back barrier islands, hammocks, and other environmentally sensitive areas and/or habitats. The Environmental Overlay is used as a supplemental zoning tool implemented through standards meant to restrict the intensity of development in areas where such development would negatively impact the health and/or vitality of the area.	Areas adjacent to airport facilities that are within Clear Zones, Accident Potential Zones, and Noise Zones where day-night averages are greater than 65 decibels, or similar zones of influence. This designation shall be applied to areas with the flexibility to plan future development in a manner that will place compatible uses in appropriate locations and at appropriate densities.	Areas having established residential character that, due to their arterial location, are confronted with potential commercial intrusion. Within this overlay, rezoning petitions may proceed where the combined lot width of property is equal to or greater than 175 feet along the arterial street.	A land depository or excavation area operated in a controlled manner for the dumping of debris or inert material; or a disposal site operated by means of compacting and covering solid waste with an approved material. This term is intended to include both debris landfills and sanitary landfills.
	Surface Mining				
	Areas constituting all or part of a process for the removal of minerals, ores, or other solid matter for sale or for consumption.				

PLAN CONSISTENCY

The FLUM and the CAM are based on the policies and assumptions contained in the Comprehensive Plan and the forecasted growth and character for Chatham County and Savannah. The FLUM shows the general land use recommended and corresponds to a range of potentially appropriate functions and intensities within each land use category. The CAM shows the general character and centers of activity for the county and corresponds to a wide range of land uses.

While the FLUM and CAM will influence future zoning, they do not alter current zoning or affect the rights of property owners to use the land for its purpose as zoned at the time of this Plan's adoption. The designation of an area with a particular land use category or character area does not mean that the most intensive zoning district is automatically recommended; the FLUM and the CAM document the general recommended future use for each designated area. A variety of factors and site characteristics, such as infrastructure availability, should also be considered. Additionally, other types of uses beyond those suggested by the FLUM and the CAM may be considered compatible and consistent with the Comprehensive Plan.

The future land use categories and character areas should not be interpreted to support nor preclude developments without consideration of the policies and intent of the Comprehensive Plan. Determination of the conformance of a proposed use or zoning request with the Comprehensive Plan should include, but is not limited to, consideration of the following questions:

1. Is the proposal consistent with the vision, themes, and policies contained within the Comprehensive Plan?
2. Is the proposed use being considered specifically designated on the FLUM in the area where its location is proposed?
3. Does the CAM indicate that the character of the proposed use is appropriate?

ISSUES & OPPORTUNITIES

With Chatham County's growth and development come issues and opportunities. Identifying these issues and opportunities is an essential step in ensuring responsible existing and future land use policies and programs. After careful review and public input, the following list was created to highlight critical issues that may need careful attention and consideration in the future:

Consistency

Chatham County Zoning Ordinance

The Chatham County Zoning Ordinance was last amended in 2009 and has not been updated since. The ordinance is fairly simple and does not contain any character-based zoning districts.

City of Savannah Zoning Ordinance

On July 18, 2019, the City of Savannah adopted a new zoning ordinance—Savannah's Zoning Ordinance (previously known as NewZO)—which was created in an effort to better recognize the modern and historic development patterns of the city. The zoning ordinance addressed many of the previous inconsistencies between land use policy and the Comprehensive Plan. However, constant re-evaluation of the consistency between zoning ordinance and all other forms of land use policies in the city with the goals of the Comprehensive Plan is vital. Future land use policy should utilize not only the future land use and growth patterns as identified in this element, but include at a minimum the additional elements of the Comprehensive Plan that are integral and connected to land use, including housing, economic development, and natural resources.

Gentrification

As the historic districts and neighborhoods in Savannah continue to draw in visitors and investment, many people and legacy businesses are becoming displaced as property taxes, rent, and home prices rise. This displacement first began in the Landmark Historic District and has since moved to the Victorian and Streetcar Historic Districts. While the economic impact of increased investment is substantial, the land use and affordability changes in these areas have disproportionately impacted people of color and elderly longtime residents. The Cuyler-Brownville Historic District, as well as eastside neighborhoods outside of downtown, are likely to begin to see more gentrification as the downtown districts become more built out and unaffordable. Important considerations should be made regarding the current locations of those impacted by gentrification—especially minority groups—and future policy and procedures for equitably relocating those who wish to do so.

Redevelopment

As the downtown area becomes more built out, the City of Savannah should look to redevelopment opportunities in the Downtown Expansion areas, as well as areas that could be reconfigured to present more sustainable modes of growth and development. As highlighted in the Growth Centers section of this element, TOD should be prioritized as a strategy. While the Downtown Expansion areas have been identified in the zoning ordinance and FLUM as areas where new development can and should occur, there are several areas outside of downtown Savannah that should be studied to assess whether transit-oriented and mixed-use development would be appropriate.

Annexation

The City of Savannah, as well as the municipalities of West Chatham, are continually annexing lands in unincorporated Chatham County. Currently, there is not a comprehensive list of past annexations nor a unified program for future annexations by any municipality. Coordination among the City of Savannah, Chatham County, and the seven other municipalities within the County is necessary to develop a countywide record of annexation and a comprehensive growth management plan. Approaches that provide for more compact and orderly growth and better coordination of land development with infrastructure and public facilities are critically needed. Future annexation areas should be identified and, if not already developed, should remain predominately undeveloped until land areas within municipal boundaries are more fully utilized.

Regional Coordination

The effects of climate change, countywide commuting patterns, and shifting economies require planning at a regional scale. While each municipality maintains its own planning program and land use regulations, ensuring the economic, environmental, and social welfare of the entire county requires intergovernmental cooperation in the planning and provision of public services. The Land Use element looks to provide visioning for countywide character growth through the Character Growth Model. However, more work is needed to cooperate and plan regionally in Chatham County. While the Metropolitan Planning Commission provides a regional approach to planning in Chatham County, in order for future smart growth to occur, all municipal planning programs must incorporate a unified regional plan.

Natural Resources

The high rate of growth and development that has already taken place—and is predicted to continue into the foreseeable future—throughout Chatham County necessitates a proactive, focused effort by the County and municipalities to protect the varied natural resources within their jurisdictions. The negative consequences of development affect not only natural resources, but also the quality of life of residents by exacerbating environmental hazards such as flooding, polluted waterways, temperature extremes, and extreme weather events. Efforts to protect our natural resources through responsible land use measures will aid in increasing community resilience from catastrophic events while lessening the negative impacts associated with sea level rise and climate change.

Preserving and Enhancing the Public Realm

While Tybee Island and areas of unincorporated Chatham County are known for their natural features such as beaches, marshes, and waterways, downtown Savannah is recognized internationally for the quality of its historic buildings, parks, and public realm. The downtown area owes this distinction to the original town plan, to the preservation of the integrity of that plan, and to new expressions of the plan during later periods of growth. Downtown Savannah's green element— squares, parks, landscaped medians, and tree lawns— combined with other elements of the public realm such as sidewalks and historic buildings, contribute to a unique, inviting environment for the enjoyment of those who live, work, recreate, and visit the area.

The preservation of the public realm in downtown Savannah is crucial to the continuation of the success of the area as a vibrant, active, and welcoming destination. While not as prevalent as in downtown Savannah, there are other great public spaces throughout Chatham County that are valuable assets and worthy of stewardship. It is essential to learn from the mistakes of the past, such as the suburbanization of codes and ordinances, as well as urban renewal, to ensure that no further damage is done to the public realm by those types of policies.

LAND USE GOALS

GOAL 1

Establish growth policies for the City of Savannah to guide development and redevelopment in a responsible manner, encouraging compact/mixed-use development, walkable neighborhoods, increased connectivity, and open space preservation

Creating an attractive and livable community requires the development of a comprehensive community vision as well as policies and regulations that will guide growth to occur in a manner that is consistent with that vision. Without appropriate policies and regulations in place, development and redevelopment will occur in a disjointed and incompatible manner to the detriment of the community's quality of life.

Objectives:

- Review zoning regulations and other ordinances to identify standards that do not support the community vision
- Assess the development review process to identify ways to expedite and/or reduce fees for infill and grayfield projects
- Incentivize projects that are located in areas with existing infrastructure and within close proximity to services, making greenfield development less attractive and economical
- Prioritize the preservation and enhancement of the existing public realm and encourage the incorporation of public realm spaces and elements in new developments
- Prioritize land acquisition for open space and conservation
- Decrease development pressures on environmentally sensitive lands

GOAL 2

Identify and prioritize future annexations that are regionally coordinated, and that promote responsible growth

Coordination among municipalities within the region is crucial to plan for annexation and ensure growth occurs only in appropriate areas. These areas should have existing infrastructure to accommodate development that is compatible with the character of the surrounding area in both intensity and density. Proactively coordinating with the county to identify future annexation targets and agree upon responsible growth principles for those areas will result in an improved quality of life for all communities.

Objectives:

- Establish criteria for determining the appropriateness and readiness of development, including budgetary and other impacts

- Identify areas where future annexations would be appropriate and prioritize only those that promote responsible, compatible growth

- Develop protocol to analyze annexation requests to determine appropriateness of the annexation

GOAL 3

Utilize small area and corridor plans as a means to protect the character of existing areas and ensure new development is compatible

Small area and corridor plans are effective tools to provide more localized guidance for land use decision-making. They can be used to address current conditions and issues, and ensure that future growth and development is consistent with existing development patterns and the character of the area. Such plans proactively address the needs of the community at a level of specificity that cannot be achieved through community-wide land use plans or zoning ordinances.

Objectives:

– Update existing small area plans and develop new small area plans as appropriate

– Develop criteria for identifying and prioritizing small area planning needs for areas where growth and development pressures are high

– Develop criteria for identifying and prioritizing corridor plans for areas where growth and development pressures are high or specialized protections are needed

– Identify corridors that could support TOD and create corridor plans to allow for and encourage TOD in an appropriate manner

GOAL 4

Continue to create innovative ways to connect people with places

Land use and transportation policies and objectives are inevitably connected, and it is necessary to acknowledge and consider this relationship when making planning decisions in order to safeguard against unintended consequences. Transportation policies can undermine land use objectives and vice versa; it is necessary, therefore, to ensure that their respective efforts consider the impacts of one on the other to guarantee a positive outcome in both regards.

Objectives:

– Consider the impacts of all transportation decisions, strategies, and investments on surrounding existing land uses and the public realm, and potential deviations from land use objectives

– Encourage land use patterns that reduce distances between residences and services

– Increase opportunities for mass transit and other mobility options (walking, biking, etc.) through proper planning of the land use pattern

GOAL 5

Enhance the character and image of major corridors that implement the design and construction of safe, attractive, vibrant, and pedestrian-friendly streetscapes

Create a series of new and enhanced public spaces— including parks, plazas, green spaces, and pocket parks— throughout the city, and particularly in mixed-use areas, to improve the experience for residents who gather and interact in these locations. Incorporate active programming and elements such as public art, trees and other plantings, seating, and water features to enhance the appeal of these spaces.

Objectives:

– Implement the design and construction of safe, attractive, vibrant, and pedestrian-friendly streetscapes that project a positive image while encouraging walking

– Incorporate distinctive pavement textures and colors in streetscape designs, particularly in areas with high levels of pedestrian and commercial activity

– Research and pursue opportunities to relocate overhead power lines underground, particularly on major commercial corridors

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TRANSPORTATION ELEMENT

05

TRANSPORTATION

Introduction

Topics discussed in each of the individual elements of Plan 2040 are interconnected. As a result, transportation conditions in the future will be affected by policy recommendations located in other elements of the plan.

Of these, the Land Use element will have a particularly strong impact on transportation. Through its placement of commercial centers and residential areas, the Future Land Use Map will help determine the county's future spatial pattern, which in turn will affect road connectivity for example. Furthermore, the density of those developments will help determine the future viability of other modes of transportation, such as bus, bike, and rail.

TRANSPORTATION CONDITIONS & TRENDS

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

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

The port is a major economic engine for the region, as well as the State of Georgia. The Coastal Region Metropolitan Planning Organization 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 the county and the region.

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)

Coastal Region (CORE) MPO

The CORE MPO is a transportation policy-making and planning body with representatives of elected and transportation authorities from Chatham County and its municipalities, Bryan County, Effingham County, and executives from local, state, and federal agencies.

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

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.

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

CORE MPO Statistics

Total Population in MPO*

276,406

Land Area (Square Miles)*

651

Year Established*

1983

*Metropolitan Planning Organization (MPO) Database

TRAVEL CHARACTERISTICS

Regional Commuting Patterns

Chatham County and the city of Savannah 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.

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

COMMUTING PATTERN

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

—Census Bureau

Commuting Patterns

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

Figure 5.1–Regional Commuting Characteristics
U.S. Census Bureau: 2017 American Community Survey 5-Year Estimates

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

88,221
Employed and living in Chatham County

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

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

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 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 5.2 on the following page, most work trips in Chatham County are by automobile, as is the case for the state and country overall. Workers living within the city of Savannah are slightly more likely to use alternatives to driving alone, compared to the overall county and state. This is related to certain characteristics of the more urbanized Savannah area: higher densities, mixed-uses, and jobs/housing balance means more workers have shorter trips; transit service is present and has more route coverage; and bicycle and pedestrian facilities are more consistently present.

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 the American Community Survey estimates for 2018, shown in Figure 5.2, the city of Savannah has 73.6% of its workers driving to work alone, and 78.5% of the workers in Chatham County drove alone to work, as compared with 79.5% in the state and 76.4% in the U.S.. Effingham and Richmond Hill have about 85% of their workers driving alone. Percentages of carpooling, transit, biking and walking in both Chatham County and the city of Savannah were higher compared with both the state and U.S. percentages. The city of Savannah also exhibits a high percentage of walking (4.2%) and biking (2.1%).

Over time, the percentage of those driving alone increased, which could be attributed to the growth in the suburban western areas of the county. However, the transit, walking and biking percentage remained relatively stable.

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), but 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 Savannah drive alone to work, with only 26% of people carpooling, taking transit, walking, biking, or telecommuting for their commute

76.4% United States
79.5% Georgia

Location	Percentage
Chatham County	78.5%
Savannah	73.5%
Richmond Hill	85.5%
Bryan County	85.3%
Effingham County	86.7%
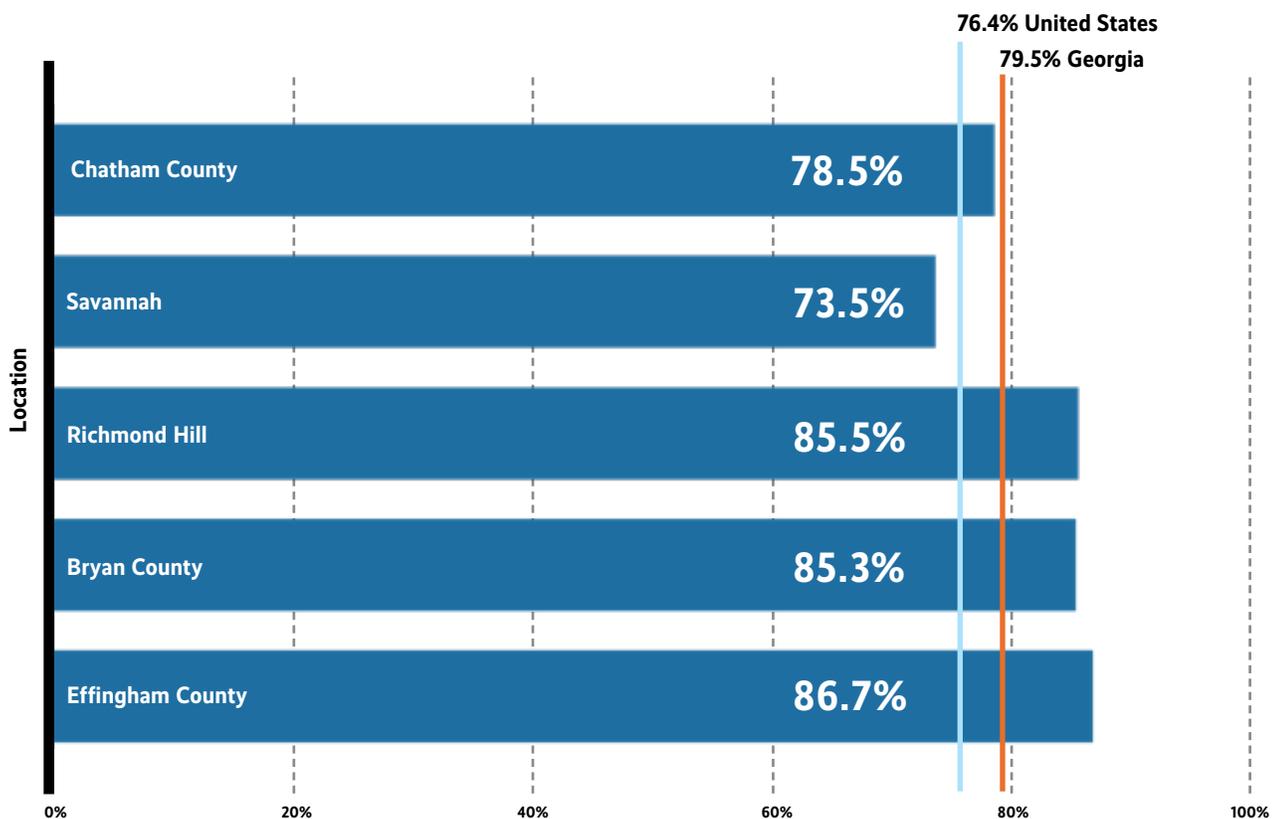
Figure 5.2–Percentage of Commuters Who Drive Alone to Work
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

METROPOLITAN TRANSPORTATION PLAN

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

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

Mobility 2045

The Mobility 2045 Plan emphasizes a multi-modal performance-based approach to transportation planning to meet the travel demands over the next 26 years, while taking into consideration the region's 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 quality of life.

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

Mobility 2045 Goals

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

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

Mobility 2045 goals and objectives are targeted to ensure that the transportation system helps the region attain its overall vision for the future. Through public involvement, stakeholders and citizens helped identify these goals and objectives, which provide the framework for the provision of a safe, secure, and efficient, multi-modal transportation network that meets the mobility needs of both people and freight (Figure 5.3).

Figure 5.3–Mobility 2045 Goals, CORE MPO

TRANSPORTATION INVESTMENT

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

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

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

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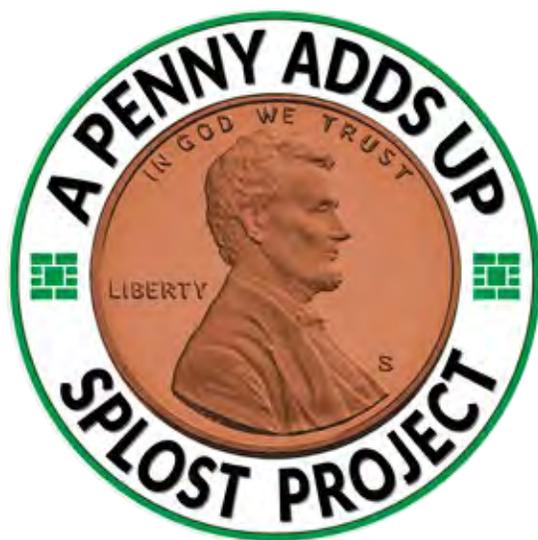
Total Funding Based on Project Type

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

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

Non-Highway ($262 M)
- Transit Priority Projects (FHWA & FTA Funds) ($240)
- Non-Motorized ($22.4)
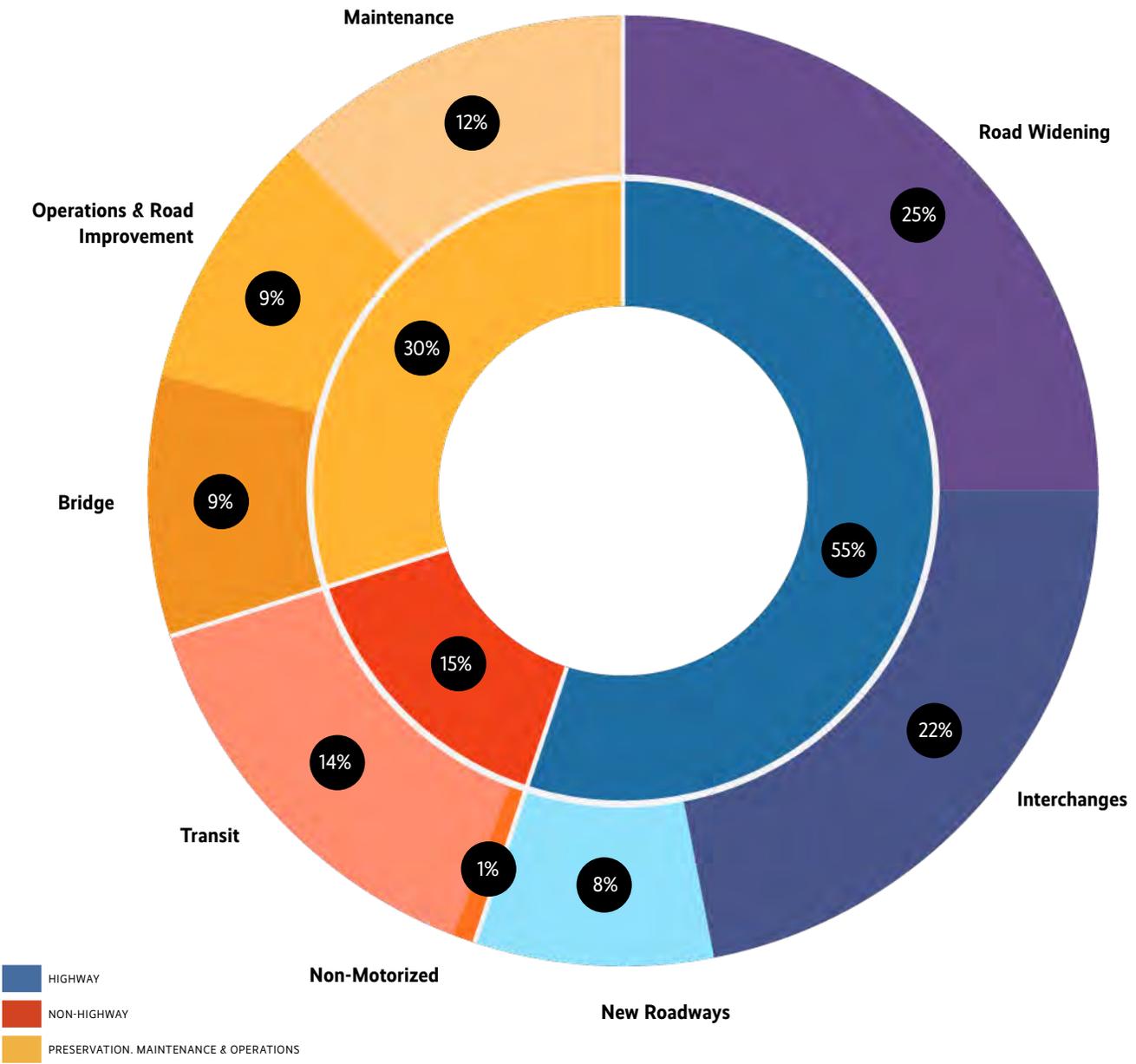
Figure 5.4–Funding Breakdown for Transportation Project Type
Coastal Region Metropolitan Planning Organization (CORE MPO)

ROAD NETWORKS

The Savannah Metropolitan Statistical Area (MSA) encompasses Bryan, Chatham, and Effingham Counties and has a total of more than 2,940 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.

Map 5.2 depicts the functional classification of the roadway network in the Savannah MSA while Map 5.3 shows the roadway classification for Chatham County. Local roads make up almost 70% of the total miles in the area, and collectors make up about 12.7% of the total roadway miles.

The interstates, freeway and arterials, though comprising only 17.28% of the total roadway mileage, carry most of the traffic. The interstates, freeways, and principal arterials (about 9.49% of the total roadway mileage) also carry most of the freight traffic in the area.
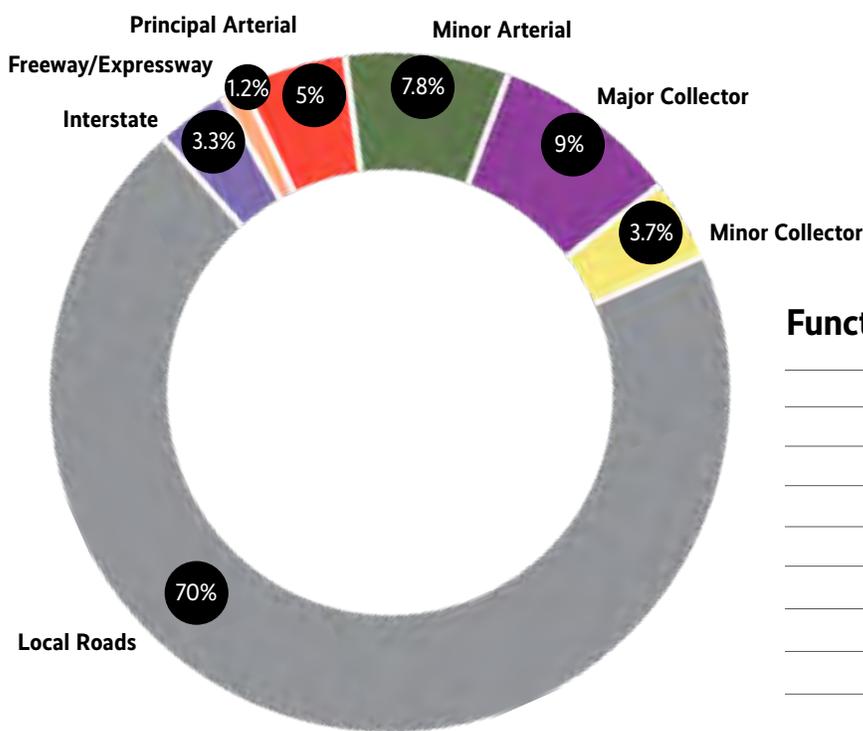
Figure 5.5–Percentage of Roadway in Region by Functional Classification
Coastal Region Metropolitan Planning Organization (CORE MPO)

Functional Classification

	Miles
Interstate	97.52
Freeway/Expressway	34.06
Principal Arterial	147.27
Minor Arterial	229.14
Major Collector	263.29
Minor Collector	108.83
Local Roads	2,060.44
Total	2,940.55

Figure 5.6–Miles of Roadway in Region, by Functional Classification

FUNCTIONAL ROADWAY CLASSIFICATION

Effingham County, GA

Jasper County, SC

Rt 17

Rt 80

I-95

I-16

Rt 80

Bryan County, GA

Rt 80

Rt 80

Rt 17

Chatham County

ATLANTIC OCEAN

I-95

Legend

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

Map 5.2–Functional Roadway Classification, Savannah MSA
Georgia Department of Transportation, 2015

FUNCTIONAL ROADWAY CLASSIFICATION

Jasper County, SC

Effingham County, GA

Rt 17

Rt 80

I-16

I-16

I-95

Rt 17

Bryan County, GA

Chatham County

I-95

Rt 80

Rt 80

Rt 80

ATLANTIC OCEAN

MLK Jr Blvd
E Bay St
E Broughton St
E Oglethorpe Ave
Liberty St
Taylor St
E Gaston St

Legend:
- INTERSTATE
- FREEWAY/EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- ADJUSTED SAVANNAH UAB
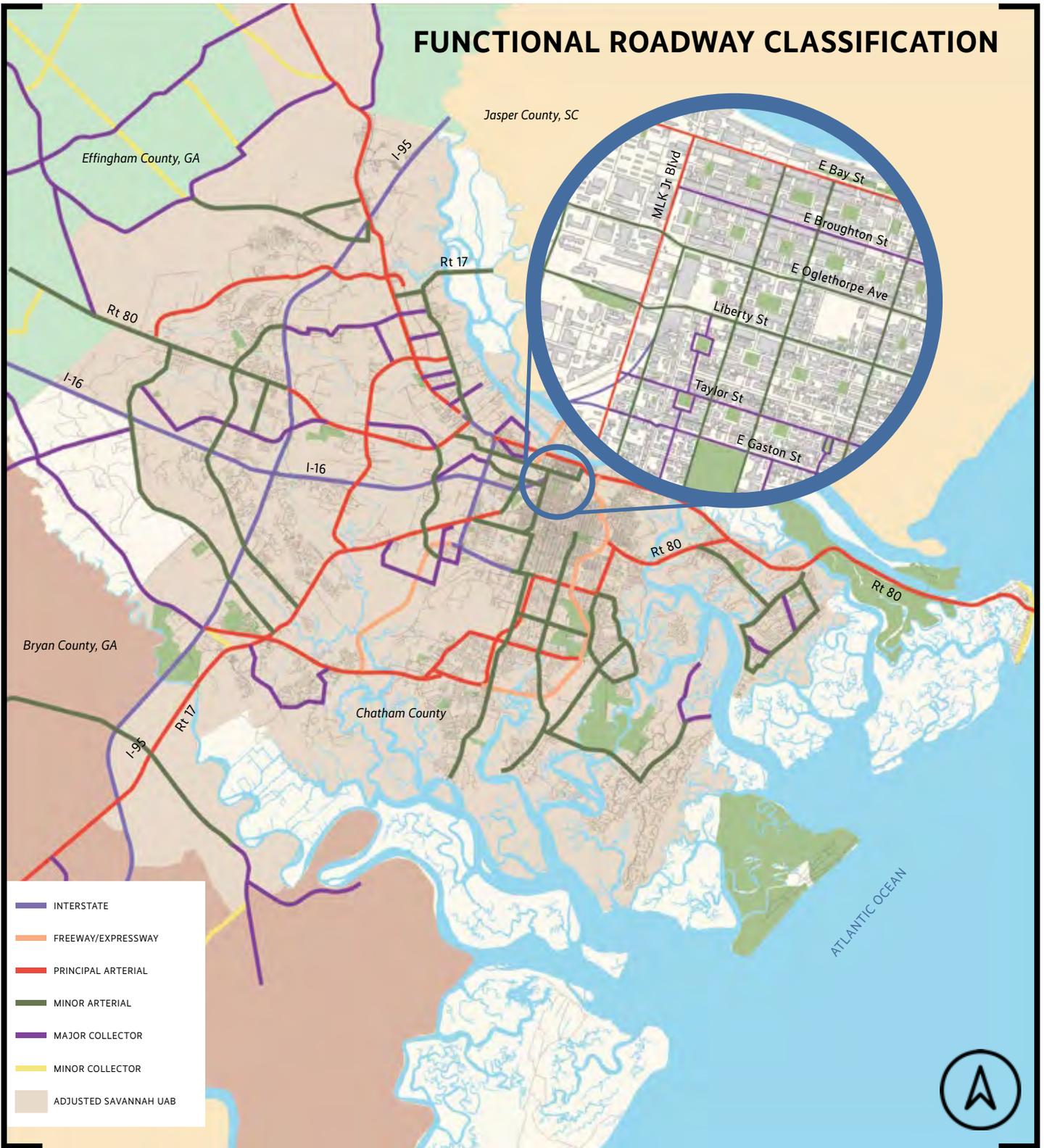
Map 5.3–Functional Roadway Classification, Chatham County
Georgia Department of Transportation, 2015

Bridges

Due to the geography of Chatham County, it is important to have a good understanding of bridge conditions. This consideration is necessary for safety, congestion and freight movements performance measures. Map 5.4 shows an inventory and conditions of the bridges in the area.

The status of these bridges is described as structurally deficient (SD) or functionally obsolete (FO). 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 (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.

As seen in Map 5.4, the vast majority of bridges are in acceptable condition with fewer than 10 deemed as structurally deficient (SD).

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

I-95

I-16

Effingham County, GA

Jasper County, SC

Bryan County, GA

Chatham County

I-95

ATLANTIC OCEAN

○ ACCEPTABLE CONDITION

○ LOAD RESTRICTED BRIDGE

○ STRUCTURALLY DEFICIENT

▬ INTERSTATE

▬ ROADWAYS
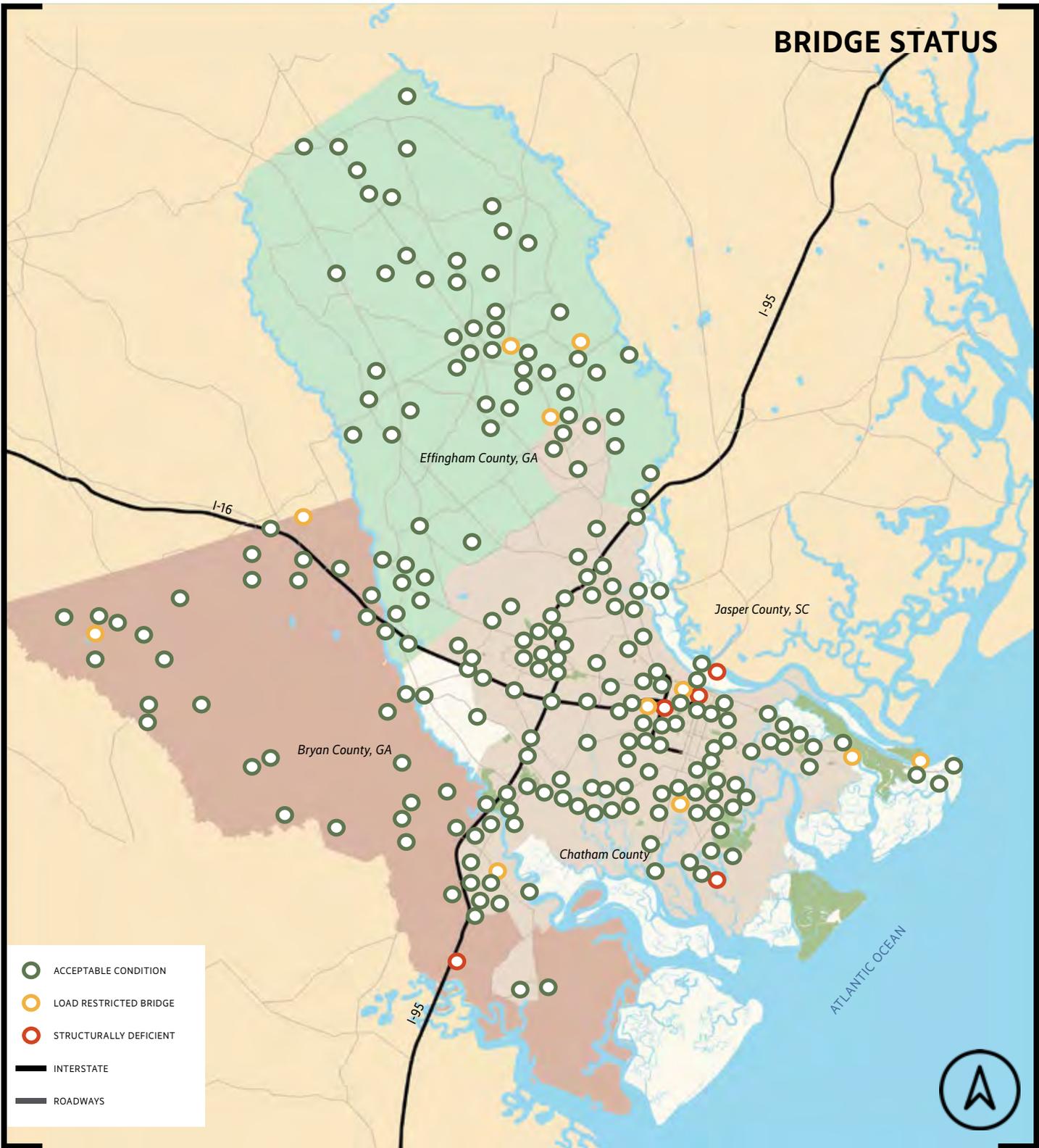
Map 5.4–Bridge Locations and Conditions, Savannah MSA
Coastal Region Metropolitan Planning Organization (CORE MPO)

INTERMODAL TRANSPORTATION

Port of Savannah

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

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

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. Three types of intermodal facilities are discussed in this section: ports, railroads, and airports.

—CORE MPO

The Port of Savannah is currently in the final phases 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.

As one of the state's largest public employers, the GPA directly employs almost 1,000 trained logistics professionals. The GPA, however, is responsible for generating far more employment throughout the state.

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

As port operations grow and intensify, the surrounding transportation infrastructure throughout the county will need to support that growth.

FUN FACTS

4th

Busiest Container Gateway in the Nation

Savannah/Hilton Head International Airport

Savannah/Hilton Head International Airport is a commercial and military-use airport positioned between Savannah, Garden City and Pooler. 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 the city of Pooler. Savannah/Hilton Head International is the chief commercial airport for Savannah, the Coastal Empire region of southeast Georgia, and the Lowcountry of South Carolina, where the resort town of Hilton Head accounts for some 40% of total airport passenger traffic.

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

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

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

Hunter Army Airfield

Hunter Army Airfield (HAAF) is Chatham County's other major airport facility. Hunter AAF is a sub-installation to nearby Fort Stewart, and provides operational support to the Army's 3d Infantry Division as well as numerous other non-divisional and tenant units. It is estimated that Fort Stewart and Hunter AAF together generate more than $1 billion annually for the regional economy, with more than 19,500 military personnel stationed at the two bases and more than 3,700 civilian jobs.

Noting that certain types of land uses adjacent to military bases cause conflicts and can result in a Base Realignment and Closure (BRAC). Diligent land use planning is one of the primary tools that local government can continue to use to help ensure the operation of this important military installation.

Preventing the introduction of incompatible uses adjacent to military bases can help prevent BRAC. Much of the land to the immediate east of Hunter is developed with commercial uses, most of which are compatible with nearby military operations. However, much of the land to the west of Hunter is currently being developed for commercial/industrial uses or is undeveloped, requiring careful consideration before development occurs.

HUNTER ARMY AIRFIELD (HAAF)

As the Army's premier power projection platform on the Atlantic coast, FS/HAAF boasts an excellent road and rail network to airports and major deep water ports along the eastern seaboard, allowing the rapid deployment of assigned forces. HAAF possesses the Army's longest runway and is a primary Aerial Port of Embarkation and Debarkation for worldwide force deployment.

ARE YOU LOOKING FOR MORE INFORMATION?

More information on Intermodal Transportation can be found in CORE MPO's Freight Transportation Plan...

https://www.thempc.org/docs/lit/corempo/plans/freighttransportation/edfac/policy/phase1.pdf

INTERMODAL TRANSPORTATION FACILITIES

Effingham County, GA

SAVANNAH-HILTON HEAD
INTERNATIONAL AIRPORT

GEORGIA PORTS AUTHORITY
GARDEN CITY TERMINAL

Jasper County, SC

GEORGIA PORTS AUTHORITY
OCEAN TERMINAL

AMTRAK TRAIN STATION

GREYHOUND BUS STATION

E Victory Dr

E Victory Dr

HUNTER ARMY AIRFIELD

Bryan County, GA

Harry S Truman Pkwy

Jimmy Deloach Pkwy

Louisville Rd

I-16

Little Neck Rd

Pooler Pkwy

I-95

Louisville Rd

Dean Forest Rd

Ogeechee Rd

Veterans Pkwy

I-95

Legend

INTERMODAL FACILITIES

MAJOR ROADWAYS

RAILROAD LINES

○ RAILROAD CROSSINGS

Map 5.5–Intermodal Transportation Facilities
Coastal Region Metropolitan Planning Organization (CORE MPO)

Intercity Passenger

There are two primary passenger intercity transportation services offered to and from Savannah: Amtrak Rail service and Greyhound Bus service.

Passenger Rail

Amtrak Silver Service provides intercity passenger rail service to and from Savannah at its train station in Savannah. The trains provide direct service between Miami and New York as well as daily connections to the national Amtrak network and connecting bus service to other destinations in the region.

Passenger Bus

Greyhound Bus Lines offer intercity bus service between Savannah and other cities within the United States. The terminal is in Savannah located at the Joe Murray Rivers Jr. Intermodal Transit Center at 610 Oglethorpe Avenue. There are over 30 departures daily at this station. This station also serves as a transit center for the public CAT system.

Freight Rail Service

Although the roadway network is the primary backbone of the freight movement, the region is also served by about 170 miles of rail freight facilities, of which CSX Transportation and Norfolk Southern provide the major intermodal services.

The major commodities transported by these rail systems are pulp and paper, furniture or fixtures, tobacco products, rubber and plastics, leather, clay, concrete, glass or stone products, fabricated metal products, non-electrical and electrical machinery, and scrap metals.

Railroad Crossing

Rail crossings can be at-grade or grade separated. Grade separation refers to a crossing in which the roadway and rail are at different elevations. The presence of railroad crossings (i.e., at-grade) on roadways presents potential safety and/or operational concerns to motor vehicles utilizing such roadways. Map 5.6 shows the railroad crossings in the Chatham County area. There are a total of 317 at-grade crossings.

According to the Federal Railroad Association (FRA) and National Transportation Atlas Database (NTAD) there are 49 at-grade crossings in Bryan County, 199 in Chatham County and 69 in Effingham County.

Freight Intensive Land Uses

The numerous warehouses and distribution centers within Chatham County are an important consideration when discussing intermodal transportation. The Georgia Statewide Freight and Logistics Action Plan included a survey of motor carriers serving the Port that determined their origins and destinations. The results indicated that 63% of trucks had trip origins within Chatham County with the vast majority of those trip origins occurring within a few miles radius of the Port of Savannah. This demonstrates that the vast majority of truck trips from the Port of Savannah are shorter-distance truck trips to/from the warehouse areas nearby to the Port.
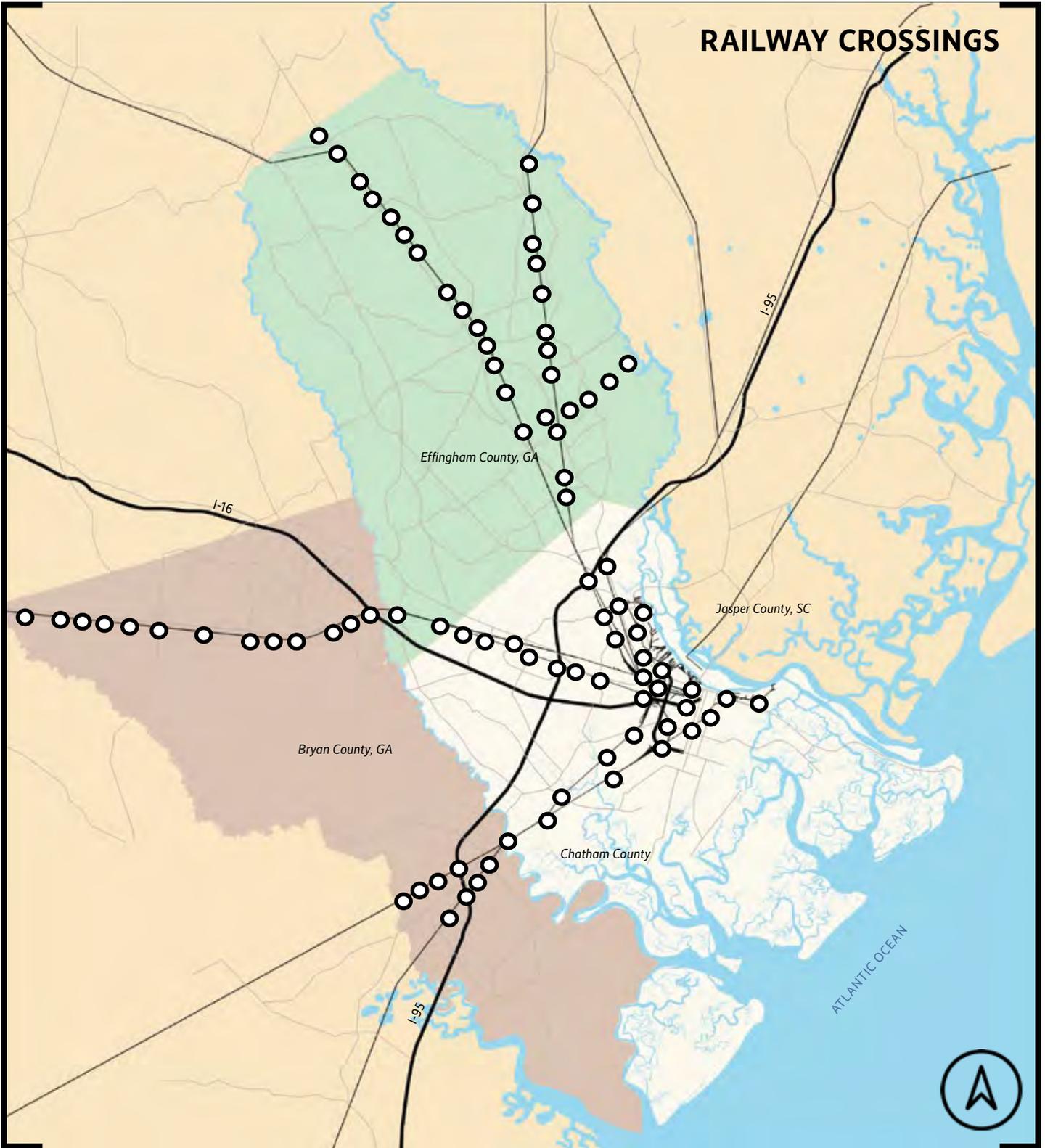
Map 5.6–Railway Crossings
Coastal Region Metropolitan Planning Organization (CORE MPO)

NON-MOTORIZED TRANSPORTATION

While the automobile is the primary mode of transportation in the area, 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 several bicycle facilities, both lanes and trails, that have been recently completed or are underway. In addition, there is a robust sidewalk network, particularly in the city of Savannah.

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

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

Pedestrian Network

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

Map 5.7, from the MPO-adopted plan, shows existing and recommended improvements to the city of Savannah's bicycle facilities.

NON-MOTORIZED TRANSPORTATION

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

—CORE MPO

CHECK OUT CORE MPO'S INTERACTIVE MAP

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

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

Priority National & Regional Non-Motorized Projects

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

NON-MOTORIZED PLAN

Legend:
- ADOPTED BIKEWAYS
- ADD TO ROUTES
- UPGRADE RECOMMENDED
- REMOVE FROM ROUTES
- ROADWAYS
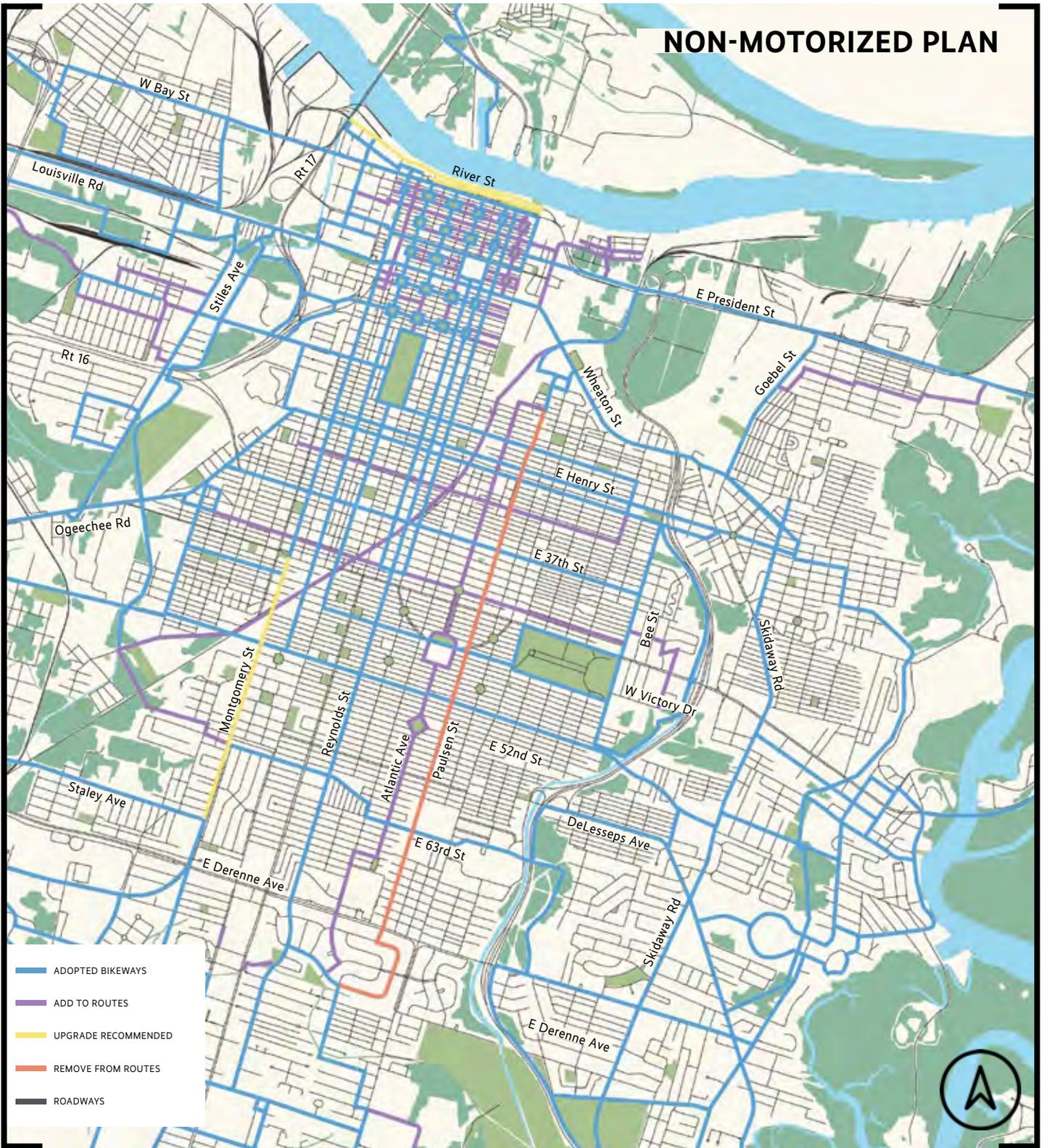
Map 5.7–Recommended Bicycle Facilities Amendments. 2020
Coastal Region Metropolitan Planning Organization (CORE MPO)

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 Carrollton's Greenbelt, Tide to Town will be a network of protected walking and bicycling facilities connecting Savannah's neighborhoods.

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. 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 the city of Savannah.

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 in 2019.

East Coast Greenway

The 2014 Non-Motorized Plan also includes the Coastal Georgia Greenway that 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 non-profit 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, abandoned rail lines, and historic canal corridors, from which visitors can sample coastal imagery.

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-US1

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 US1 cycling route by passing a resolution in support of the national cycling route's development in 2019. The route generally follows along Highway 17, 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.

Plan 2040 Survey

Thirty-percent (30%) of the respondents strongly disagree that the bicycling infrastructure such as bike lanes, sharrows, and bike racks in their community are satisfactory. A full copy of the survey and the results can be found in the Plan 2040 Appendix.

TRANSIT SYSTEMS

Chatham Area Transit Authority

Chatham Area Transit (CAT) is the agency responsible for the provision of public transit services to the Savannah area, including fixed route and paratransit. CAT currently operates four ferries, 65 fixed route buses, six of which are electric, and 42 paratransit vehicles. The CAT service area includes unincorporated Chatham County, the city of Savannah and portions of Garden City.

The CAT bus network has served the region since 1987. To provide more efficient and accommodating services, CAT has been working towards a full system redesign with the following near term priorities:

– Vehicle Replacement/Expansion—Fixed Route

– Vehicle Replacement/Expansion—Paratransit

– Intelligent Transit System (ITS)

– Upgrade Farebox and Payment Systems

– Electric Vehicle Infrastructure

– Improve 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

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-no emissions vehicles

– Secure funding for bus replacements and incorporate 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 agency partners to implement fixed guideway services

Routes and Facilities

CAT currently operates 16 routes, including one express route, as shown in Figure 5.7. The express route, discontinued in March of 2021, provided service from the Savannah Hilton Head International Airport to the transit center in downtown Savannah.

CAT also operates three free shuttle services. The Downtown Loop and the Forsyth Loop, which are funded by the City of Savannah, the Senior Circulator, and the Savannah Belles Ferry, a ferry service across the Savannah River between the Savannah Convention and Trade Center to downtown Savannah. See Map 5.9.

The Joe Murray Rivers, Jr. Intermodal Transit Center, a downtown intermodal facility, was completed in 2013 and accommodates both CAT and Greyhound buses.

Ridership

One measure of transit performance is the sheer volume of ridership it attracts. As shown in Figure 5.10, the highest ridership occurs on:

- North–south routes between downtown, the Oglethorpe Mall area, and Georgia Souther University
- Near hospitals, universities, and malls, in general
- Augusta Road as far as Brampton Road
- Skidaway Road and Pennsylvania Ave., from DeRenne Ave. to E. President Street
- Savannah's DOT Forsyth Shuttle

CAT continues to evaluate system coverage concepts and analyzes ridership to ensure an efficient and reliable transit system is in place for the community.

CHECK OUT CAT'S INTERACTIVE MAP

For more details about CAT's Bus System and Routes...

https://www.catchacat.org/current-schedules/

Average Annual Passenger per Hour by Route

Route/Year	2013	2014	2015	2017	2018
100X Airport Express	3.8	3.0	3.0	2.7	2.7
3X W. Chatham	18.1	18.3	16.4	16.1	15.1
3BX Augusta	22.6	24.6	25.6	24.3	24.1
4X Barnard	13.2	13.5	12.2.	12.1	11.6
6X Town	11.5	12.5	11.6	11.2	10.2
10X E. Savannah	20.2	19.4	19.7	17.9	10.2
11X Candler	10.6	11.8	9.2	7.0	7.0
12X Henry	13.8	12.9	11.6	10.4	11.0
14X Abercorn	27.1	28.8	27.4	25.0	25.0
17X Silk Hope	18.0	19.2	17.6	17.1	17.2
20X Skidaway/Coffee Bluff	3.9	4.7	5.2	4.1	3.9
25X Westlake	19.3	19.6	18.6	17.6	17.1
27X Waters	21.2	22.4	21.8	20.6	20.0
28X Waters	22.5	23.1	22.8	22.2	21.4
29X W. Gwinnett	16.4	16.7	15.0	14.4	14.4
31X Skidaway/Sandfly	26.1	24.6	24.0	22.6	21.4

Figure 5.7–Average Annual Passenger Per Hour by Route, 2013–2018
Chatham Area Transit 2013–2018

CAT TRANSIT ROUTES

Legend:
- ROUTE 100X
- ROUTE 3X
- ROUTE 3BX
- ROUTE 4X
- ROUTE 6X
- ROUTE 10X
- ROUTE 11X
- ROUTE 12X
- ROUTE 14X
- ROUTE 17X
- ROUTE 20X
- ROUTE 25X
- ROUTE 27X
- ROUTE 28X
- ROUTE 29X
- ROUTE 31X

Map 5.8–CAT Transit Routes, 2020
Chatham Area Transit System Map

Ferry Ridership

The Savannah Belles Ferry provides a water crossing over the Savannah River from downtown Savannah to the international Trade and Convention Center on Hutchinson Island. The ferry service is funded by the Savannah Trade Center and includes four ferries and three docks with a fourth dock planned for construction.

As shown in Figure 5.8, ferry ridership has increased by 44% since 2009. Ridership typically increases due to events and tourism in March with the St. Patrick's Day Parade and continues to be strong until August. Ridership peaks in June and July before slowing down during lower tourism months, with the exception of November when there is a jump in ridership for the Rock and Roll Marathon.

Coastal Regional Commission Coaches

The Coastal Regional Commission (CRC) operates the Coastal Regional Coaches which is part of the regional rural public transit program that provides general public transit service in the ten coastal Georgia counties including Bryan, Chatham and Effingham. This demand-response, advance reservation service is available to anyone, for any purpose, and to any destination in the Coastal Region.

The (CRC) service must have either origin or destination outside of the Savannah Urbanized Area (UZA) and it supplements the CAT service, which is mostly within the UZA. CRC also operates a private shuttle service from downtown Savannah to Tybee Island twice a day, six days a week.

In 2019, water ferry ridership was up 44% from 2009

Figure 5.8–Annual Ferry Ridership, Savannah Belle
Chatham Area Transit (CAT)

CAT FERRY ROUTES

TRADE CENTER LANDING

CITY HALL LANDING

WAVING GIRL LANDING
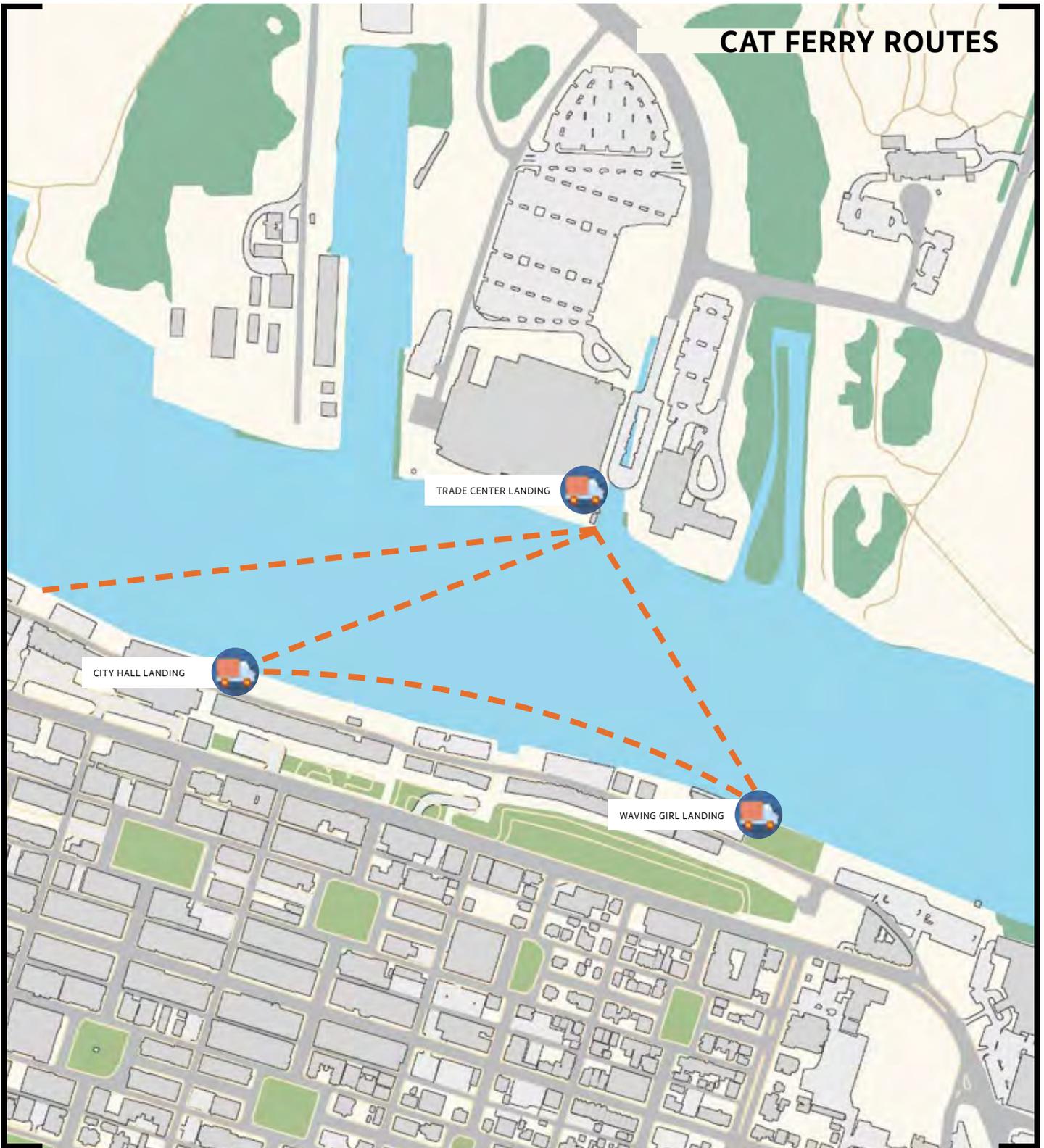
Map 5.9–CAT Ferry Routes, 2020
Chatham Area Transit System Map

TRANSPORTATION TECHNOLOGY

Innovations in transportation technology are often born out of three necessities: efficiency, ease, and safety. Chatham County is positioning itself to be at the forefront of this technology.

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 is to get the most performance out of existing transportation facilities. 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)

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

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

The City of Savannah has an operations center that is active primarily during commuting and daylight hours from 7:30 a.m. to 6 p.m. During major events such as the St. Patrick's Day Parade the center is manned 24 hours a day.

The City currently has access to 109 cameras that can be monitored and also provide recording to review incidents. The city of Savannah and Chatham County also benefit from a regional traffic operations program sponsored by Georgia Department of Transportation.

GDOT has expanded the Regional Traffic Operations program to the Savannah area. This was the agency's first expansion outside the Atlanta area. The Savannah Regional Traffic Operations Program (SRTOP) is managed by GDOT and is a regional effort including the City of Savannah, Chatham County and local jurisdictions. The program provides:

- Weekly AM, Midday, and PM drive-through of a number of 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

- Upgrading of traffic signal software to current statewide platform. The new software provides more functionality as well as remote monitoring capabilities

- Assistance managing traffic operations during St. Patrick's Day festivities

- Response to emergency situations that required signal timing adjustments to accommodate shift in traffic patterns

- Monitoring of operations after storms to ensure signals are operational

- Repair of items, such as, malfunctioning detection (vehicle, pedestrian), pull boxes, replaced cabinets, etc.

Currently the Savannah Regional Traffic Operations Program (SRTOP) has been implemented on the following corridors:

- SR 25/Ogeechee between Canebreak Road to Stiles Avenue
- Chatham Parkway between Police Memorial Drive and I-16/SR 404 and Carl Griffin Drive
- SR 26/Victory Drive between Hopkins Street and River Drive
- Johnny Mercer Boulevard between Whitemarsh Island Drive and Penn Waller Road
- SR 26/US 80/1st Street/Butler Ave between Johnny Mercer Boulevard and 14th Street

The long range expansion of the SRTOP program may include additional locations on Islands Expressway, Bay Street to the western city limits, and the SR 21 corridor to the Chatham County line at Effingham County.

Autonomous Vehicles/Driverless Cars

Autonomous Vehicles (AV) or Driverless cars are still an emerging technology, and it is still difficult to determine how they will affect the transportation system and when. The state of Georgia has passed legislation allowing driverless cars to operate in the state. Georgia's new law defines fully autonomous vehicles as a vehicle that can drive itself without any human intervention, provided that it is operating in an environment in which it is designed to drive.

FUN FACTS
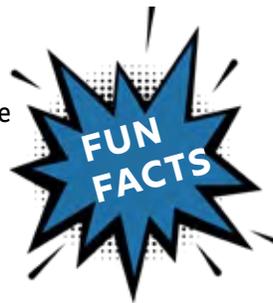
3rd

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

At this time there are only programs testing AV technology in the Atlanta area. There is potential for the application of automated vehicles in Savannah, especially for the trucking industry. As a large trucking region this could provide Savannah the opportunity to serve as a testing ground for the advancement of this technology.

Another area that is often discussed as potential focus areas are driverless cars with private companies such as Uber or Lyft offering rideshare services.

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

Ridesharing services use apps and websites to connect passengers with drivers to provide rides in their personal vehicles. Companies such as Uber and Lyft currently service the Savannah area. These types of services offer the potential to expand transportation choices, increase carpooling, and reduce vehicle miles traveled as well as car ownership. This type of trip is 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 traditionally underserved populations (low income, disabled, elderly).

Ridesharing may reduce parking but may increase air pollution because in practice rideshare drivers may be frequently circulating (similar to taxi operations) in hopes of grabbing a trip assignment via the mobile application. The use of ridesharing may also require infrastructure and streetscape redesign since there will be a higher demand for pick-up and drop-off areas.

There are signs that ridesharing can also compete with public transit and may unfortunately provide an inequitable service due to costs. Smart phone applications are also changing the way parking is managed and used. Additionally, ridesharing services are already exploring the use of driverless cars.

Bike & Scooter Share

Bike and scooter share systems offer fleets of bicycles and scooters for short term rental within a defined service area. Since the introduction of this shared micromobility system, cities have encountered challenges with maintenance and safety. Some cities have found that without docking stations, scooters and other shared-use electric devices are often abandoned by users on streets, sidewalks, and other public places. The scooters can then become hazards for motorists and pedestrians.

After seeing some of the challenges stemming from the introduction of these devices in other cities, the City of Savannah established guidance and regulation for their use. In 2018, the Savannah City Council approved an ordinance that prohibits any shared mobility device from being placed in the public right-of-way, on public property, or offered for use anywhere in the city. The ordinance is intended to be a short–term response, allowing City Staff and the community to work together to develop a long-term solution. Currently the only micromobility share service in the region is offered exclusively to SCAD students. CAT previously operated a station-based bicycle system but has since discontinued the service.

SCAD's Bee Line

The Savannah College of Art and Design (SCAD) enrolls approximately 15,000 students annually. The college currently operates its own separate transit system for SCAD students known as the Bee Line. In addition to the Bee Line transit service, SCAD also operates its own bike share and car share programs for students.

SHARED MICROMOBILITY

Shared Micromobility refers to any small, human or electric-powered transportation solution such as bikes, e-bikes, scooters, e-scooters or any other small, lightweight vehicle that is being used as a shared resource between multiple users.

—NACTO

Photo Credit: SCAD District

Parking

Parking is a challenge for downtown and other dense areas. To address parking challenges, in 2015 and 2016, CORE MPO and the City of Savannah executed a study that resulted in the development of a strategic plan for parking and mobility in Savannah, called Parking Matters. The report evaluated potential needs for capital investment (such as additional garages), transit service revisions, and bicycle and pedestrian improvements for downtown Savannah. The report encourages a "park once" behavior with the intent to reduce auto trips and parking demand within the downtown area.

The study found that garages are often underutilized, because they are not priced competitively with on-street parking. Competition for on-street parking is strong in the core of downtown. The study also showed that on-street parking is more readily available on the periphery of the study area.

As an example of actual capacity, on a Saturday in April 2015, one of the two utilization analyses was performed finding overall utilization levels of on-street and off-street parking combined in the entire study area were at a high of just over 50%, in the 5 p.m. to 9 p.m. time frame. Some recommendations highlighted in the Parking Matters report include:

– Downtown should have a tiered pricing structure of three parking zones, to simplify the variety of rates and time limits

– The core would have a higher price and no time limit; a second zone would have a lower price and no time limit, and a third zone would have no price but time limits between two and four hours

– Mobility and Parking Services should be able to manage the system more dynamically-e.g., change rates in response to data, without needing to get approval from City Council every time

– Revise and rebrand shuttle services to increase utilization of the parking capacity farther from the core

– Improve infrastructure and facilities for walking and biking, in order to reduce desire to drive short distances between multiple downtown destinations

– Revise zoning ordinances to reduce off-street parking requirements, where appropriate, by allowing shared parking, remote parking, and on-street parking credit

– Plan for new garages and other parking expansions as part of future development (e.g. at the edges of downtown)

ARE YOU LOOKING FOR MORE INFORMATION?

Want to know more about The Parking Matters Parking and Mobility Study?

**Check it out at…
www.thempc.org/Core/Pm**

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 transportation planning.

The region is cognizant of the interconnectedness between land use and public health. Additionally, 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.

Climate Change, Sea Level Rise, *&* Resiliency

A highly discussed topic at the national and regional 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 Federal Highway Administration completing research and providing best practices for MPOs to develop policies and strategies that address impacts from the changing climate.

The exceptionally high tide events that Chatham County has seen impact access to the islands, particularly Tybee Island and U.S. 80, the only roadway connecting the islands to the mainland. The impact of these high tide events can lead to highway closures, essentially cutting off the islands' residents for approximately 24 hours at a time.

Plan 2040 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 Plan 2040 Appendix.

Stormwater Management

Stormwater has long been a concern in the county due to its negative impacts on water quality. Efforts to deal with stormwater impacts as they relate to the transportation system have mainly focused on protecting water quality and roadway runoff. Roadways move goods, people, and services but also can carry stormwater runoff 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 managed 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 and to improve resiliency 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.

– Implementation of a transit-oriented development 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 landowners

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

  » Creating vibrant centers and corridors for pedestrians

TRANSPORTATION GOALS

GOAL 1

Support safe, efficient, and sustainable transportation designs and improvements that enhance neighborhood connectivity for all modes of travel including pedestrians, bicyclists, transit riders, and motorists

Investing in transportation improvements that encourage connectivity and multi-modal travel can significantly improve the lives of residents. Making it easier to reach nearby destinations and encouraging alternative modes of transportation reduces the negative environmental and health impacts associated with increased motor vehicle use and the dangers associated with conflicts between motorists and pedestrians/cyclists.

Additionally, creating safe, connected transportation networks provides opportunities for residents to exercise, potentially improving their overall health.

Objectives:
- Minimize frequency and severity of vehicular accidents
- Minimize conflicts and increase safety for non-motorized users
- Promote projects that aid in hurricane evacuation
- Implement green infrastructure to reduce the region's stormwater impacts from a changing climate
- Eliminate at-grade railroad crossings

GOAL 2

Improve accessibility to employment centers, institutions, commercial corridors, and recreational facilities equitably through multi-modal connections, bikeways, trails and greenways

Accessibility and connectivity are key components to creating a successful, equitable community for all residents. Accessing jobs, needs, and services is often a challenge for those who are unable to drive or do not have access to a vehicle, such as members of low-income households, individuals with disabilities, and older adults. Such barriers to job and educational opportunities, healthcare services, and healthy food options exacerbate existing inequalities.

The ability to reach everyday destinations safely, reliably, and conveniently through multi-modal connections can significantly improve the overall economic, health, and social well-being of all residents, particularly those with limited resources and limited mobility.

Objectives:

– Provide local connections by clustering bus stops, bike infrastructure, placemaking and wayfinding devices in strategic locations along commercial corridors

– Advocate for more frequent and reliable transit service to accommodate additional ridership in more locations

– Promote transportation projects around existing and emerging employment centers, institutions, commercial corridors, and recreational facilities

– Promote and prioritize greenway corridors, trails, and other non–motorized transportation projects

GOAL 3

Maintain and preserve transportation infrastructure in a manner that protects unique regional characteristics, quality of life, and the environment

Providing a transportation network that efficiently moves people and products from one location to another is vital to the prosperity of a community; efficiency should not be the sole consideration, however, when designing and locating transportation elements. The placement and design of transportation infrastructure can significantly impact the surrounding environment and community if the unique characteristics of the area are not considered in the planning process.

Savannah and Chatham County are renowned for their historic charm and natural beauty. Protecting the distinctive attributes that distinguish the area from the rest of the country should be equal in priority to cost and efficiency in the decision-making process. Creating a balance between form and function, the natural and built environment, and vehicle and human needs should be the goal in all transportation design.

Objectives:

- Enforce Context Sensitive Solutions (CSS) approach to help develop transportation projects that serve all users and are compatible with the surroundings
- Monitor vulnerable infrastructure through visual and other inspection methods
- Protect wetlands, historic resources, neighborhoods, recreational facilities and other important resources
- Support infill development along existing infrastructure
- Supporting "Eco-armoring" or utilizing creative methods of protection

GOAL 4

Maintain and enhance transportation infrastructure that supports and enables local, regional and global economic vitality and competitiveness, productivity and efficiency

The ability to transport people and products efficiently makes modern civilization possible. A strong network of transportation infrastructure fosters long term economic growth by making the transportation system more efficient and reliable and can expand economic opportunities beyond local borders, making the region more attractive to businesses and industries that serve global customers.

With a transportation network that covers land, air and sea, Savannah and Chatham County have long served as the regional center for Coastal Georgia and the Lowcountry of South Carolina. In order to continue the role as regional hub, maintenance and enhancement of existing transportation infrastructure to meet future demands will be key.

Objectives:

- Develop an intermodal transportation system that sustains economic activity by linking trucking facilities, rail terminals, airports, and seaports with limited access roads

- Encourage the development of a regional multi-modal transportation system at identified and emerging growth center areas

- Promote projects that provide the maximum travel benefit per cost

- Minimize work trip congestion

HOUSING ELEMENT

06
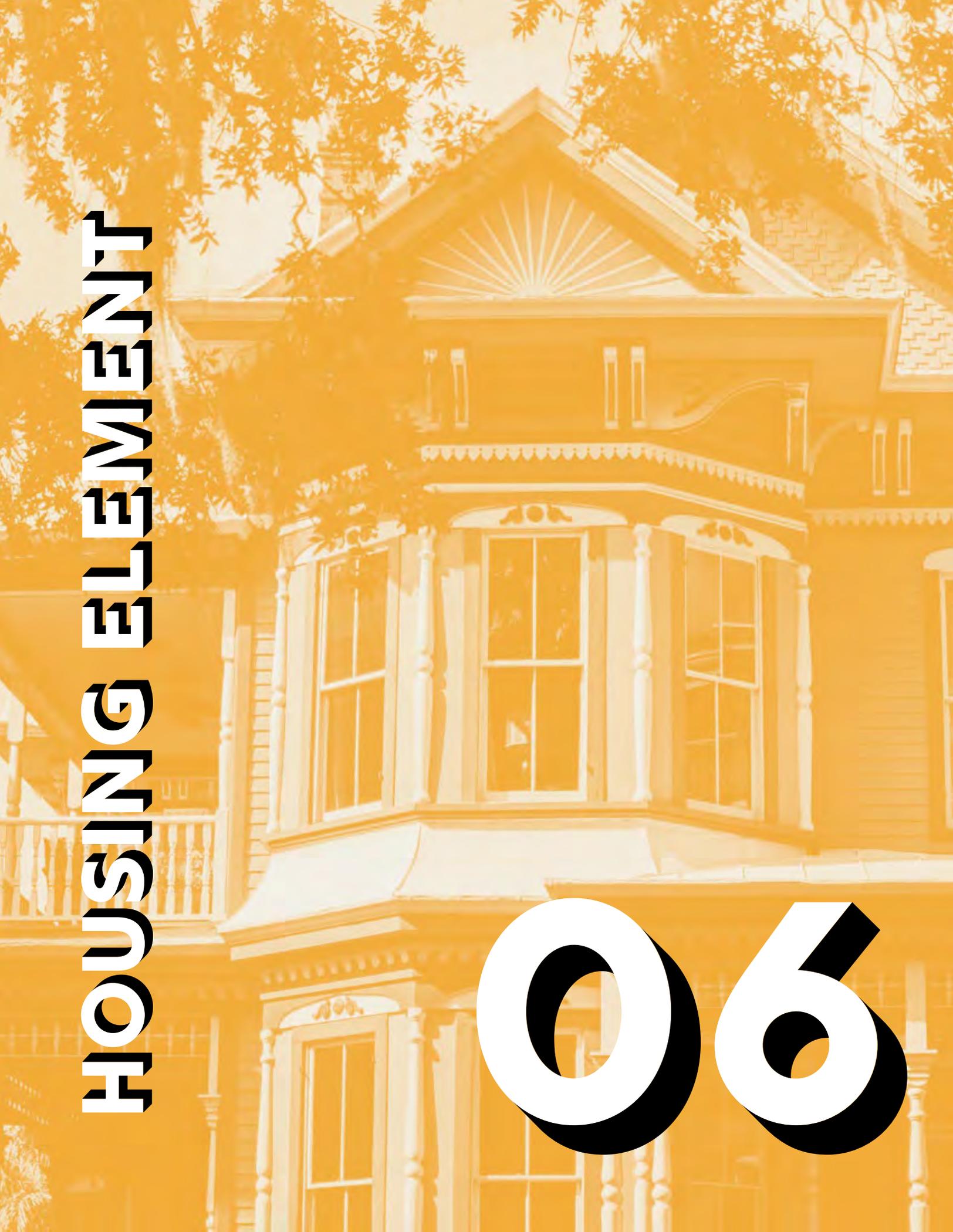
HOUSING

Introduction

The Housing Element of Plan 2040 is an inventory and assessment of the community's housing stock as well as a discussion of housing issues and associated needs within unincorporated Chatham County and the city of Savannah. This chapter identifies major housing challenges, outlines current housing strategies and programs, determines future housing needs, and sets out goals and objectives for meeting these needs and managing housing development in the future.

The range of housing issues addressed in this element include the demand for various housing types, housing affordability, housing resilience to changing climatic conditions, homelessness, special needs housing, and Savannah's historic housing inventory. The Housing Element also outlines current housing strategies and programs and highlights the need for coordination of housing policies at the local, state, and federal levels in order to ensure that every resident has a safe and decent place to live within a satisfactory environment.

THE STATE OF HOUSING

Housing Occupancy

As more people have moved into the Chatham County area, the number of housing units has increased along with the population.

In unincorporated Chatham County, there are an estimated 40,000 housing units according to the 2018 American Community Survey (ACS) 5-Year Estimates, with an occupancy rate of over 90% and a vacancy rate of 9%. In the city of Savannah, there are an estimated 62,000 housing units, 85.5% of which are occupied while 14.5% are vacant. The percentage of occupied and vacant housing units has remained consistent since the year 2000.

As shown in Figure 6.1, the number of housing units in unincorporated Chatham has been consistently increasing since 2010, while the number of housing units in the city of Savannah has remained roughly the same.

Number of Housing Units, 2010–2018

	2010	2014	2018
Unincorporated Chatham	36,149	38,128	40,159
City of Savannah	62,303	61,753	62,236

Figure 6.1–Unincorporated Chatham & Savannah
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

3-Year Housing Market Demand Forecast

		Sales Units	Rental Units
Savannah HMA	Total Demand	3,875	2,125
	Under Construction	950	1,750

Figure 6.2–Market Demand, Savannah HMA
Department of Housing and Urban Development (HUD) 2019

FOUR MAJOR HOUSING PROBLEMS

	≤30% MFI	>30% to ≤50% MFI	>50% to ≤80% MFI
LACKING COMPLETE KITCHEN OR PLUMBING FACILITIES			
OVERCROWDED			
COST BURDENED			
SEVERELY COST BURDENED			

*MFI (Median Family Income)
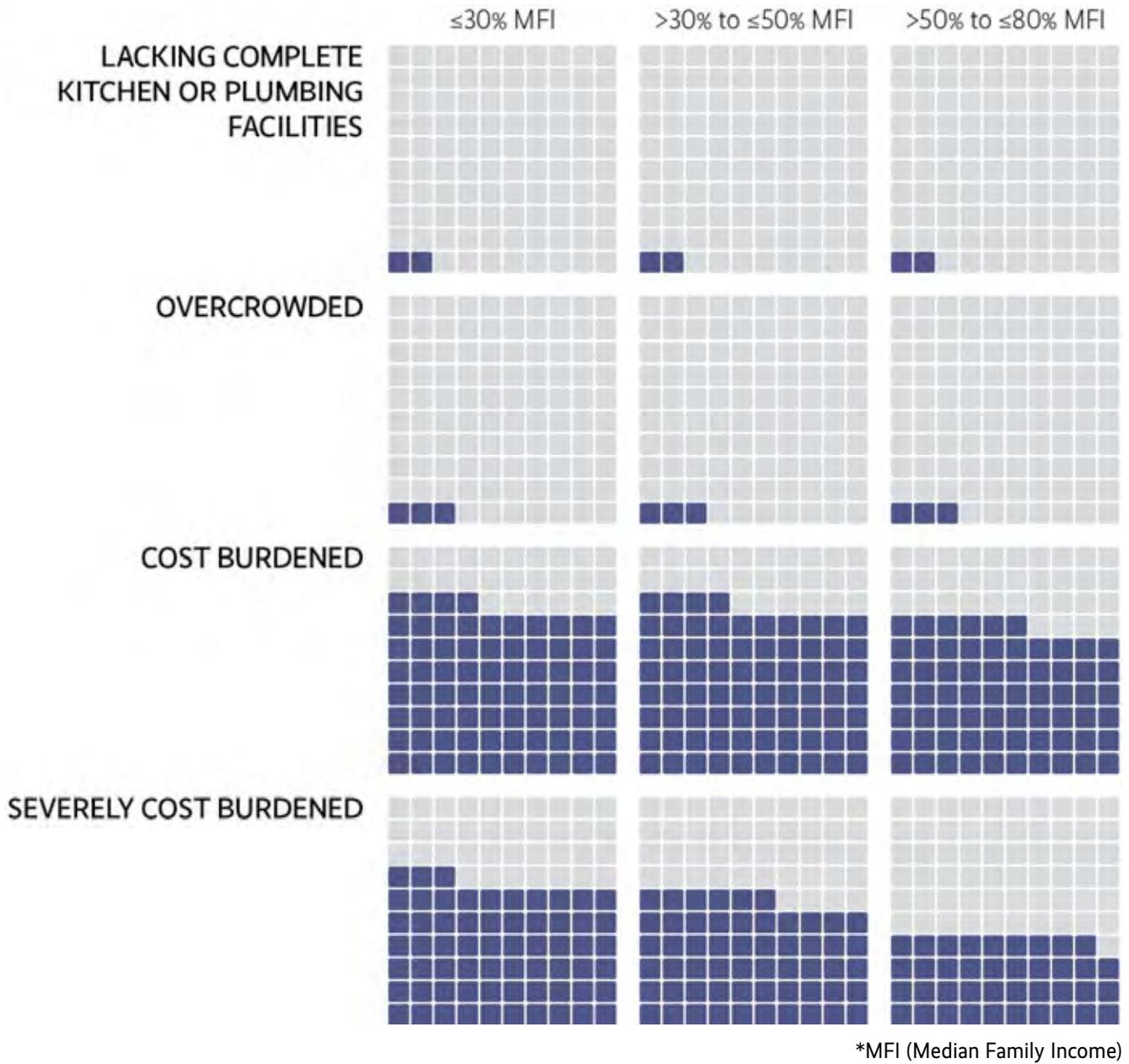
Figure 6.3–Four Major Housing Problems, Chatham County
U.S. Department of Housing and Urban Development: 2017 Comprehensive Housing Affordability Strategy

Vacancy Rates

According to the 2018 5-year ACS, rental vacancy was much higher than homeowner vacancy in both unincorporated Chatham and the city of Savannah. Vacancy rates can be indicative of housing availability and affordability. For example, rental vacancy rates could indicate a lack of affordable rental units in the area. It is necessary to reduce vacancy, as vacant homes are at a higher risk of dilapidation.

As demonstrated in Figure 6.4, the vacancy rate has been decreasing for both homeowner and rental units since 2010.

Vacancy Rates, 2010–2018

	2010	2014	2018
Homeowner	5.5%	3.5%	3.2%
Rental	10.4%	8.0%	7.2%

Figure 6.4–Housing Vacancy, City of Savannah
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Housing Occupancy, 2018
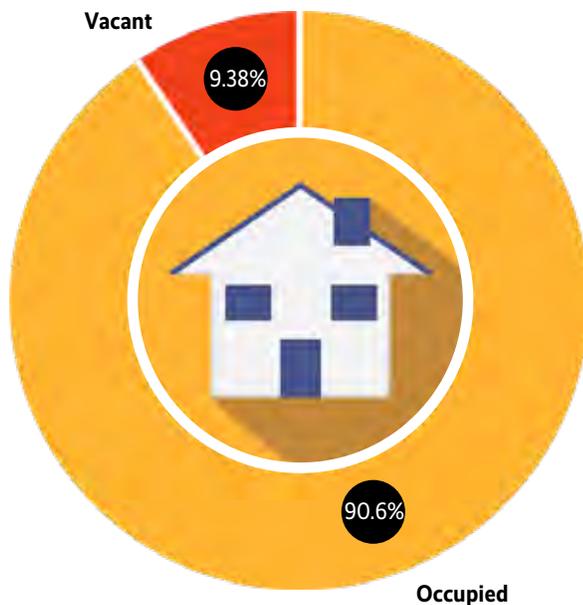
Figure 6.5–Housing Occupancy, Unincorporated Chatham
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates
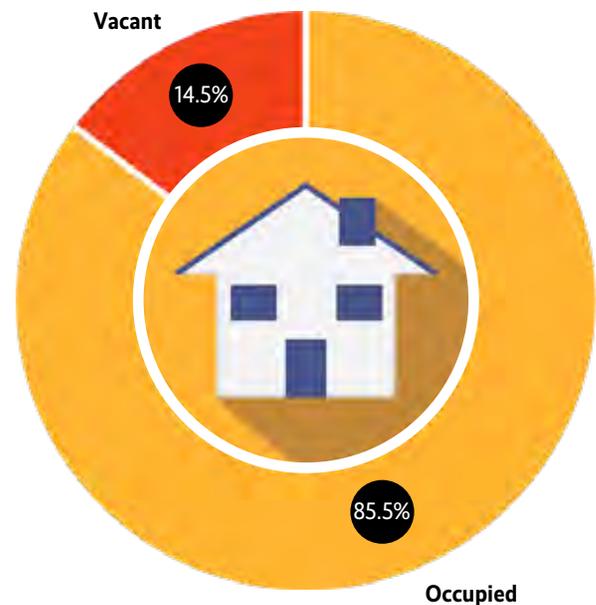
Figure 6.6–Housing Occupancy, City of Savannah

Plan 2040 Survey

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

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

Forty-four percent (44%) of the respondents felt that there needed to be more single-family housing, with only 13% of respondents selecting more apartment housing.

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

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 across the full spectrum of personal needs, preference, and economic buying power.

The majority of houses in the county are single-family detached homes. This is similar for both unincorporated Chatham County, in which approximately 72% of housing is single-family detached, and to a lesser extent, the city of Savannah, in which 56.8% of housing is single-family detached. In both jurisdictions, there are varying amounts of other forms of housing, such as attached single-family, multi-family, mobile homes, and liveaboard boats.

Two primary factors influence the different types of housing units built in unincorporated Chatham County: zoning, which specifies the types and density of units developers are permitted to build, and market demand, which dictates the types of housing units people want to buy. Currently, the vast majority of residential areas in unincorporated Chatham and Savannah are zoned for single-family, detached housing.

The future market demand for specific types of units will depend upon the future demographic changes, wants, and needs of the various population groups. 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.

As shown in Figure 6.7, while the majority of houses are single-family in unincorporated Chatham and the city of Savannah, there is a higher variety of housing available in the city of Savannah compared with unincorporated Chatham County.

In unincorporated Chatham County, almost 72% of all housing is single-family detached, while in the city of Savannah only 57% is single-family detached
—American Community Survey, 2018

Housing Types, 2014–2018

Housing Type	UNINCORPORATED CHATHAM		CITY OF SAVANNAH	
	Number of Units	%	Number of Units	%
1-unit, detached	28,783	71.67	35,381	56.85
1-unit, attached	1,577	3.93	3,483	5.60
2 units	322	0.80	4,343	6.98
3 or 4 units	1,011	2.52	5,528	8.88
5 to 9 units	2,114	5.26	4,806	7.72
10 to 19 units	2,362	5.88	3,169	5.09
20 or more units	1,759	4.38	4,453	7.16
Mobile home	2,213	5.51	1,042	1.67
Boat, RV, Van, etc.	18	0.41	31	0.05
Total	40,159	100%	62,236	100%

Figure 6.7–Housing Types, Unincorporated Chatham & Savannah
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Age of Housing

In unincorporated Chatham County, the majority of people live in a house built between 1990 and 1999. In contrast, the age of housing units in the city of Savannah varies more widely, with considerably more people living in older housing compared with residents of unincorporated Chatham County. For example, a large number of residents in Savannah live in housing built before 1940 (17%) while just 2% of residents in unincorporated Chatham live in housing that old.

The age of Savannah's housing stock reflects the area's early development and commitment to preserving historic homes. According to the 2018 American Community Survey (ACS) data, around 47% of housing in unincorporated Chatham and 76% of housing in the city of Savannah are over the age of 30. Homes that are more than 30 years old are generally at the greatest risk of being substandard and/or subject to deterioration associated with improper maintenance and repair.

The highest rehabilitation need usually occurs in communities with a concentration of the following characteristics: an older housing stock; non-subsidized rental housing; and low-income households. All of these characteristics could apply to the city of Savannah at one point in time.

Generally speaking, the majority of units that are 50 years old or older are concentrated in Savannah's various historic neighborhoods (see additional discussion in the Historic Resources Element).

Around 47% of housing in unincorporated Chatham and 76% of housing in the city of Savannah are over the age of 30 —American Community Survey, 2018

Year Housing Structure Built, 2014–2018

Year Built	UNINCORPORATED CHATHAM		CITY OF SAVANNAH	
	Number	%	Number	%
Built 2014 or later	514	1.28	1,045	1.68
Built 2010 to 2013	1,231	3.07	2,337	3.76
Built 2000 to 2009	9,670	24.08	6,931	11.14
Built 1990 to 1999	9,840	24.50	4,489	7.21
Built 1980 to 1989	8,323	20.73	6,074	9.76
Built 1970 to 1979	5,588	13.91	8,059	12.95
Built 1960 to 1969	2,063	5.14	8,261	13.27
Built 1950 to 1959	1,683	4.19	9,120	14.65
Built 1940 to 1949	385	0.96	5,325	8.65
Built 1939 or Earlier	862	2.15	10,595	17.02
Total	40,159	100%	62,236	100%

Figure 6.8–Age of Housing Structure, Unincorporated Chatham & Savannah
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Housing Tenure

In unincorporated Chatham County, 68% of all households are owner-occupied. This is a substantially higher prevalence of owner occupancy than in the city of Savannah (44%). Over the last 30 years, owner occupancy rates countywide, as well as in the city of Savannah, and unincorporated areas have remained fairly stable, with slight decreases over time. Prior to the year 2000, the majority of homes in Savannah were owner-occupied, and now that trend has essentially flipped with more homes and units being rented than owned.

The construction of numerous apartment complexes during the 1980s pushed the percentage of renter-occupied units up with the renter-occupancy rate steadily increasing ever since. Figure 6.9 summarizes housing occupancy in unincorporated Chatham County and the city of Savannah.

Housing Tenure, 2010–2018

	UNINCORPORATED CHATHAM		
	2010	2014	2018
Owner-Occupied	74.20%	70.79%	68.34%
Renter-Occupied	25.80%	29.21%	31.66%

	CITY OF SAVANNAH		
	2010	2014	2018
Owner-Occupied	47.43%	45.01%	43.89%
Renter-Occupied	52.57%	54.99%	56.11%

Figure 6.9–Housing Tenure, Unincorporated Chatham & Savannah
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Housing Tenure, 2014–2018

Renter-Occupancy 31.6%
Owner-Occupancy 68.3%
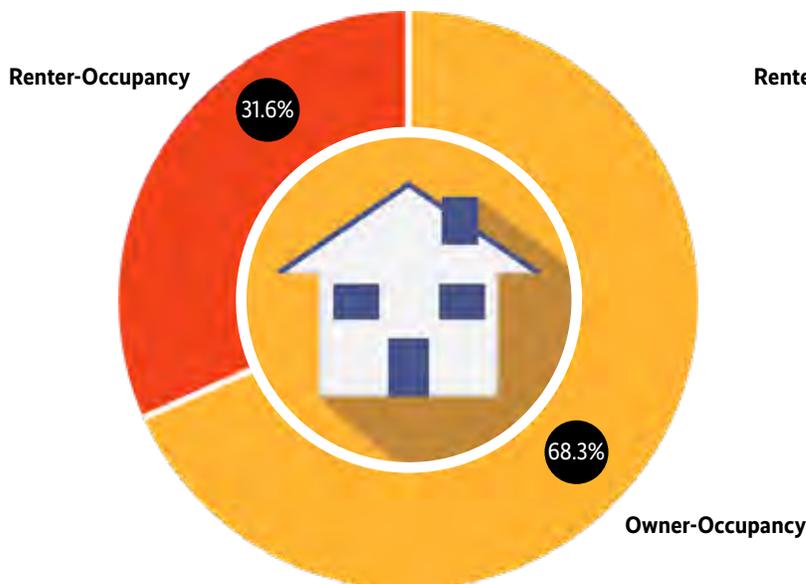
Figure 6.10–Housing Tenure, Unincorporated Chatham
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Renter-Occupancy 56.1%
Owner-Occupancy 43.9%
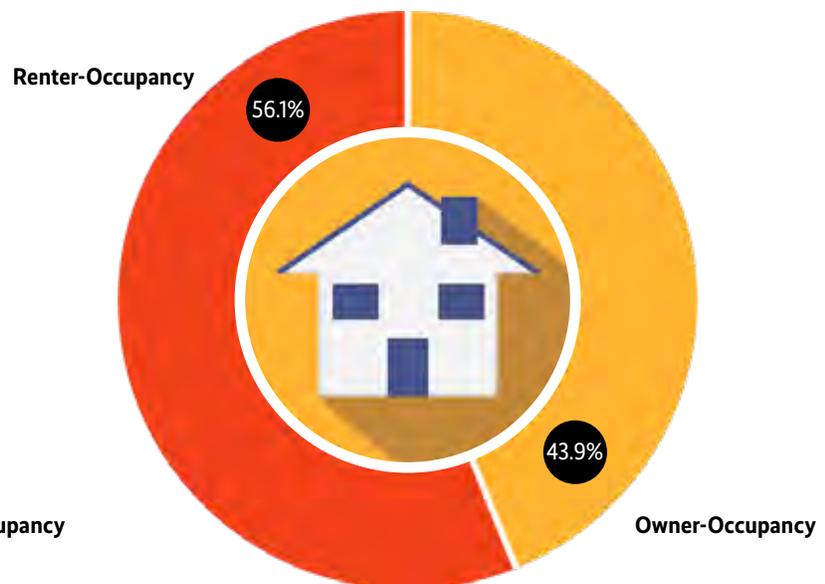
Figure 6.11–Housing Tenure, City of Savannah

Households by Income Distribution and Tenure
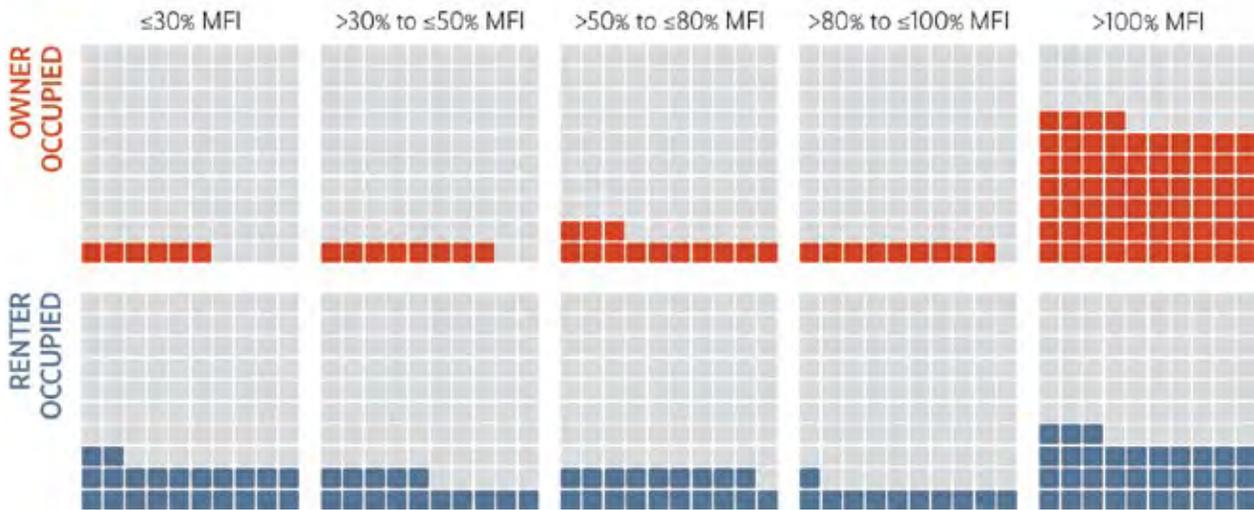
Figure 6.12–Housing Income & Tenure Distribution, Chatham County
U.S. Department of Housing and Urban Development: 2017 Comprehensive Housing Affordability Strategy

Households with at least 1 of the 4 housing problems
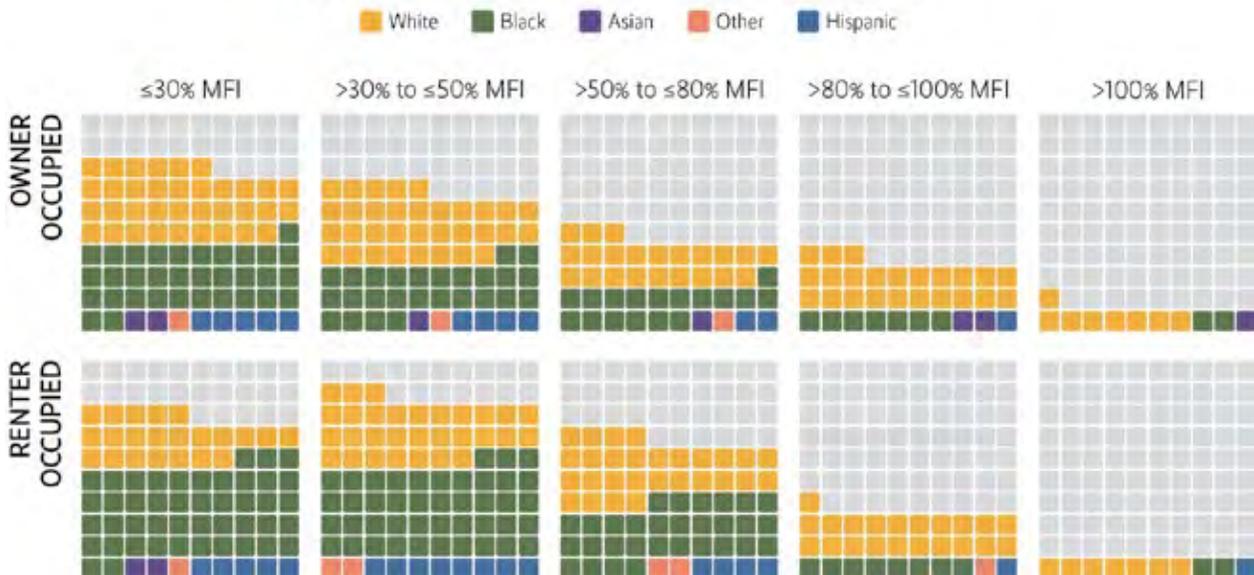
Figure 6.13–Housing Income & Tenure Distribution, Chatham County
U.S. Department of Housing and Urban Development: 2017 Comprehensive Housing Affordability Strategy

Housing Values

Overall, home values have been steadily increasing in both unincorporated Chatham County and the city of Savannah alike for the past two decades. In 2000, 27% of homes in unincorporated Chatham County had a value between $50,000 to $99,999; the percentage of housing stock in this range has since dropped dramatically, to less than 6%. As of 2018, the majority of homes in unincorporated Chatham County are now valued between $200,000 to $299,999, as shown in Figure 6.14.

In Savannah, the majority of houses (54%) were valued between $50,000 to $99,999; that percentage has since decreased to 21.5% of housing units. Median home values increased 93% since the year 2000, from a median of $78,500 to $151,500.

The increase in home values is incredibly beneficial as it increases the wealth of homeowners. However, there are some drawbacks. For example, as home values increase, those trying to buy a home, especially first-time home buyers, may not be able to afford the ever-increasing pricing of housing. Additionally, as rent is simultaneously rising, many people may not be able to afford to buy or rent a home.

Median home values in the city of Savannah have increased 93% since the year 2000 —American Community Survey, 2018

Home Values, 2000–2018

	UNINCORPORATED CHATHAM			
	2000		2014–2018	
	Number of Units	%	Number of Units	%
Less than $50,000	292	1.51	1,154	4.63
$50,000 to $99,999	5,198	27.12	1,414	5.69
$100,000 to $149,999	5,123	26.73	3,430	13.79
$150,000 to $199,999	2,810	14.66	4,078	16.40
$200,000 to $299,999	2,603	13.58	5,501	22.12
$300,000 to $499,999	2,099	10.95	5,138	20.66
$500,000 to $999,999	882	4.60	3,466	13.94
$1,000,000 or More	162	0.85	690	2.77
Total	19,169	100%	24,871	100%

	CITY OF SAVANNAH			
	2000		2014–2018	
	Number of Units	%	Number of Units	%
Less than $50,000	4,177	17.79	1,513	6.48
$50,000 to $99,999	12,698	54.09	5,024	21.52
$100,000 to $149,999	3,928	16.73	4,964	21.3
$150,000 to $199,999	1,240	5.28	4,462	19.11
$200,000 to $299,999	737	3.14	4,089	17.51
$300,000 to $499,999	457	1.95	2,232	9.56
$500,000 to $999,999	185	0.79	815	3.46
$1,000,000 or More	53	0.23	247	1.06
Total	23,475	100%	23,346	100%

Figure 6.14–Housing Values, Unincorporated Chatham & Savannah
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Monthly Mortgage

In unincorporated Chatham, close to one-third of the population pays $1,000 to $1,499 in monthly mortgage payments, while another third pay $2,000 or more. Monthly mortgage costs have generally been increasing since 2000.

The median monthly mortgage in the city of Savannah has continually increased over the last two decades, rising 51% since 2000, from $867 per month to $1,312 per month.

Monthly Rent

Monthly rent in unincorporated Chatham has changed over time, with more people paying higher rent costs since 2000. The majority of renters in Savannah currently pay $1,000 to $1,499 in monthly rent.

Median gross rent is $977 in the city of Savannah, representing a 73% increase since 2000
—American Community Survey, 2018

Monthly Mortgage Costs, 2000–2018

	UNINCORPORATED CHATHAM			
	2000		2014–2018	
	Number of Units	%	Number of Units	%
Less than $500	232	1.61	58	0.36
$500 to $999	5,275	36.67	2,197	13.46
$1,000 to $1,499	4,816	33.47	5,170	31.67
$1,500 to $1,999	2,010	13.97	3,837	23.51
$2,000 or More	2,054	14.28	5,062	31.00
Total	14,387	100%	16,324	100%

	CITY OF SAVANNAH			
	2000		2014–2018	
	Number of Units	%	Number of Units	%
Less than $500	1,543	10.20	3,856	20.59
$500 to $999	8,020	53.02	3,672	19.60
$1,000 to $1,499	4,035	26.68	5,382	28.74
$1,500 to $1,999	1,032	6.83	3,571	19.07
$2,000 or More	495	3.27	2,248	12.00
Total	15,125	100%	18,729	100%

Figure 6.15–Unincorporated Chatham & Savannah
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Monthly Rent Costs, 2000–2018

	UNINCORPORATED CHATHAM			
	2000		2014–2018	
	Number of Units	%	Number of Units	%
Less than $500	958	14.13	580	5.29
$500 to $999	4,676	68.96	3,150	28.71
$1,000 to $1,499	579	8.54	5,153	46.96
$1,500 to More	568	8.38	2,090	19.05
Total	6,781	100%	10,973	100%

	CITY OF SAVANNAH			
	2000		2014–2018	
	Number of Units	%	Number of Units	%
Less than $500	9,494	39.00	3,067	10.81
$500 to $999	13,582	55.80	11,945	42.12
$1,000 to $1,499	832	3.43	10,481	36.96
$1,500 to More	431	1.77	2,867	10.11
Total	24,339	100%	28,360	100%

Figure 6.16–Unincorporated Chatham & Savannah
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

AGE & HOUSING DEMAND

Aging

A major factor in estimating the need for various housing types available is the age distribution of the population. Age is a major factor in housing choice because populations within a given age group tend to share various characteristics. Individuals in their early twenties are more likely to rent an apartment than buy a house because younger residents tend to have fewer financial resources than an older population, and they 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 tend to have more capital and are likely to be raising children. People who are retired may opt for a simpler lifestyle, which may involve selling their single-family home and moving into a townhouse, garden apartment, or other type of multi-family unit or a smaller single-family home or an ADU associated with a single-family home. Not everyone wants or needs to live in multi-family. An area's age distribution, along with its wealth and cultural characteristics, is therefore a major factor in determining that area's demand for various types of housing units.

The aging of the overall population is a nationwide trend as the "Baby Boomer" generation approaches retirement and the generation of the "Baby Bust" that follows it is significantly smaller. In the U.S., some also called "Generation Xers" the "baby bust" generation because of the drop in the birth rate following the baby boom. This nationwide aging trend will be even more pronounced in the South, which continues to be a retirement destination.

The local effect in Chatham County will likely be even more pronounced because of its desirable coastal location, warmer climate, and the close proximity to resorts and retirement communities.

As shown in Figure 6.19 Chatham County's population is projected to grow significantly over the next 10 years with the largest population gain being seen in the older age groups. The effect will be increasingly pronounced among the oldest age groups, with the number of 45 to 54-year-olds, projected to increase 5.8% from the 2010 counts, 55 to 64-year-olds increasing 18.1%, and individuals who are over 65 increasing by over 70%. Younger age groups, by contrast, are projected to experience either very modest growth or slight reductions from current and previous levels.

As people grow 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. The future demand for multi-family units will also continue to rise because of the projected increase in the population of college students.

Although Chatham County's total year-round population of young adults living within the county is projected to decrease slightly by the year 2030, it is expected that the population of college students residing in Chatham County part of the year will increase as the 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 market could support more multi-family units within Chatham County.

Households containing at least one child age 6 or younger

| ≤30% MFI | >30% to ≤50% MFI | >50% to ≤80% MFI | >80% to ≤100% MFI | >100% MFI |
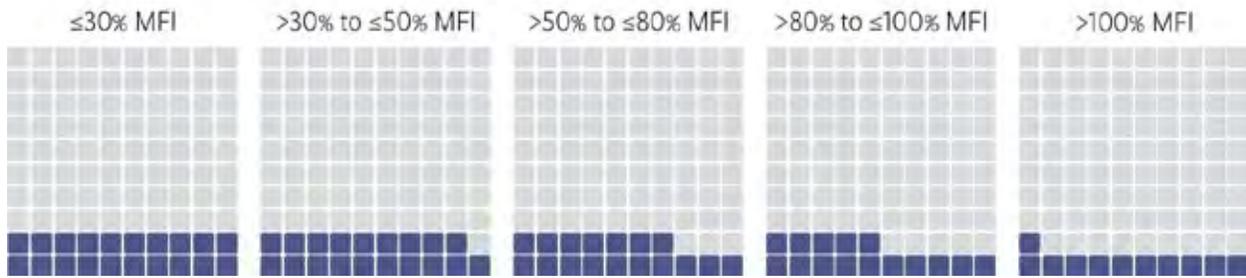
Figure 6.17–Households with Children Age 6 or Younger, by Median Family Income (MFI), Chatham County
U.S. Department of Housing and Urban Development: 2017 Comprehensive Housing Affordability Strategy

Households containing at least one person age 62-74 and 75 or older

| ≤30% MFI | >30% to ≤50% MFI | >50% to ≤80% MFI | >80% to ≤100% MFI | >100% MFI |
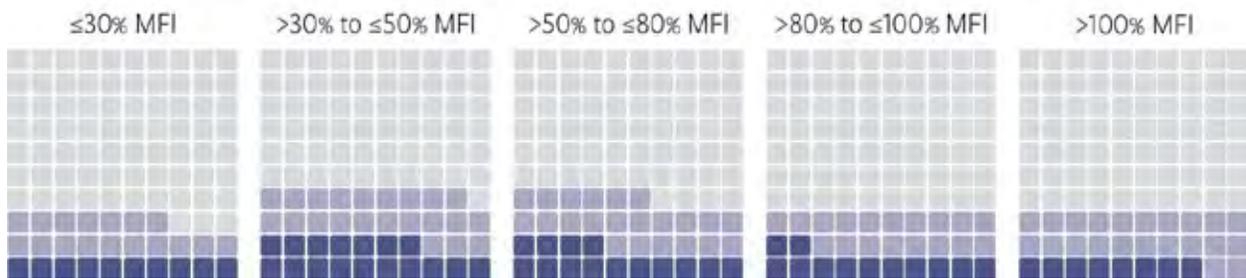
Figure 6.18–Elderly Households, by Median Family Income (MFI), Chatham County
U.S. Department of Housing and Urban Development: 2017 Comprehensive Housing Affordability Strategy

Projected Age Distribution, 2010–2030

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

Figure 6.19–Chatham County Population Projections by Age Cohort
U.S. Census Bureau: 2010 American Community Survey 1-Year Estimates & Georgia Office of Planning and Budget

COST-BURDEN

Housing Costs

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

As shown in Figures 6.20 and Figure 6.21, the percentage of people cost burdened by housing payments increased around 2010 but has since declined over the past decade. This pattern is true for both renters and homeowners in unincorporated Chatham and the city of Savannah. Still, the percentage of people cost burdened has still not returned to its lowest levels.

The cost-burden for renters has been consistently higher than cost-burden for homeowners, especially in Savannah where cost-burden spiked to 61% before falling to 55% according to the 2018 5-year ACS.

COST-BURDENED

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

—HUD

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

Rent Cost-Burden, 2000–2018

Year	Unincorporated Chatham	City of Savannah
2000	40.04%	52.93%
2010	51.62%	61.13%
2014	50.03%	59.80%
2018	42.77%	55.39%

Figure 6.20–Rent Cost-Burden
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Mortgage Cost-Burden, 2000–2018

Year	Unincorporated Chatham	City of Savannah
2000	20.08%	26.57%
2010	38.13%	42.76%
2014	34.94%	41.24%
2018	27.32%	33.53%

Figure 6.21–Mortgage Cost-Burden
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

AFFORDABLE HOUSING DIFFICULTY

In summary, being able to afford housing for many in both unincorporated Chatham and Savannah becomes difficult when:

- Rents/mortgages exceed $400 monthly per working adult household member.

- Households earn less than $50,000 annually or $24 hourly full-time.

- Households rely on $7.25 minimum wage jobs and have to work 90 to 140 hours weekly.

- Housing is located away from places of employment or public transit—adding to costs.

Because cost burden has been such a persistent issue, strategies must be developed and deployed to increase the affordable housing stock.

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 an affordable housing referring to people who make a moderate income (police officers, teachers, social workers) and low income referring to people who live below the poverty line.

Projecting the future demand for affordable housing is challenging because the affordable housing market is dependent upon economic conditions, which are difficult to forecast. Affordable housing is also a relative issue; all housing is "affordable" to somebody. There is no one solution to making housing affordable to everyone; however, a possible tool from a regulatory standpoint is to require new housing developments to provide a range of housing types and sizes in various locations to help ensure a diverse housing stock and maximize housing choices for every individual.

The City of Savannah's Housing and Neighborhood Services Department and partners have been working on this issue for years. In August 2020 Mayor Van R. Johnson,II, established the Housing Savannah Task Force, with the mission "to assess local housing needs and opportunities, and develop a comprehensive plan to improve housing availability, accessibility and affordability for everyone."

The Task Force defined affordable housing as: "Housing in good condition that can typically be rented or purchased without households paying more than 30% of gross income or fair market rents."

AFFORDABLE HOUSING FUND

The Savannah Affordable Housing Fund (SAHF) was established by resolution of the Mayor and Alderman of the City of Savannah on November 11, 2011. The Fund was established to serve as a:

"Complementary finance tool allowing for maximum flexibility and local control, leveraging private and other investment, attract investors, fund construction and rehabilitation of housing, provide technical assistance to and provide capacity building for local developers, and provide a revolving loan fund."

—City of Savannah

The Housing Savannah Task Force created several recommendations to increase the affordable housing stock in the city. The recommendations included:

- Increase Community Wide Awareness, Support and Education for Housing Savannah
- Increase & Sustain Housing Improvement, Development, Purchase and Retention Activity to Benefit 15,000 Households by 2032
- Increase & Sustain Investments for Housing Improvement, Development, Purchase and Retention to $100M+ Annually by 2032
- Increase the Capacity and/or Number of Housing Partners
- Support Local, State & Federal Housing Friendly Policy and Legislation

SOME BARRIERS TO AFFORDABLE HOUSING

- Utility companies prefer unpaved areas to save money and reduce disruptions when utilities must be repaired and therefore resist proposals to reduce the width of rights-of-way and setbacks
- Emergency responders prefer wide streets and large setbacks for convenient access for fire trucks and ambulances
- Some traffic engineers insist that wide streets and clear rights-of-way reduce accidents
- Local government officials prefer larger setbacks along major roads to reduce acquisition costs when road widening becomes necessary
- Zoning laws favor single-family, detached housing, which tend to be more expensive than multi-family housing
- Low incomes, high housing costs, and local investments in the Stewards of Affordable Housing for the Future (SAHF) to close the gap between the two

Housing is generally not affordable to residents who make less than $23 per hour, working 40 hours a week

Housing Affordability

The availability and affordability of housing in Chatham County affects the entire community and is connected to nearly every other element of Plan 2040. The local economy, transportation systems, land use, quality of life, and the natural environment are all impacted when a housing market does not meet the needs of area residents. In Chatham County, rising housing costs are outpacing increases in median household income and many residents are left unable to afford a home (a home is considered affordable if a household spends no more than 30% of its income on housing expenses).

Housing affordability disproportionately impacts low income residents in the county, as does the availability of affordable homes. A home is considered available for households of a specific income group if the home is currently vacant or is occupied by a household at or below that income group threshold. Coupled together, the shortage of affordable and available housing is a particularly acute issue for the lowest-income families in our community.

Who Can Afford to Buy a Home in Chatham County?

A worker must earn **$46.43/hour** to be able to afford the average priced home in Chatham County

A worker must earn **$36.06/hour** to be able to afford the median priced home in Chatham County

The median wage in Chatham County is **$15.73/hour**

Business & Finance: $24.43
Teacher: $19.65
Social Worker: $18.81
First Responder: $15.35
Administrative Assistant: $14.19
Food Prep & Service: $7.54

Minimum Wage ($7.25/hour)

In Chatham County, the median sales price of a single family home in May 2021 was $265,000 and the average sales price was $343,088.

These calculations assume a 5% down payment on a 30-year fixed-rate mortgage at 3.5% interest, with 1.29% annual property taxes, $1,500 (median) or $1,800 (average) annual homeowners insurance, 1% Private Mortgage Insurance, & a 36% debt-to-income ratio.

Figure 6.22–Housing Affordability, Chatham County
U.S. Census Bureau: 2019 American Community Survey 5-Year Estimates; Georgia Association of Realtors

Gentrification

An additional important factor in affordable housing is gentrification. Gentrification refers to the process of higher income people moving into a low-income area, leading to the displacement of long-time established residents due to increased cost of living. There are multiple areas within Chatham County that are experiencing gentrification, such as downtown Savannah. While gentrification is often thought of as synonymous with displacement, there are ways to prevent established residents from being pushed out. Strategies to reduce the displacement of poorer residents include providing tax breaks for longtime residents or home buyer programs for local renters. This way, these residents will not have to keep up with rising property taxes and rent. This is especially important for senior and disabled residents, who are often on a fixed income.

For every 100 extremely low income renter households in Chatham County, there are only 28 affordable and available housing units.
—Comprehensive Housing Affordability Strategy, 2017

Availability of Affordable Homes, 2017

Owners

Renters
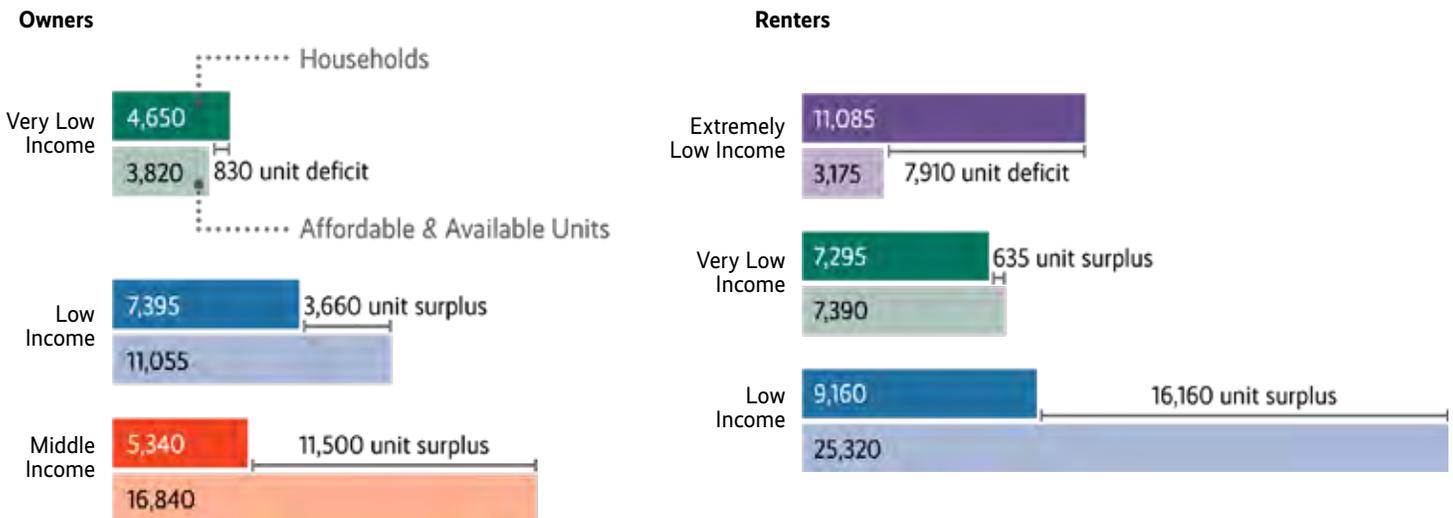
Figure 6.23–Affordable & Available Housing Units, Chatham County
U.S. Department of Housing and Urban Development: 2017 Comprehensive Housing Affordability Strategy

NEWZO

City of Savannah's Zoning Ordinance (NewZO)

After the adoption of the city of Savannah's New Zoning Ordinance (NewZO) on September 1, 2019, there were several notable changes specific to housing in Savannah. One major change reflected in NewZO was the reduction of the minimum lot size requirements in single family residential areas. This not only opened new opportunities for constructing smaller and more affordable housing, it also allowed previously nonconforming, existing houses on smaller lots to now be conforming. For example, many existing residential lots within the Historic District were small and nonconforming under the previous zoning code, with lot sizes under 6,000 square feet. With the adoption of NewZO, lot sizes are now permitted to be small as 4,000 to 5,000 square feet, allowing smaller homes to conform and legally fit within the size and character of the neighborhood.

NewZO also instituted reforms to Savannah's off-street parking regulations providing more predictable standards for many uses and more flexibility in meeting those requirements. Recognizing that minimum parking requirements are a significant component of residential affordability, NewZO reduced parking minimums to one space per unit, regardless of size. This, in turn, encouraged alternative modes of transportation, such as walking, biking, and public transportation. Additionally, lessening space dedicated to parking surfaces, promotes reduced housing costs for many new developments and redevelopments.

Some additional key revisions in NewZO that positively affect housing development and other interrelated processes include:

- Reduced and simplified the range of zoning districts into a handful of higher-level groupings for business, residential, office-institutional, downtown, historic residential, historic commercial, and conservation
- Created dedicated districts for downtown and historic neighborhoods to better reflect their unique situations
- Dramatically simplified, rationalized, and updated the zoning map
- Allowed mixed-use by right in commercial districts
- Updated development standards to better accommodate existing development patterns
- Encouraged better urban design with specific standards for parking lots, lot coverage and lot frontage, among others
- Reduced parking requirements where reasonable and provided more flexibility in meeting those requirements through off-site, shared, bicycle or other forms of parking
- Reduced the number of variance and rezoning requests
- Improved procedural clarity for all zoning and variance actions
- Made all requirements easier to understand, implement and enforce

HOUSING STRATEGIES & PROGRAMS

Housing Strategies

Currently, there are conversations locally and nationally, on the topic of housing affordability. The smaller units that are now allowed tend to be less expensive than larger housing units. NewZO is a great step in the right direction in terms of allowing for smaller, and thus less expensive housing.

Affordable housing is a complex topic, as housing affordability and needs differ among all people. Therefore, a variety of strategies are needed to address the diverse needs of local residents. One example of innovative ideas with affordable housing is the Tiny House Project, which houses veterans in permanent, affordable homes.

There is also innovation in the language of affordable housing, to make distinctions in the type of housing needed. For example, the definition of affordable housing can differ, with some defining it as housing affordable to low-income residents, while others define it as affordable to the general population. Terms like "missing middle" (which will be discussed in detail later in the element) and "workforce housing" demonstrates how people of a variety of income levels struggle to secure affordable housing. These language distinctions reflect the variety of housing and strategies that must be implemented to increase the affordable housing stock.

Housing & Neighborhood Services

Savannah's Housing and Neighborhood Services Department (HNSD) identified housing costs, expendable funds, and a lack of affordable housing as some of the main causes of cost burden. In response to this, several programs were instituted within the city of Savannah to ease the cost burden that many residents face.

» Down Payment Assistance—This program provides down payment assistance to qualified low-and moderate-income households purchasing a home for the first time

Established in 2011, the Savannah Affordable Housing Fund (SAHF), leverages donations from banks, businesses, nonprofits, and the local government to provide loans and down payment assistance for home buyers. Additionally, the SAHF finances house construction and repairs, thereby investing in the economic development of the city. Under SAHF, the Employer Assisted Home Purchase Program was created, in which employees of the City of Savannah, Memorial Health Hospital, and St. Joseph/Candler Hospital can receive down payment assistance.

» Rental Property Repair and Development —This program provides assistance to investors-owners to rehabilitate rental units for occupancy by low-income households

The Community Housing Services Agency (CHSA) also funds a rental property repair program, in which landlords can receive loans to repair their properties and then rent them to residents who make 80% or less than the median income.

» Abandoned Property Redevelopment —This program funds the construction or reconstruction of new homes for low- and moderate-income households occupying severely dete-riorated units

The CHSA, the City of Savannah, and Housing Authority of Savannah (HAS) have supported multiple low income housing tax credit and bond issues that have resulted in the renovation and construction of an average of 200 rental dwellings annually since 2000.

An important affordable housing program was implemented in 2020 to target vacant structures for redevelopment. This "1K-in-10" Abandoned Property Acquisition and Redevelopment initiative is funded by a portion of Savannah's Special Purpose Local Option Sales Tax (SPLOST).

This program will aid in increasing the housing stock through the allocation of $10 million for the purchase of 1,000 dilapidated and abandoned/vacant residential properties. Some acquired structures will be renovated while others will be demolished to make way for the construction of new homes that will be made available for rent or purchase by those in need of affordable housing. While increasing the housing stock, it will also improve the neighborhood.

– Ordinances—Policy is the foundation that can ultimately lead to an increase in the supply of housing at a wider range of price-points thereby making more housing more affordable to a wider range of potential buyers

Policies and ordinances such as zoning ordinances can often be helpful in facilitating an increase in the number of affordable housing units. The City of Savannah's New Zoning Ordinance (NewZO) adopted in 2019 led to changes that permit smaller lots for residential single-family homes than previously allowed, thereby permitting residents to build smaller, often more affordable homes in certain areas. Carriage houses, garage apartments and other types of secondary structures can also provide vital income to homeowners and increase density in neighborhoods that have experienced population loss.

These recent changes within NewZO also provide new flexibility for developers and property owners to construct accessory dwelling units (ADUs), also known as carriage houses, garage apartments, and mother-in-law suites, in certain areas of the city. ADUs are a secondary house or apartment that shares the building lot of a larger, primary house. The flexible spaces are a viable option for housing, especially when considering space for aging family members, young adults, students, or someone in need of less space than a typical single-family home offers.

Because low-income, special needs, and elderly populations often have a higher reliance on public transportation than other sectors of the population, zoning ordinances should encourage affordable housing units in walkable, mixed-use neighborhoods with convenient access to reliable public transit. Additionally, a walkable development pattern can reduce dependency on automobiles making the provision of mass transit more effective and feasible for special needs populations who either cannot afford a vehicle or are physically unable to drive.

The HNSD and partners have supported and implemented strategies identified by the 2008 Affordable Housing & Regulatory Reform Task Force. They expect to do the same for strategies and action items identified in the 2021 Housing Savannah Task Force report. Resolving Savannah's housing affordability challenges will require increased incomes, decreased housing costs, funding the gap between the two or, more likely, a combination of the three.

SAVANNAH GARDENS

The redevelopment of Strathmore Estates Apartments into Savannah Gardens began in 2007 after being acquired by local non-profit housing organization CHSA Development, Inc. Before its redevelopment, the community experienced a steep decline in residents, with an eventual occupancy rate of only 37%. Due to high vacancy rates, dilapidation of the structures also became a prominent issue along with crime. The neighborhood was essentially fading as more people moved away due to the declining environment.

The redevelopment project aimed to bring life back to the neighborhood by offering quality affordable housing, greenspace and other amenities in the creation of a mixed-use, mixed-income community. By the time Savannah Gardens is complete, it will include approximately 625 dwellings — 525 apartments and 100 single family homes sold to first time buyers. The occupancy rate for the apartments is about 98% and the single family houses are attractive to first time buyers seeking affordable homes.

Missing Middle Housing

The term "missing middle" describes a range of housing types between single-detached houses and 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 can fit seamlessly into existing residential neighborhoods. They can include duplexes, triplexes, fourplexes, rowhouses, townhouses, cottages, ADUs, and studios. 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.

While the majority of housing in both unincorporated Chatham and the city of Savannah is single-family and detached, some "missing middle" housing exists in both jurisdictions. Currently, a little over 7% of housing in unincorporated Chatham and 11% of housing in Savannah, falls into the "missing middle" housing category.

As discussed earlier, both cost-burden and affordable housing are issues in the area. Investing in more missing middle housing has the potential to reduce housing costs as these units tend to be smaller than the traditional single family residence.

Savannah's 2019 New Zoning Ordinance (NewZO) has created an opportunity to create more "Missing Middle" housing. The updated ordinance promotes accessory dwelling units (ADUs), in certain zoning districts that exhibit a historic pattern of these uses and in other areas where lot sizes can easily accommodate the additional density. Another quintessential form of missing middle housing that is now permitted in certain areas is live-work housing in which residents can live above a commercial business. This encourages mixed-use development where two different types of land uses are existing in the same space.

Micro Apartments

As stated in the previous section, smaller housing has a tendency to cost less, making micro apartments a viable option for increasing the affordable housing stock. Micro apartments are a form of housing that tend to be under 350 square feet. For reference, many studio apartments in the Chatham area are 600 square feet. Because micro apartments are so small, a much larger number of them can be built. Additionally, rental costs for these apartments tend to be less expensive. This housing can help young professionals have access to housing they can afford on their own, near major job sectors within the area.

Extended Stay Hotels

Extended stay hotels offer flexible way to have longer term lodging for business trips, vacations, and more. However, they can also highlight a lack of affordable housing, as many residents throughout the country use them as a permanent living space when there is no inexpensive housing available in the area. While no Savannah specific data exists, there is a possibility that some residents may use these hotels for housing because they cannot afford or get approved for any other form of housing. Living in a hotel also offers less protection for the residents, as they can be more easily expelled for a lack of money.

WORK FORCE HOUSING

Workforce Housing is housing affordable to households earning between 60 and 120% of area median income (AMI). Workforce housing targets middle-income workers which includes professions such as police officers, firefighters, teachers, healthcare workers, and retail workers.

—Urban Land Institute (ULI)

SCAD SERVE

SCAD has made a commitment to the City of Savannah as part of their SCAD Serve Initiative, to help close the gap on affordable housing options in the city. Slated for Spring 2021, SCAD will convert historic Pulaski House, a three story residence hall, into a 22 workforce housing units. Students, alumni, and faculty from the School of Building Arts will contribute to this SCAD SERVE assignment focused on shelter.

SAVANNAH'S PUBLIC HOUSING

Housing Authority of Savannah

According to the Housing Authority of Savannah (HAS) there are eight public housing complexes within the city of Savannah that serve all populations including the elderly, disabled, and low income. HAS functions as a developer and landlord of housing programs for Savannah's low-income residents as well as provides leadership and advocates for public housing, sets policies, and ensures operation within the law. With such a significant portion of Savannah living in poverty (22.9%), publicly funded housing is critical to ensure residents have safe and secure housing.

According to HAS, all of its public housing developments are situated in convenient areas, near public transportation, schools, and shopping centers. In addition to public housing, HAS offers rental assistance for housing, contributing to the creation of mixed-income communities such as Sustainable Fellwood.

HAS created a five-year plan with goals of making several improvements for public housing options. For example, over 300 mixed income units are planned for construction within the next 10 years in the Savannah East Gateway Area along the Wheaton Street corridor between East Broad Street and the Truman Parkway. HAS plans to subsidize 94 of the units and will continue to provide more housing and rental assistance options for low-income residents. This is a part of a larger plan to deconcentrate poverty, by bringing higher income public housing households into lower income communities and vice versa. There are also plans for those public housing communities over 20 years old will be updated in accordance with HAS's FY 2020–2024 Capital Fund Program Five Year Plan.

The city of Savannah has had a persistently high unemployment rate for years, with 23% of residents currently living below the poverty level. With such a high level of poverty, a variety of housing strategies must be employed, including offering a higher variety of housing that is also affordable. Programs such as Section 8 could be a pertinent tool in offering that housing variety while also ensuring that poverty is not concentrated into one area.

In addition to providing affordable housing, a variety of programs support HAS in providing and maintaining (as in, repairing housing units and ensuring that they are in good quality) dwelling units. For example, the Housing Choice Voucher Program (also known as Section 8) provides low income, elderly, and disabled residents the opportunity to choose housing in the private market, expanding options in available housing. This is necessary as the public housing community method of providing low income housing is not always the best or singular way to address affordable housing. Other methods can be beneficial, as they reduce the concentration of poverty and increase the affordable housing stock.

Because the county has a persistently high poverty rate, there is a need for increased public housing. Such housing, in the form of a public housing complex or through the Section 8 Housing Choice Voucher Program, must be placed in an area near economic and educational opportunities. That way, low-income people will have greater access to jobs and economic opportunities.

has

Housing Authority of Savannah

HOMELESSNESS

Chatham Savannah Authority

In 2019, the Chatham Savannah Authority for the Homeless (CSAH) identified 678 chronically homeless individuals. This one-night count primarily captures those individuals living in homeless camps, on the streets, and in emergency shelters.

This count does not include the more than 800 students enrolled in the Savannah Chatham Public School System who are experiencing homelessness. CSAH was founded by the State of Georgia and acts as the coordinating and leadership body for homeless services in Chatham County. Through its Continuum of Care (CoC) program and partnerships, the organization served 4,641 individuals in 2018. A CoC is a U.S. Housing and Urban Development (HUD) nationally funded program that seeks to improve services for homeless people by coordinating funding, housing, and service programs.

Homelessness not only impacts individual men and women, but also entire families, and children. Within Chatham County, many homeless persons take refuge in one of the 35 unregulated camps in the area, while others sleep in motels, in their cars, or "couch surf" to avoid sleeping outside. While emergency homeless shelters are helpful in shielding individuals and families from exposure, the CSAH recognizes that it is not the only method needed to help people. The CSAH's Continuum of Care Five Year Plan CoC (2020-2025) sets out to serve the diverse needs of the homeless population.

There are five goals identified within the CoC that will be focused on through the year 2025:

- **Goal 1:** Homelessness Prevention through Enhancing the Crisis System - In this method, providing chronically homeless individuals with permanent supportive housing is helpful. For non-chronic homeless individuals, establishing an eviction prevention fund can prevent homelessness in the first place

- **Goal 2:** Create, grow, and maintain affordable housing for at risk households

- **Goal 3:** Youth Homelessness—the Savannah Chatham County Public School System identified 1,001 homeless students in 2017. Because of this, the CSAH seeks to develop programs and services for youth who experience homelessness to prevent them from becoming the next generation of homeless adults

- **Goal 4:** Improve the sanitation and public health issues in the County's unregulated camps

- **Goal 5:** Cross-System Integration and Redesign—Create a healthy, efficient, and cost-effective nonprofit service system for the homeless population
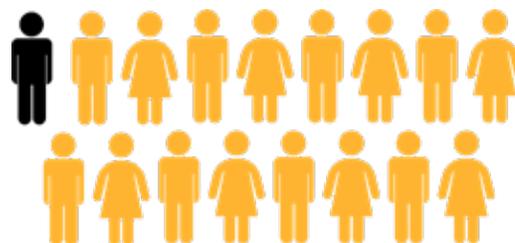
1 out of 17
Homeless People in Chatham County are Veterans

WHAT IS HOMELESSNESS?

In Georgia, a person is considered homeless if they do not have access to traditional or permanent housing that is safe, sanitary, decent, and affordable. Individuals and families who are living on the streets or in homeless camps, shelters, motels, or their vehicles are all considered homeless.

TINY HOUSE PROJECT

In November of 2019, CSAH formally completed the Tiny House Project community, called the Cove at Dundee, a permanent supportive housing community housing serving 71 homeless veterans; it is the first of its kind in Georgia. The community is in phase 2 of development, hoping to add 24 more permanent homes in 2021 for United States military veterans, with plans for two clubhouses for laundry, community meetings, with access to classes and supportive services, a tiny medical clinic, and gardens in the future.

Homelessness by the Numbers

678	800	4,641	280	35
HOMELESS	**STUDENTS**	**USING RESOURCES**	**VETERANS**	**UNREGULATED CAMPS**
The number of chronically homeless individuals identified in Chatham County during the 2019 point-in-time count	The number of public school students experiencing homelessness	The number of homeless individuals (unduplicated) served by the Continuum of Care partners in 2018	The number of homeless veterans living in Chatham County	The number of unregulated homeless camps that are currently active within Chatham County

SPECIAL NEEDS HOUSING

Special Needs Housing

Individuals 75 years and older tend to have higher rates of disabilities, and as the senior population in Chatham County and Savannah 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.

Both Chatham County and Savannah have an array of services to help its residents. 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. Further, a number of agencies provide subsidized or affordable housing for older adults as well as hospice residences for patients with terminal illness.

Around 16% of the population in Savannah has a disability
—American Community Survey, 2018

WHAT IS A DISABILITY?

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

—CDC

Almost 7% of Savannah residents have a difficulty living independently
—American Community Survey, 2018

Although not all-inclusive, Figure 6.24 below displays the percentage of residents within Chatham County and Savannah with a disability as defined by the American Community Survey (2018) that may have special housing needs.

Disabled by Age Group, 2014–2018

	Chatham	Savannah
Age	%	
Under 5 Years	2.9	2.3
5 to 17 Years	6.6	8.1
18 to 34 Years	8.7	10.4
35 to 64 Years	16.9	19
65 to 74 Years	22.2	27
75 Years and Over	58.3	59.8

Figure 6.24–Percent Disability by Age, Chatham County & Savannah
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Disability Type, 2018

	Chatham
Disability Type	%
Hearing Difficulty	4
Vision Difficulty	2.6
Cognitive Difficulty	6.5
Ambulatory Difficulty	8.6
Self-Care Difficulty	2.4
Independent Living Difficulty	6.3

Figure 6.25–Percent Disability Type, Chatham County
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

THE PHOENIX HOUSE

Through Union Mission, the Phoenix House is a 10-bed housing program for people living with HIV/AIDS that also offers short-term rental and utility assistance. Residents work with a case manager to develop an Individualized Service Plan that will guide them into independent living. Services include HIV/AIDS healthcare assessment and treatment, peer education, resource coordination, support groups, and substance abuse treatment.

SAVANNAH CENTER FOR BLIND & LOW VISION

Today Savannah CBLV provides service in the home or in its center promoting independence and dignity for people with vision loss throughout coastal Georgia.

Savannah Center for Blind and Low Vision opens its doors to anyone with visual impairment and currently serves over 200 students each year.

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 disasters, as they are often located in low-lying 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 an elevated, more sustainable design in mind. It is essential that residents living in high-impact flood zones understand how to protect themselves and their homes during rainy and hurricane seasons.

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

HISTORIC HOUSING INVENTORY

Historic & Cultural Resources

The greatest numbers of identified historic resources in the city of Savannah are located within neighborhoods that are listed on, or are eligible for National Register of Historic Places listing.

Ninety-two percent of these resources are residential structures. These pedestrian-oriented, urban residential neighborhoods offer numerous advantages for rehabilitation such as established shade trees, paved streets, sidewalks, water and sewer, trash pick-up and public transportation. It makes more economic sense to maintain and upgrade older neighborhoods than to further expand suburban construction, which places new demands on transportation and other infrastructure systems.

Savannah's historic housing stock provides opportunities for a variety of housing types. The quality of materials, craftsmanship, and detail would be prohibitively expensive to duplicate today. Listing on the National Register qualifies these houses for various federal and local rehabilitation tax incentive programs.

Historic preservation is a pertinent tool in increasing affordable housing, as newer housing units tend to be more expensive. It can also involve creative solutions, such as adapting and reforming a historic, non-housing structure, into inexpensive housing. This subject is explained in greater detail in the Quality of Life element under Historic & Cultural Resources. Repairing and repurposing historic housing is one of the many necessary strategies to increase the affordable housing stock, and thus should receive more research and backing.

ARE YOU LOOKING FOR MORE INFORMATION?

In the Quality of Life Element of Plan 2040, you can find more information about advantages and challenges facing historic neighborhoods on page 346

DILAPIDATION & HOUSING

Dilapidated Housing

Dilapidation refers to a structure in a state of disrepair. As stated earlier in this element, a significant portion of housing is 30 years old or older. This puts these structures at a greater risk of deterioration and eventual dilapidation. Vacant properties are also at an increased risk of becoming dilapidated.

The Chatham County / City of Savannah Land Bank Authority (LBA) is tasked with acquiring vacant properties that can be renovated or developed with new housing. The LBA sells or otherwise makes acquired properties available to parties who are able and willing to improve the properties with results that include new quality affordable housing and improved neighborhoods, property values, and quality of life. The 1K-in-10 program, as discussed earlier in the element, is one of the programs currently supporting the effort to reduce dilapidated and vacant housing in the area.

In 2019, there were an estimated 4,286 vacant dwellings in the area. Because of their vacancy, these structures are at a higher risk of dilapidation. According to a 2020 document the City of Savannah created in collaboration with Georgia Tech, the City has three methods to address dilapidation:

– Non acquisition-based: improve and assist in the retention of affordable housing. This is to ensure that affordable housing can be maintained, to prevent dilapidation

– Acquisition-based: obtain abandoned properties and return them to productive societal use. This method directly addresses existing dilapidated housing

– Post-acquisition: focused on housing affordability and stable tenure. This method ensures that housing is affordable enough to remain occupied, and thus maintained

According to a document by the City's Housing & Neighborhood Services Department, the 1K-in-10 program currently has two strategies when acquiring properties: a single property strategy and a multiple property strategy.

- Single Property Strategy: Facilitates the acquisition and/or redevelopment of a single, dilapidated, abandoned, property located within a block of housing that, for the most part, is in otherwise good condition anywhere within the city

- Multiple Property Strategy: Facilitates the acquisition and/or redevelopment of multiple dilapidated, abandoned properties located near one another within a portion of a neighborhood with the expectation that such investment here will pave the way for future redevelopment in other parts of the neighborhood

Acquiring properties through eminent domain is considered a last resort. Properties acquired this way will be transferred to the Land Bank Authority. The heirs of the property will be given the first opportunity to acquire the property if they have the intention to renovate it or construct new housing.

Considering the number of sub-standard units and some of the older traditional neighborhoods that are in danger of more gentrification and further demise, the eradication of blight should be at the forefront of the city and the county's focus moving forward.

LAND BANK

The Chatham County/City of Savannah Land Bank Authority was created to acquire vacant, abandoned, tax delinquent properties in the county and city to assist in the return of the properties to a productive use.

RACIAL EQUITY & LEADERSHIP TASK FORCE

Savannah's REAL Taskforce; REPORT TO SAPELO FOUNDATION; June 2021

REAL Taskforce

The Racial Equity and Leadership (REAL) Savannah Taskforce was a new advisory body formed in 2020 to address structural racial inequities in Savannah. The taskforce is led by Savannah's former mayor, Dr. Otis Samuel Johnson, and has a mandate from Savannah's current mayor, Van Johnson II, to complete an action plan that the city government can help resource and implement.

Housing

While Savannah is still majority black, several areas of the city- downtown, midtown, Thomas Square, etc., have shifted over the last two decades. Race is one factor; place is the other. Savannah's African American population has only decreased by 1.5% since 2010, but if you look more closely at the census tract level, there's a story- not just about race, but about racial and economic segregation. For example, between 2000 and 2010, census tract 114, just south of Forsyth Park, lost half its black population- almost 800 residents, and added 500 white residents. Next to it is census tract 113, which lost about 600 black residents and gained almost 7,000 white residents during the same period. A demographic shift of this proportion did not result from natural migration, or even from wealthier white buyers displacing poorer black residents. This is the result of state abdication, prolonged disinvestment that left many black communities in a state of arrested development only to be "revitalized" by a private market that further privileges white wealth. This story was lifted up in every committee in our time together. It weaves every issue area of the REAL Taskforce into a cohesive narrative, that the fate of the city is inextricable to the deliberative expansion of opportunity for its black residents.

The committee identified the following underlying drivers of racial disparities in Savannah's housing market:

- Multi-generational income and wealth disparities between races in Savannah's population
- An exceedingly inflated housing market, pressured by a steadily growing population, particularly in the middle to upper-middle income range
- A housing shortage, caused by the aging and abandonment of existing properties, coupled with the rising cost of labor and materials
- Discrimination and structural barriers in the mortgage industry
- Multi-generational loss of land and poverty, particularly among African Americans, resulting in a disparity in knowledge and comfort with the home buying process

The following REAL Taskforce data supports these determinants of Savannah's racial home affordability gap:

- Those earning 120% or less than the area median income in Savannah are cost-burdened, meaning that they spend more than 30% of their gross monthly income on housing. It is believed that the vast majority of this segment of the population are people of color
- Home values in Savannah have increased by 7.3% over the past year and are forecast to rise another 10.1% in the next 12 months
- Savannah has the second highest cost of rent in Georgia, leaving 55% of renters spending more than 30% of their household income on rent and utilities

Savannah's REAL Taskforce; REPORT TO SAPELO FOUNDATION; June 2021

– Over the past 10 years, the Savannah metropolitan area has added nearly 100,000 new residents. In the next five years, the city of Savannah is forecast to add about 6,000 new residents to its current population of 145,500

– There are over 9,000 families on the waiting list for affordable housing at the Housing Authority of Savannah, 76% of which earn less than $12,500. The waiting list has been closed since 2013

– African Americans account for 55% of Savannah but 96% of Housing Authority of Savannah tenants

– There are over 2,600 properties in Savannah that are currently unlivable and in need of repair and rehabilitation. Property owners find that deflated property values in low-wealth communities prevent home repair loans

– The legacies of redlining and other segregating forces have limited Black borrowers' access to traditional credit and exposed them disproportionately to predatory lending sources

– 21.9% of the home ownership gap can be explained by differences in FICO score distribution between black and white Americans

– In 2019, 62% of mortgage applications submitted by Black residents of Chatham County were denied, compared to only 26% denied to white applicants. Only 1,160 Black households applied for mortgages, compared to 4,882 submitted by white households

– The rate of land ownership among African Americans has steadily declined since it peaked in 1910 through systematic stealing, loss of title, denial of federal aid and prohibitive laws

– In Savannah, 71% of white residents are homeowners and 48.8% of Black residents are homeowners

– A recent Northwestern University study found that racial gaps in mortgage loan denial in the U.S. have only declined slightly in the last 30–40 years. An MIT study calculated that the annual difference of $743 in mortgage interest payments, $550 in mortgage insurance premiums and $390 in property taxes between Black and white borrowers, when invested over 30 years results in lost retirement savings of $67,320 for Black homeowners

These compounding challenges were summarized by the following problem statement:

In Savannah, wages are not keeping up with the increasing cost of housing, demand for housing is outpacing affordability and the racial makeup of home ownership does not reflect the racial makeup of our city.

By scanning the city's existing landscape of resources and a series of discussions about realistic alternatives to the status quo, the committee explored the following strategies to ameliorate the core problem. Each strategy can be implemented alone or with other strategies.

1. The implementation of racial equity metrics in current housing programs in Savannah

2. The expansion of existing home ownership programs at Housing Authority of Savannah (HAS)

3. Creation of a joint Chatham County *&* City of Savannah online developer's toolkit

4. Incorporate density bonuses into the City zoning code in areas already slated for substantial growth by the City of Savannah

HOUSING GOALS

GOAL 1

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

Dilapidated and abandoned properties, structures, and lots negatively impact neighborhoods and residents including quality of life, marketability and property values. They encourage disinvestment and criminal behavior that can lead to gentrification. Existing homeowners and other property owners are unable to secure financing to improve property. The conditions help strip value and generational wealth from existing property owners who maintain their property in good condition. They make attracting new homebuyers, renters, and investment difficult.

Modest and low incomes of some homeowners and renters add to the difficulty of maintaining and improving property. Many elderly homeowners living on fixed incomes find it difficult to afford home improvement loans. Many renters with low income find it difficult to afford rents that are required to cover the debt service associated with renovated or new rental housing.

These challenges are sometimes compounded as neighborhood marketability and values begin to increase—leading to gentrification. Striking a delicate balance that results in socio-economic diversity, rather than wholesale gentrification, could be beneficial to existing neighborhood property owners and residents as well as new members of the neighborhood.

Objectives:

– Maintain, improve, construct, and development quality affordable housing in existing neighborhoods

– Enforce housing and property maintenance codes

– Renovate or redevelopment blighted, abandoned, properties with new affordable housing

– Provide affordable home repair, construction, development, and purchase options

– Prevent wholesale gentrification as neighborhood conditions and marketability improve

GOAL 2

Increase supportive housing for special needs populations, such as individuals who are homeless, mentally ill, disabled, and residents in drug recovery

Shelter is a basic human need, but for too many it is not a need that it is being met. For those in the most vulnerable communities such as people with drug addiction, mental illness, chronic health conditions, or disabilities, having a safe, stable home is fundamental to ensuring adequate treatment and recovery. In many instances these individuals are also struggling with long-term poverty and may experience periods of homelessness, interrupting treatment and constraining recovery efforts creating a vicious cycle that causes them to spiral further into poverty and poor health.

Providing supportive housing for special needs populations is a key component to breaking the cycle, reducing incarcerations and the use of emergency services by vulnerable individuals, and assisting in their becoming active members of the community.

Objectives:

– Support local, state and federal policy and legislation benefitting those with special housing needs including those that help prevent housing discrimination

– Significantly increase and expand local investments in the Savannah Affordable Housing Fund and additional leveraged investments for the retention, improvement, construction, and development of affordable housing for special needs populations and that help prevent housing discrimination

– Increase partnerships and capacity of those needed to produce and maintain affordable housing for special needs populations

GOAL 3

Increase affordable housing stock

The cost of housing has increased disproportionately to wages, resulting in a lack of affordable housing options for renters and potential homeowners alike. The absence of sufficient affordable housing negatively impacts the entire community, not only those struggling to find housing or to pay for their current housing. Insufficient affordable housing affects employers in recruiting and retaining employees, impacts the economy through a decrease in discretionary spending, increases social costs associated with evictions and public assistance, reduces the health of citizens who cannot afford to access preventative health services, and overall, decreases the quality of life of many in the community.

Working to increase the supply of quality housing that is affordable to all persons, but especially to those with modest and low incomes, is critical. The Housing Savannah Task Force estimates that in 2021, Savannah households most likely in need of quality housing they can afford are those making less than $50,000 annually. Too often, affordable housing is associated with only the very lowest income members of a community.

Objectives:

- Develop public policy/legislation, ordinances, zoning and subdivision regulations, building designs, and construction methods/materials that help reduce housing costs without sacrificing quality and that facilitate increasing affordable housing availability

- Acquire property necessary to provide additional affordable housing in existing neighborhoods, near public transportation, and near employment centers, and to help limit gentrification

- Significantly increase and expand local investments in the Savannah Affordable Housing Fund and additional leveraged investments for the retention, improvement, construction, and development of affordable housing for the homeless, renters, homeowners, and homebuyers

- Sustain and increase participation in the 9% and 4% low income housing tax credit program, and in the issuance of Housing Authority of Savannah bonds, for the renovation and/or development of affordable rental housing

- Increase partnerships and capacity of those needed to produce and maintain additional affordable housing

GOAL 4

Decrease homelessness

Homeless describes a person lacking a fixed, regular, adequate nighttime residence. Poverty, unemployment, mental health issues, and lack of affordable housing are common causes of homelessness. Once homeless, factors such as the lack of access to proper healthcare, sanitation, jobs, and educational opportunities can make it difficult to overcome homelessness. With assistance, however, many homeless persons can become active members of their communities again.

Implementing prevention programs aimed at providing affordable housing, improving access to proper mental health and healthcare services, and providing financial safety nets for those without one are key to efficiently and effectively decreasing homelessness. Interventions to prevent homelessness are more cost effective than addressing issues after someone is already homeless.

Objectives:

- Support local, state and federal policy and legislation benefitting the homeless and those in need of transitional housing

- Provide eviction and foreclosure prevention assistance to those in danger of losing their home and becoming homeless

- Develop new and innovative approaches and models for housing the homeless and those in transition out of homelessness

- Significantly increase and expand local investments in the Savannah Affordable Housing Fund and additional leveraged investments for the retention, improvement, construction, and development of affordable housing for the homeless and those in need of transitional housing

- Increase partnerships and capacity of those needed to produce and maintain affordable housing for the homeless and those in need of transitional housing

NATURAL RESOURCE ELEMENT

07

NATURAL RESOURCES

Introduction

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

This element of Plan 2040 includes an existing conditions assessment of specific natural resources and natural resource issues found in Chatham County 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, comes 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, Chatham County will remain a place of beauty for centuries to come.

CHATHAM COUNTY

FORSYTH PARK

TYBEE ISLAND

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 local economy, and the quality of life for its residents.

FUN FACTS
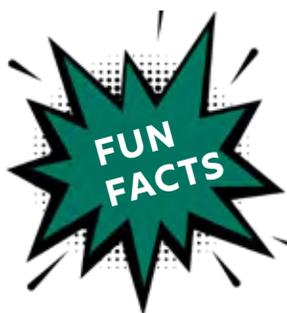
23%

of land in Chatham County is classified as Marsh*

*Savannah Tree Foundation, Tree Canopy Assessment 2020

TYBEE BEACH PIER

WATER RESOURCES

Water Supply

Chatham County 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 has played a significant role in forming Wassaw, Ossabaw, Saint Catherine's, Blackbeard, and Sapelo islands.

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
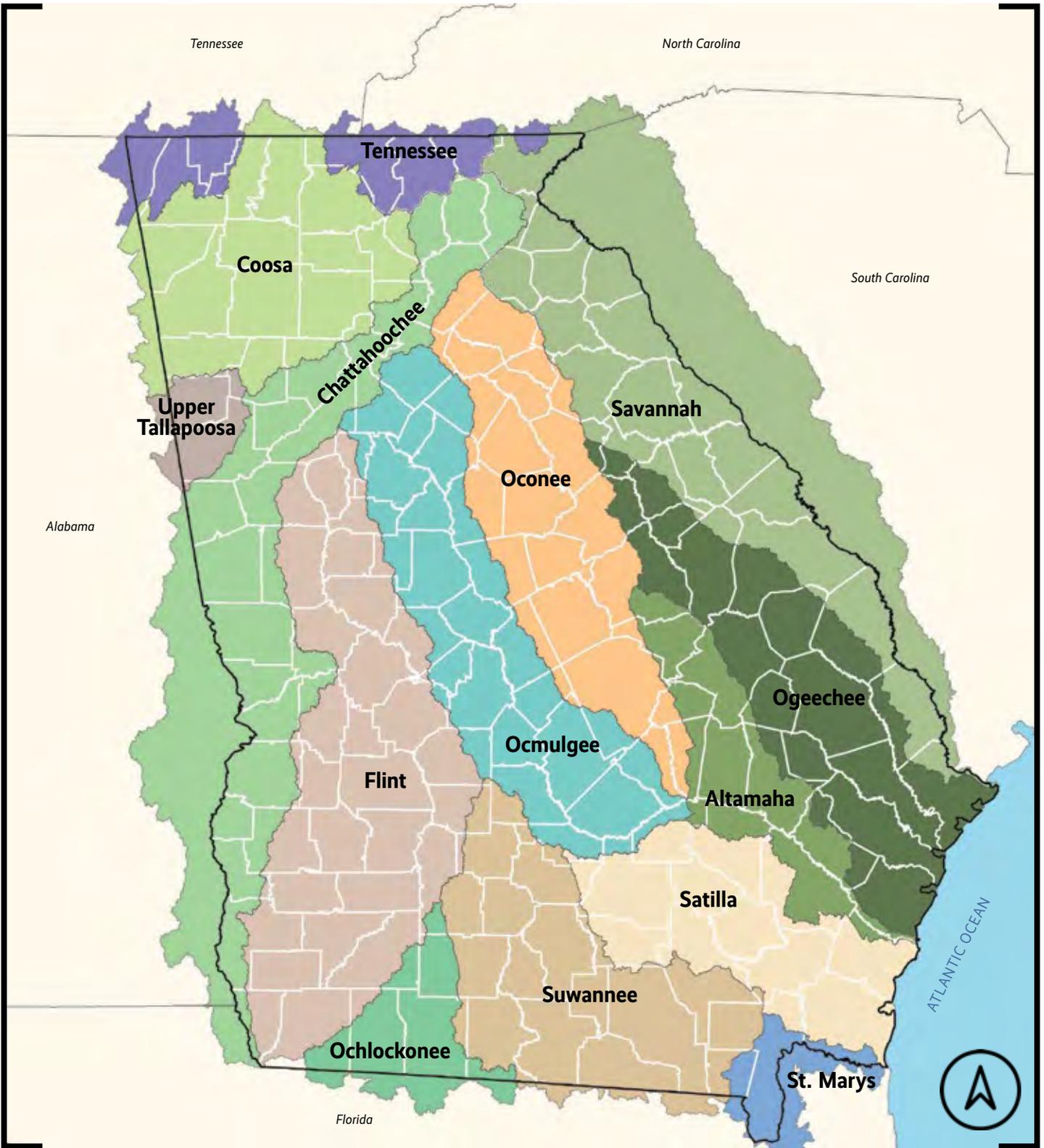
Map 7.1–Georgia River Basins

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 in 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.
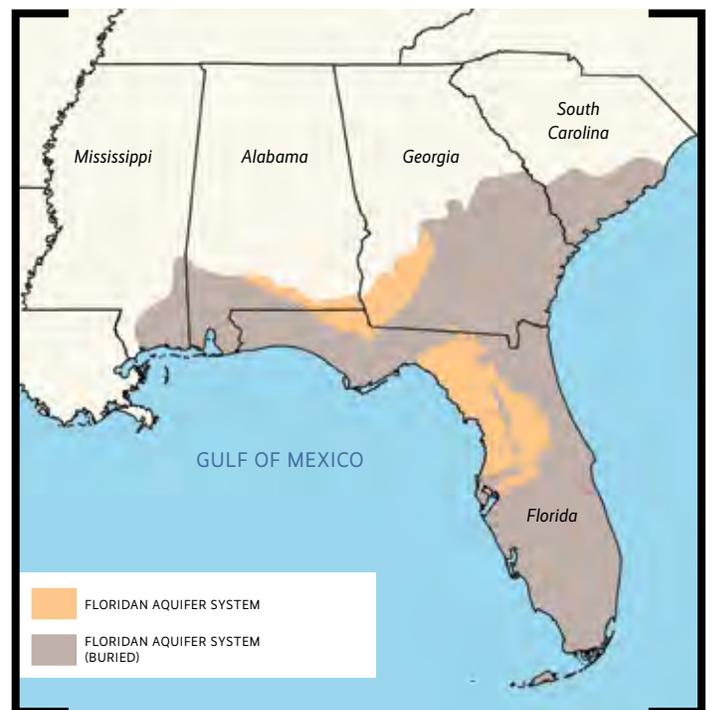
Map 7.2–Floridan Aquifer System
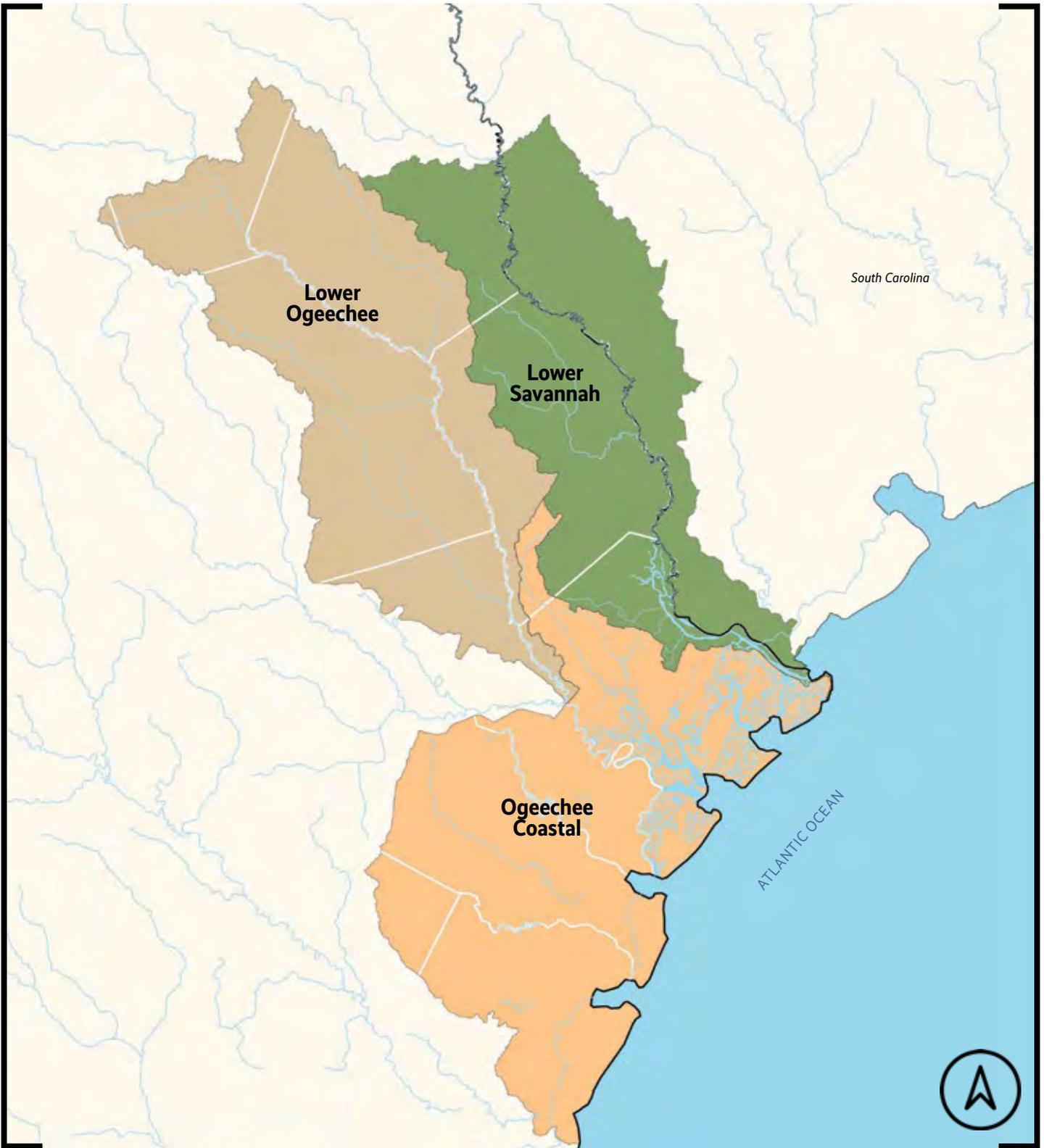
Map 7.3–Chatham's Large Watersheds

Red Zones

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

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

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

MANAGING SALTWATER INTRUSION

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

SALTWATER INTRUSION

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

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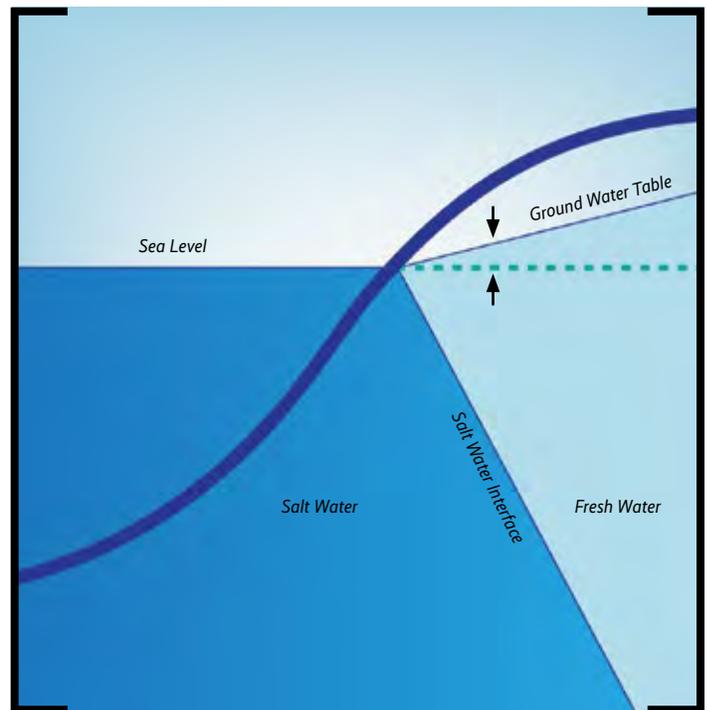
Figure 7.1–Aquifer Impact Diagram
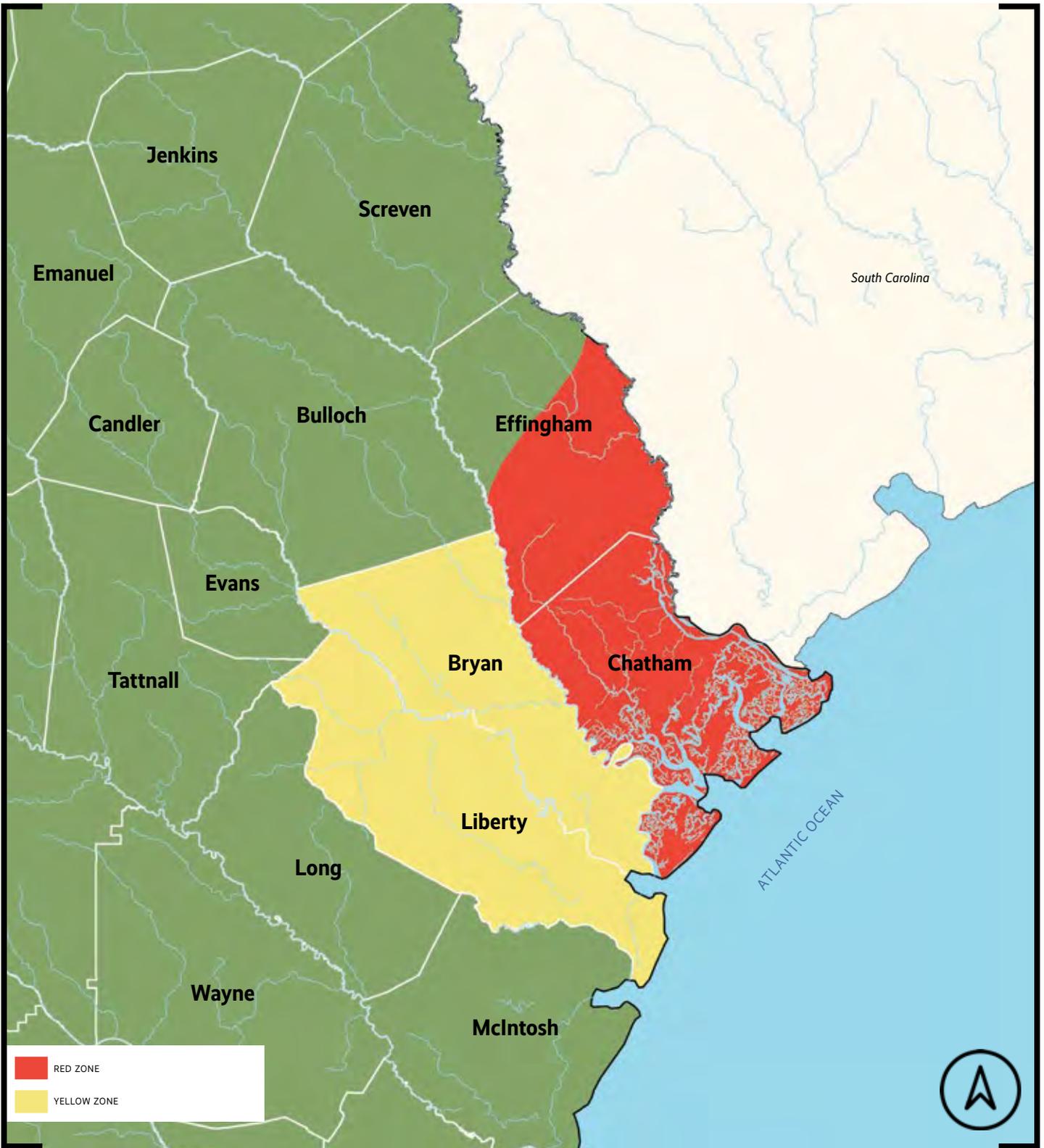
Map 7.4–Chatham "Red Zone" Water Management Area

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

Specific areas adjacent to Chatham County 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.

SKIDAWAY ISLAND
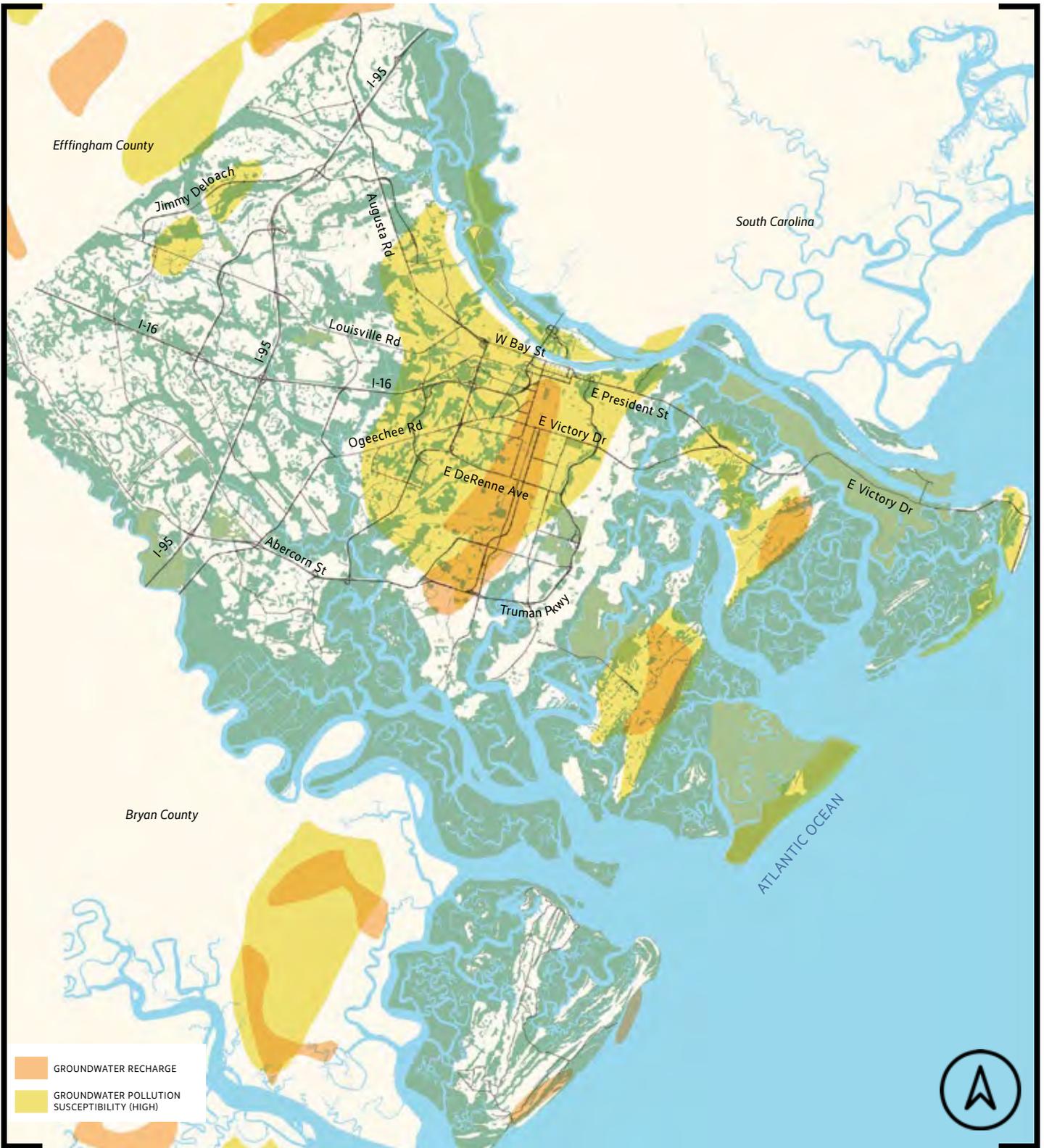
Map 7.5–Chatham County Groundwater Recharge and Groundwater Pollution Areas

Legend:
- GROUNDWATER RECHARGE
- GROUNDWATER POLLUTION SUSCEPTIBILITY (HIGH)

Impaired Water Bodies

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

ARE YOU LOOKING FOR MORE INFORMATION?

The most current 303(d)list can be found for the State of Georgia and Chatham County 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 2020

	Name
1	Little Ogeechee River
2	Ogeechee River
3	Savannah River/Front River/Harbor
4	Betz Creek
5	Casey Canal
6	Hayners Creek (known upstream as Casey Canal)
7	Salt Creek
8	Pipemakers Canal
9	Ossabaw Sound
10	Kings Ferry County Park Beach
11	St. Catherine's Sound

Figure 7.2–Impaired Water Bodies

SAVANNAH RIVER

KINGS FERRY BOAT RAMP

PIPEMAKERS CANAL

Map 7.6–Chatham County Impaired Water Bodies

Legend:
- SUPPORTING
- ASSESSMENT PENDING
- NOT SUPPORTING

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. The County and Savannah are both considered Medium Phase I MS4 Permittees. The jurisdictions' management plans include routine water quality sampling and testing; calculation of pollutant loads; identification and elimination of illicit discharges; training, preparation of annual reports to GA EPD; and education and public awareness programs.

Municipal Stormwater Programs & Permits

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

Figure 7.3–Phase I MS4s in Chatham County

Coastal Stormwater Supplement

All of the jurisdictions within Chatham County have 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, the 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, stream bank stability) will be impacted in watersheds that have a substantial amount of land development. Several of these watersheds may transition over to an Impacted category. As a result, these impacted watersheds are excellent target areas for advanced stormwater management, riparian buffer management, and development principles that protect water quality, such as low-impact development (LID).

STORMWATER RUNOFF

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

—Center for Watershed Protection

#1

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

*Center of Watershed Protection, 2006

Coastal Stormwater Supplement
to the
Georgia Stormwater Management Manual

First Edition
April 2009

GEOLOGY & SOIL TYPE

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

Chatham County and Savannah'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, 100 being the best.

—USDA
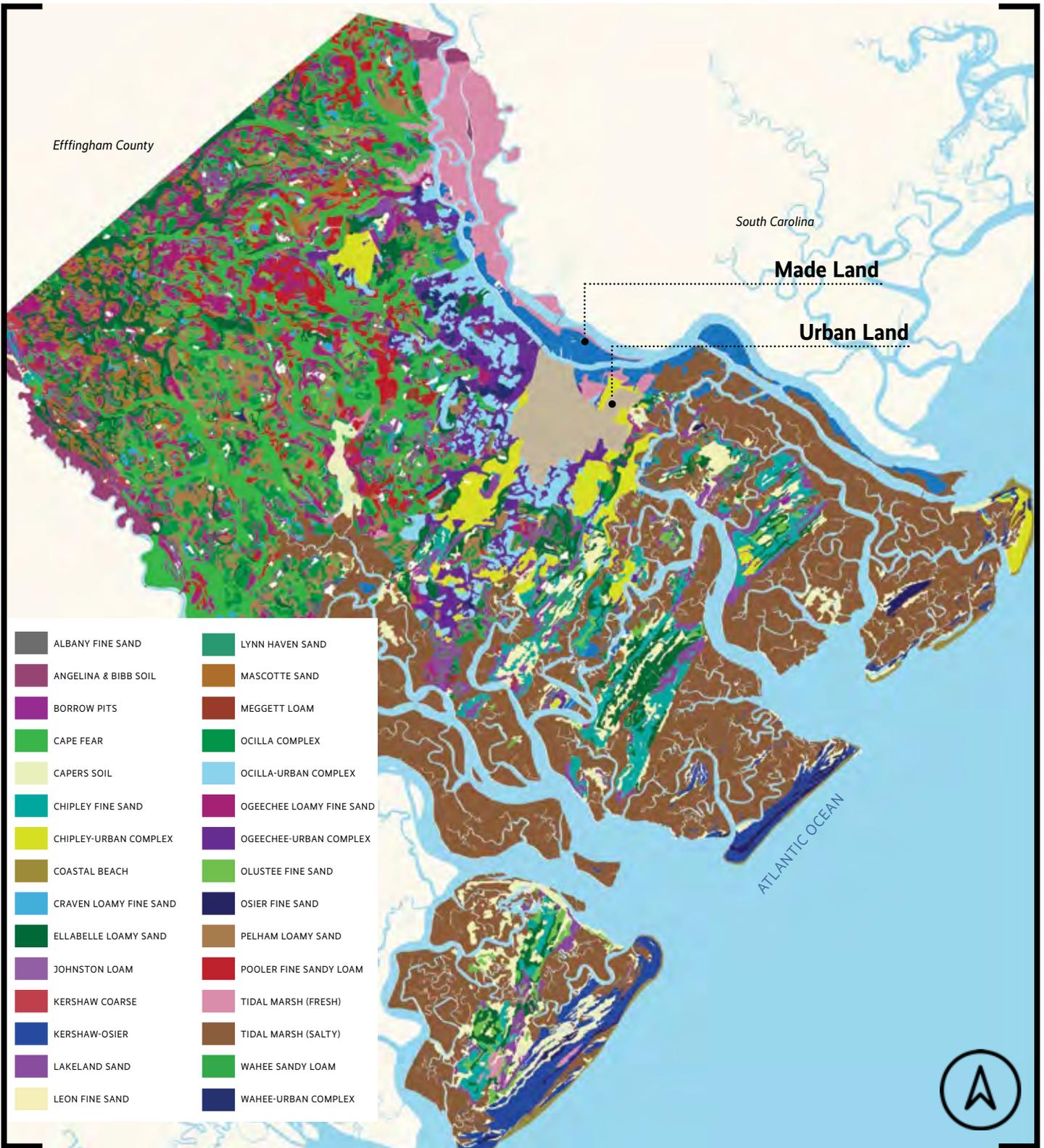
Map 7.7–Chatham County Soil Types

Legend:

ALBANY FINE SAND
ANGELINA & BIBB SOIL
BORROW PITS
CAPE FEAR
CAPERS SOIL
CHIPLEY FINE SAND
CHIPLEY-URBAN COMPLEX
COASTAL BEACH
CRAVEN LOAMY FINE SAND
ELLABELLE LOAMY SAND
JOHNSTON LOAM
KERSHAW COARSE
KERSHAW-OSIER
LAKELAND SAND
LEON FINE SAND

LYNN HAVEN SAND
MASCOTTE SAND
MEGGETT LOAM
OCILLA COMPLEX
OCILLA-URBAN COMPLEX
OGEECHEE LOAMY FINE SAND
OGEECHEE-URBAN COMPLEX
OLUSTEE FINE SAND
OSIER FINE SAND
PELHAM LOAMY SAND
POOLER FINE SANDY LOAM
TIDAL MARSH (FRESH)
TIDAL MARSH (SALTY)
WAHEE SANDY LOAM
WAHEE-URBAN COMPLEX

Efffingham County

South Carolina

Made Land

Urban Land

ATLANTIC OCEAN

WETLANDS

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

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

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

BENEFITS OF WETLANDS

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

» Flood control,

» Water quality and availability,

» Erosion control,

» Fish and wildlife habitat,

» Recreation and aesthetics.

—US EPA

Map 7.8–Chatham County Wetlands

RIVERINE

LAKE/FRESHWATER POND

SHRUB WETLAND

EMERGENT WETLAND

MARINE WETLAND

MARINE DEEPWATER

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

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

ZONING TO REGULATE WETLANDS

Unincorporated Chatham County has a zoning requirement for a 35-foot marsh buffer setback that is intended to,

» protect and enhance community character; and

» protect environmental quality, especially the estuarine system surrounding the community.

FUN FACTS
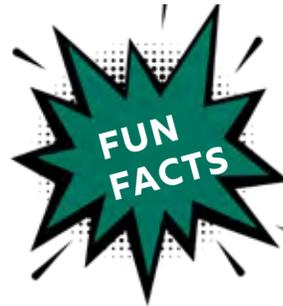
228

square miles of wetlands exist in Chatham County*

*Savannah Tree Foundation, Tree Canopy Assessment 2020

Stormwater management ordinances such as those implemented by all of the jurisdictions within Chatham County can be used to protect wetlands as a means of reducing non-point source pollutants and to create artificial wetlands for the treatment of surface runoff. In addition, pollution controls may be used to prohibit discharges into area wetlands.

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

PLANNING CRITERIA

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

 » Criteria for water supply watersheds
 » Criteria for protection of groundwater recharge areas
 » Criteria for wetlands protection
 » Criteria for river corridor protection

Land Cover Changes Over Time

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

Figure 7.4–Chatham County Land Cover Changes, 1996–2016

FLOODPLAINS & FLOOD ZONES

Floodplains

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

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

FLOOD ZONES

Flood zones are geographic areas that FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (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.
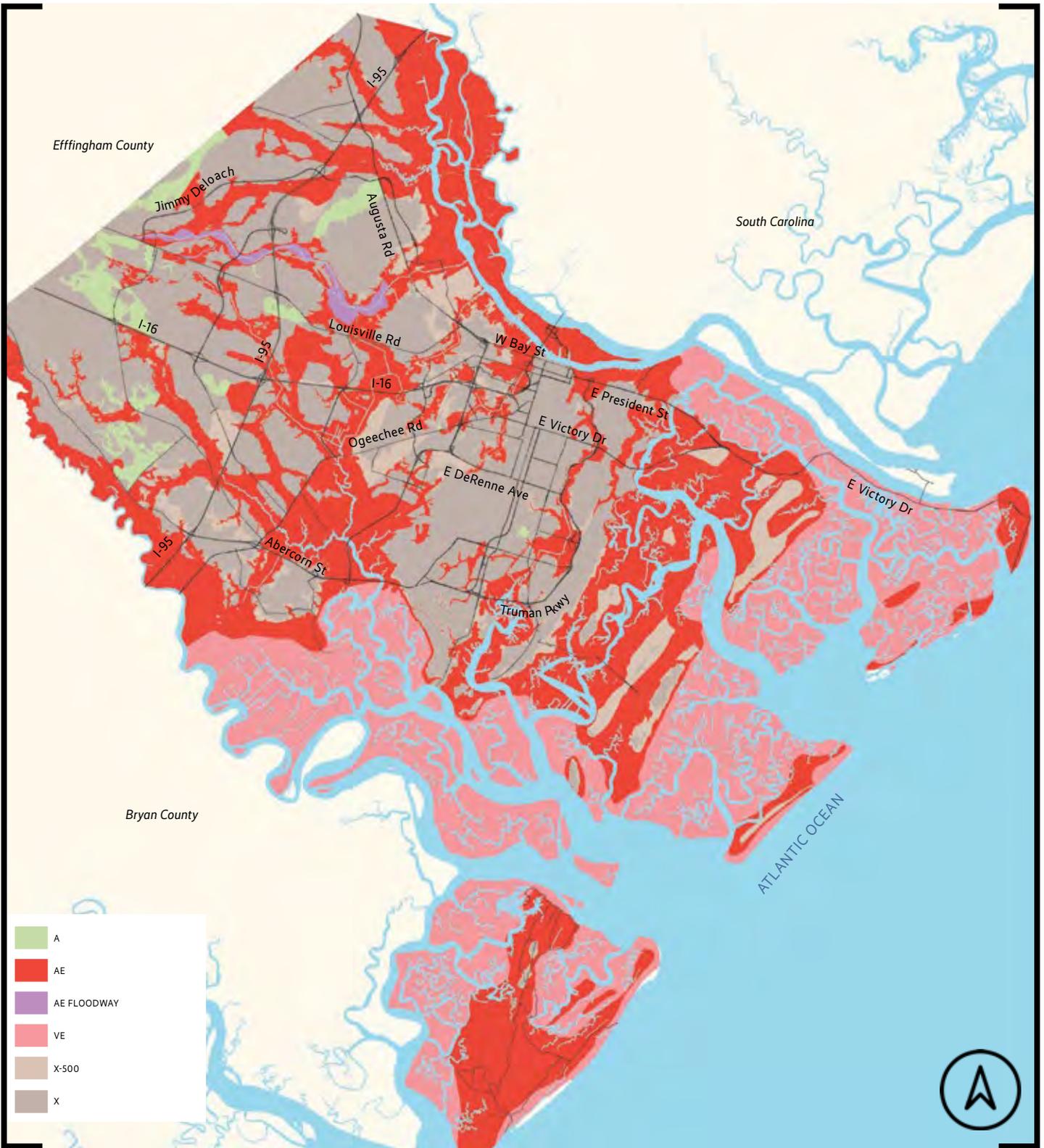
Map 7.9–Chatham County Flood Zones

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

PARKS, RECREATION, & CONSERVATION AREAS

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

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

"Open space" is an area that is valued for active and passive recreation and protection of natural resources (including natural processes and wildlife), provides public benefit, and is part of one or more of the following categories: developmentally difficult lands, natural resource areas, commercially used natural resources areas, natural amenity areas, recreational areas and urban form areas. Under this definition, there are five areas under federal jurisdiction and five areas under state jurisdiction within Chatham County that fall within these conservation/recreation areas.

Additionally, there are a number of recreational and conservation areas within Chatham County that are not under state or federal jurisdiction.

Some of the conservation and recreational areas within Chatham County include the following sites:

Federal Jurisdiction

	Site Name
1	Fort Pulaski National Monument
2	Savannah National Wildlife Refuge
3	Tybee National Wildlife Refuge
4	Atlantic Intracoastal Waterway
5	Wassaw Island National Wildlife Refuge

State Jurisdiction

	Site Name
6	Little Tybee/Cabbage Island
7	Skidaway Island State Park
8	Ossabaw Island Wildlife Management Area
9	University of Georgia Marine Extension Center
10	Wormsloe Historic Site

Local/NGO Jurisdiction

	Site Name
11	Oatland Island Education Center
12	McQueen's Island Trail
13	Bacon Park
14	Lake Mayer
15	L. Scott Stell Community Park / The Jim Golden Complex
16	Kings Ferry Park
17	Tom Triplett Park
18	Savannah Ogeechee Canal Trail
19	Whitemarsh Preserve
20	Lower Ogeechee Conservation Corridor
21	Pennyworth Island

Figure 7.5–Chatham County Parks, Recreation, and Conservation Areas

Map 7.10–Chatham County Parks, Recreation, and Conservation Areas

Within the map:

- SAVANNAH NATIONAL WILDLIFE REFUGE
- PENNYWORTH ISLAND
- TOM TRIPLETT PARK
- MCQUEEN'S ISLAND TRAIL
- TYBEE NATIONAL WILDLIFE REFUGE
- OATLAND ISLAND EDUCATION CENTER
- JIM GOLDEN COMPLEX
- WHITEMARSH PRESERVE
- FORT PULASKI NATIONAL MONUMENT
- SAVANNAH OGEECHEE CANAL TRAIL
- BACON PARK
- UNIVERSITY OF GEORGIA MARINE EXTENSION CENTER
- LAKE MAYER
- LITTLE TYBEE CABBAGE ISLAND
- KINGS FERRY PARK
- SKIDAWAY ISLAND STATE PARK
- WORMSLOE HISTORIC SITE
- WASSAW ISLAND NATIONAL WILDLIFE REFUGE
- OSSABAW ISLAND WILDLIFE MANAGEMENT AREA

Efffingham County

South Carolina

Bryan County

ATLANTIC OCEAN

PRIME AGRICULTURAL & FOREST LAND

The loss of agricultural and forest land is not only a local issue, but is taking place across the country. More and more land that was once farmland or forest is being developed for residential subdivisions or commercial uses. The loss of these lands negatively impacts the environment in multiple ways: by increasing impervious surfaces resulting in flooding and nonpoint source pollution; by reducing air quality through the elimination of trees that filter pollutant gases; and by increasing energy consumption due to the additional miles traveled transporting crops and livestock. The loss of agricultural land can also make residents reliant on other states or countries for their food supplies.

According to the National Agricultural Statistics Service (USDA), between 2012 and 2017 there was a 91% increase in the number of farms in Chatham County from 35 to 67 farms totaling 4,677 acres. Chatham County's average farm area in 2017 was 70 acres. The number of farms in the county has been trending upward for the first time in almost 20 years, most likely due to the increasing movement of growing and sourcing local foods such as berries, honey, meat, and eggs from nearby nurseries and small farms.

Now more than ever, the implementation of land use regulations and incentive-based programs to prevent the loss of agricultural and forest lands is pertinent.

FUN FACTS
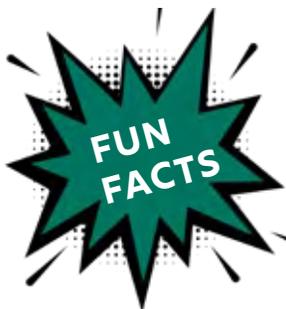
41%
of land in Chatham County is classified as Vegetation*

*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 Overtime

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 7.6–Chatham County Tree Canopy Change

Challenges Ahead

GROWTH AND DEVELOPMENT:

Sustained regional growth and industrial expansion will continue to drive the reduction in tree canopy with fewer trees being replanted versus what is being removed during construction.

AGING TREE CANOPY:

Chatham County is dealing with an aging tree canopy, especially in downtown Savannah. The majority of Savannah's downtown tree canopy was planted in the late 1890s and early 1900s. Most urban live oaks will live to be about 150 years old, which means many local trees will age out around 2040. To ensure that a consistent tree cover remains intact at all times, the City will need to make certain that dollars are programmed, trees are systematically replanted, and strict protection and planting ordinances are strengthened.

INCREASED OCCURRENCES OF PESTS AND DISEASE:

Increased globalization means that pests and disease travel quicker and further. For example, the city of Savannah has already lost more than 1,000 Sugarberry trees to an unknown disease and the Asian Longhorned Beetle—whose larvae feed on hardwoods and have led to large-scale destruction of trees elsewhere in the U.S.—was recently found nearby in South Carolina.

Impacts of a Changing Climate

The coastal area has begun to see scattered "ghost forests" that represent the extent of coastal trees lost to sea level rise and saltwater intrusion over the last several decades. By naturally absorbing large amounts of stormwater and helping to mitigate any flood impacts from increased sea levels, trees are a powerful resource for the local environment. However, a negative consequence of saltwater infiltration and storm surge can often be seen after storms and recurrent flooding: the rising waters cause saltwater intrusion into freshwater habitat, often gradually killing or severely damaging coastal trees from the roots up leading to their expensive removal later. Additionally, tree canopies can greatly assist in lowering the temperature and overall "heat stress" in communities, especially those dealing with known heat island effects.

PROTECTED MOUNTAINS, RIVERS, & CORRIDORS

The State of Georgia requires every community to identify and put mechanisms in place to protect specific critical resources such as mountains, rivers, and river corridors that flank major rivers. The coastal region does not contain any protected statewide mountain areas; however, the coast's beautiful rivers and corridors are not only critical ecosystems, but they are paramount to the community's future growth and sustainability.

These river corridors are of vital importance because they help preserve those qualities that make a river suitable as a habitat for wildlife, a site for recreation, and a source for clean drinking water. River corridors also allow the free movement of wildlife from area to area within the state, help control erosion and river sedimentation, help absorb floodwaters during natural events, and allow the natural migration of floodwaters due to sea level rise.

In an effort to protect the Savannah River corridor, Savannah and Chatham County adopted the Georgia Coastal Regional Commission's (CRC) 2003 Regional River Corridor Protection Plan for the Savannah River. The maintenance of a 100-foot natural vegetative buffer, often referred to as a "riparian buffer," on both sides of the river is part of the Plan.

Similarly, under the State of Georgia Erosion and Sedimentation Act, a requirement is in place that land-disturbing activities shall not be conducted within 25 feet of the banks of any State waters.

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

Riparian Buffer

HEALTHY STREAM
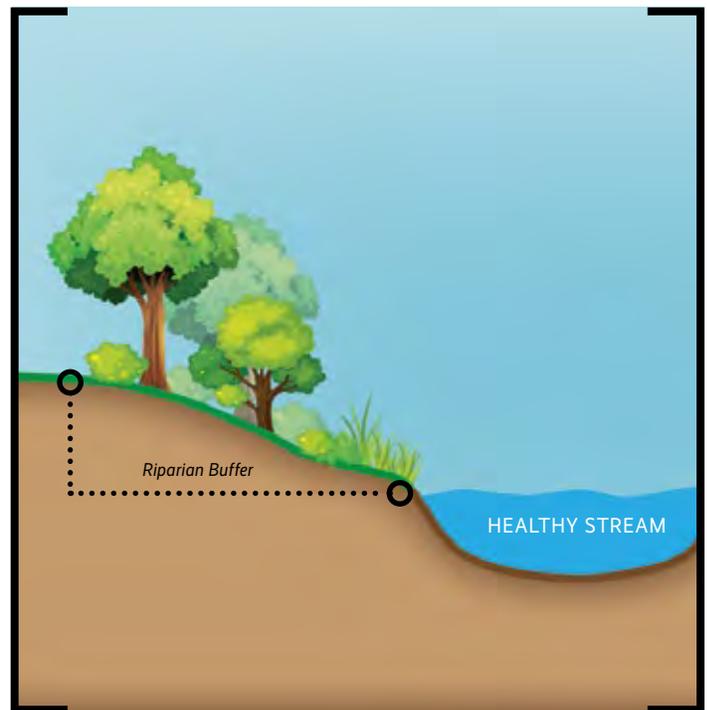
Figure 7.7–Riparian Buffer

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; and

– enhancing community appearance.

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 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 Chatham County'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

Savannah's 100% Clean Energy Resolution

The City of Savannah has taken a major first step in addressing the issue of climate change in the region by adopting a resolution committing that 100% of electricity consumed in the city will be generated from safe, clean, and renewable sources by 2035, and all other energy needs will be generated from safe, clean, and renewable sources by 2050. This resolution is a much-needed platform from which to launch meaningful programs and policies focused on reducing the greenhouse gases that accelerate climate change. The City, in adopting this resolution, has created an opportunity for economic development and job creation while increasing the city's resilience and reducing costs associated with mitigating damage to public health and safety.

Areas of expansion for the City's commitment should include:

– The support and expansion of clean energy jobs both internal and external to the city's operations related to:

» Energy efficiency

» Renewable energy

» Energy grid and storage

» Clean vehicles

» Fuels

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.

The City of Savannah successfully started a curbside single-stream recycling program in 2008 and Chatham has had drop-off facilities/transfer stations since before 2008. Both recycling programs are popular with residents and have 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. Educational campaigns should be adjusted to emphasize the need to reduce consumption and reuse materials where possible.

Chatham County's two landfills will reach capacity between the next 3-9 years. —Georgia EPD

Preserving the capacity of the landfills by reducing the amount of waste generated, as well as recycling, composting, and mulching of yard waste should be a priority of the County. The City of Savannah is currently planning for expansion of its Dean Forest Landfill; however, as shown by the number of operating years remaining for each of the two area landfills, and because the management of solid waste requires a long-term perspective, a regional outlook and discussion on solid waste management is warranted.

Solid Waste Facilities

Facility	Facility Description	Average Daily Tons	Net Volume per Year	Rate of Fill (yd³/day)	Years Remaining	Estimated Fill Date	Operating Days per Year
Savannah—Dean Forest Rd. (SL)	Municipal Solid Waste Landfill	276	109,415	329	3	06.01.2024	333
Superior Landfill & Recycling Center 2 MSWL	Municipal Solid Waste Landfill	2,463	766,270	2,737	9	10.09.2030	280

Figure 7.8–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, many of whom are from socially vulnerable populations
—Georgia Climate Project

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

Climate change includes both global warming driven by human emissions of greenhouse gases and the resulting large–scale shifts in weather patterns.

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 both Chatham County and Savannah 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.

Chatham County and the city of Savannah are 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 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.

Five main challenges facing Chatham County include:

URBAN INFRASTRUCTURE AND HEALTH RISKS:

Chatham County is particularly vulnerable to climate change compared with cities and counties 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/*). Chatham County is rapidly growing and offers opportunities to adopt effective adaptation efforts to prevent future negative impacts of climate change.

Figure 7.9–Projected Change in Number of Nights Below 32° F
Kenneth E. Kunkel, Cooperative Institute for Climate and Satellites - NC

Figure 7.10–Projected Change in Number of Days Over 95° F
Kenneth E. Kunkel, Cooperative Institute for Climate and Satellites - NC

HEAT-RELATED STRESSES:

Heat-related stresses are presently a major concern for the community, with future temperature increases expected to continue to pose challenges for human health. While recent regional temperature trends for Chatham County have not shown the same consistent rate of daytime maximum temperature increase as observed in other parts of the United States, this is possibly due to the moderating influence of the Atlantic Ocean on coastal temperatures. Climate model simulations strongly suggest that daytime maximum temperatures are likely to increase as humans continue to emit greenhouse gases into the atmosphere. Figure 7.11, sourced from the Third National Climate Assessment, shows the observed annual average and projected temperatures for the southeast United States. Temperatures are expected to continue to rise into the future; however, the magnitude of warming depends on greenhouse gas emissions (*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 Chatham County. Additionally, drought has been a recurrent issue affecting our community's water resources. With rapid growth in population and overall water demand, drought is increasingly a concern for local jurisdictions' water resource managers, as well as the region's ecosystems and energy producers.

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 the 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, nationally, 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 our low–income areas.

While adaptation and resilience can help to moderate climate change impacts, areas of the county facing other stressors, such as poverty and limited access to healthcare, will be less resilient and will have a harder time coping with these climate-related challenges.
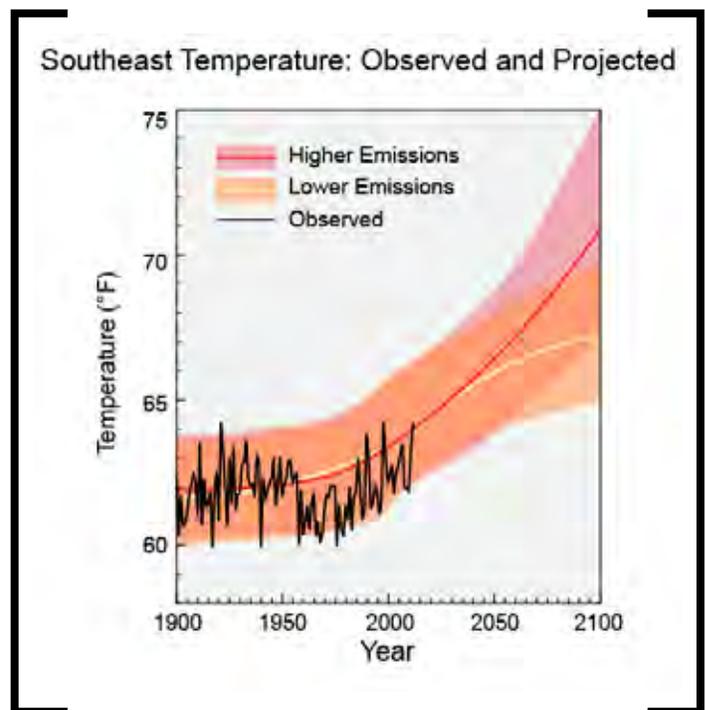
Figure 7.11–Southeast Temperature: Observed & Projected
Regional Climate Trends and Scenarios for the U.S. National Climate Assessment: Part 2. Climate of the Southeast U.S. NOAA Technical Report 142-2

FLOOD RISKS IN COASTAL AND LOW-LYING REGIONS:

Chatham County's coastal plain and inland low-lying regions support a rapidly growing population, a tourism economy, critical industries, and important cultural resources that are highly vulnerable to climate change impacts. The combined effects of 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, this area is projected to experience daily high tide flooding by the end of the century (*https://nca2018.globalchange.gov/chapter/19/*).

As sea levels rise and weather patterns change, flood risks will increase. Approximately 50,028 properties are already at risk in Chatham County, and within 30 years, about 56,841 will be at risk
—FloodFactor

NATURAL ECOSYSTEMS WILL BE TRANSFORMED:

Chatham County's diverse natural systems, which provide many benefits to our society, will be transformed by climate change. Changing winter temperature extremes, wildfire patterns, 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 we see today.
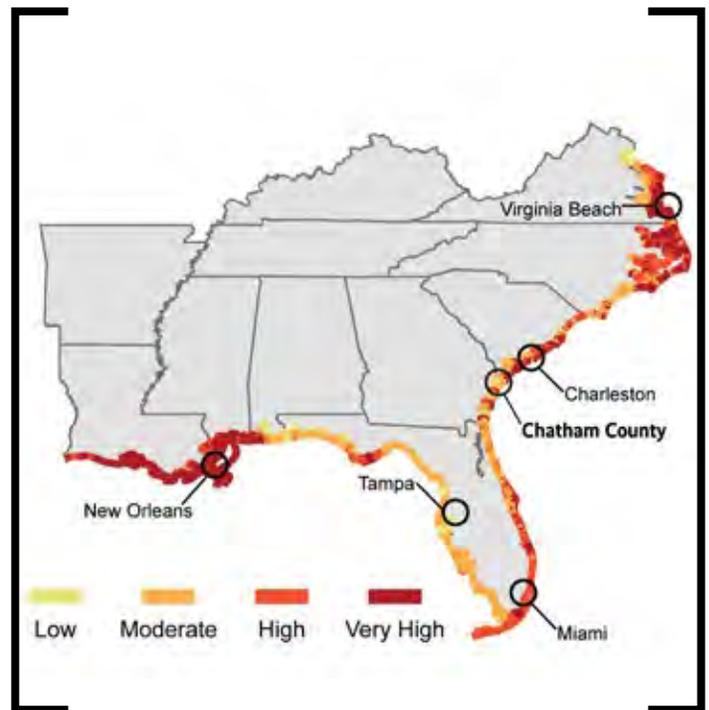
Figure 7.12–Coastal Sea Level Rise Vulnerability
Adapted from National Assessment of Coastal Vulnerability to Future Sea-Level Rise: Preliminary Results for the US Atlantic, Pacific and Gulf of Mexico Coasts. US Reports 99–593, 00-178, and 00-179

HEAT ISLANDS & CLIMATE CHANGE

As new development occurs to accommodate the county'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

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. 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 groups and those with low socioeconomic status, exposing them to increased heat and the negative consequences associated with it. Land surface temperatures for a portion of Chatham County are shown in Map 7.11.

Areas along Martin Luther King Jr. Blvd. stand out as having hotter surfaces than wealthier neighborhoods such as Parkside, a traditional residential neighborhood. Parkside is shown to have cooler surfaces than areas just north of E. Victory Dr., such as Victory Manor. It is important to understand and consider these environmental inequalities when working to make the community resilient to the impacts of a changing climate.
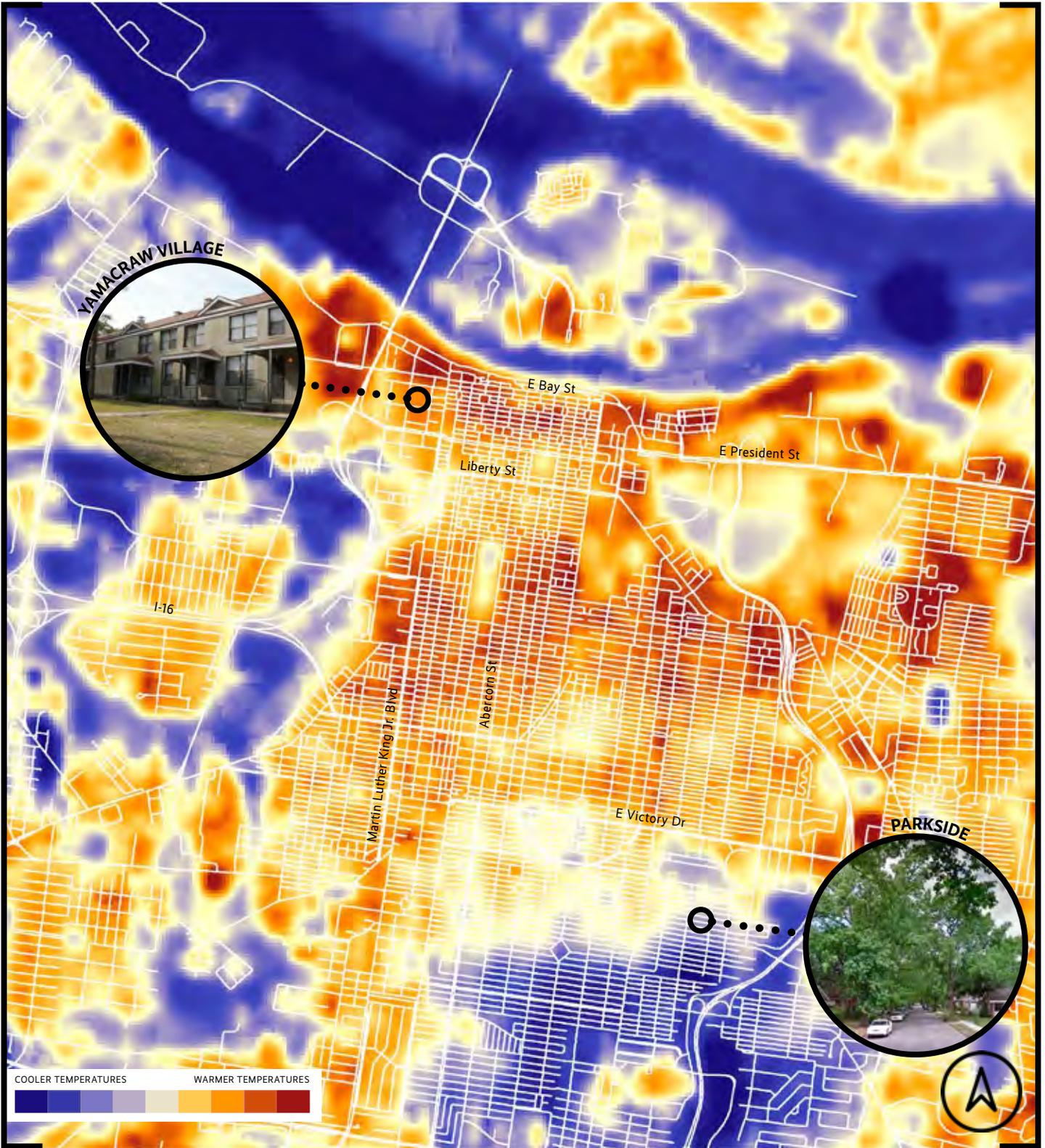
Map 7.11–Land Surface Temperatures, Savannah

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. Communities can reduce greenhouse gas emissions from development and redevelopment if they:

– Build compactly and use energy-efficient, green building techniques, which reduce emissions from both electricity generation and transportation

– Reuse existing infrastructure and buildings to take advantage of previous investments and the energy already used to build them

– Put 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

– Preserve 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 discussed earlier, the effects of climate change are already being seen, and these effects are projected to become more pronounced in the coming decades.

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 we 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

Communities that recognize the long-term challenges associated with climate change and take proactive steps to adapt will be much better 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 the city of Savannah indicate that approximately 0.3% of stormwater inlets are vulnerable to daily tidal inundation, with 1% vulnerable at least once a year during the year's highest annual tide event.

FORT PULASKI
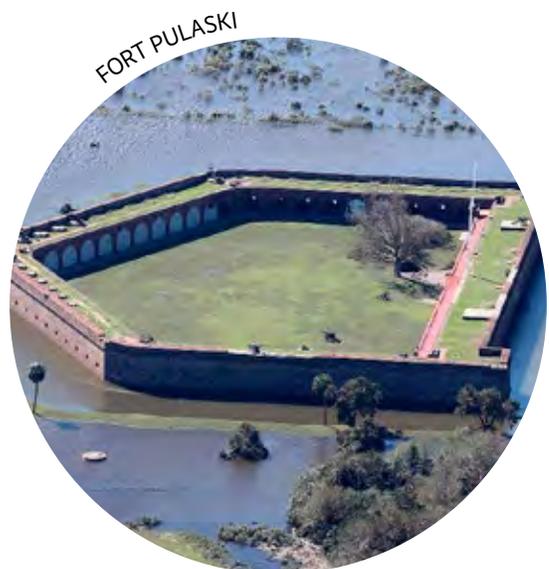
By 2100, these results would increase to 9% of inlet structures being vulnerable to tidal flooding on a daily basis, and 15% being vulnerable at least once a year during the highest annual tide. Based on the assessment, extensive measures that would likely include a combination of shoreline elevation, extensive tide gates, installation of pumps, and strategic disinvestment within areas that may be deemed infeasible to protect would be required for adaptation to the 2100 sea level rise condition.

PLAN 2040 SURVEY

The MPC's Plan 2040 survey asked how important was "Protecting the community from environmental hazards and climate change?"

Eighty-four percent (84%) of the respondents felt that this objective was either very important, important, or mildly important for the County to work on.

A full copy of the survey and the results can be found in the Plan 2040 Appendix.
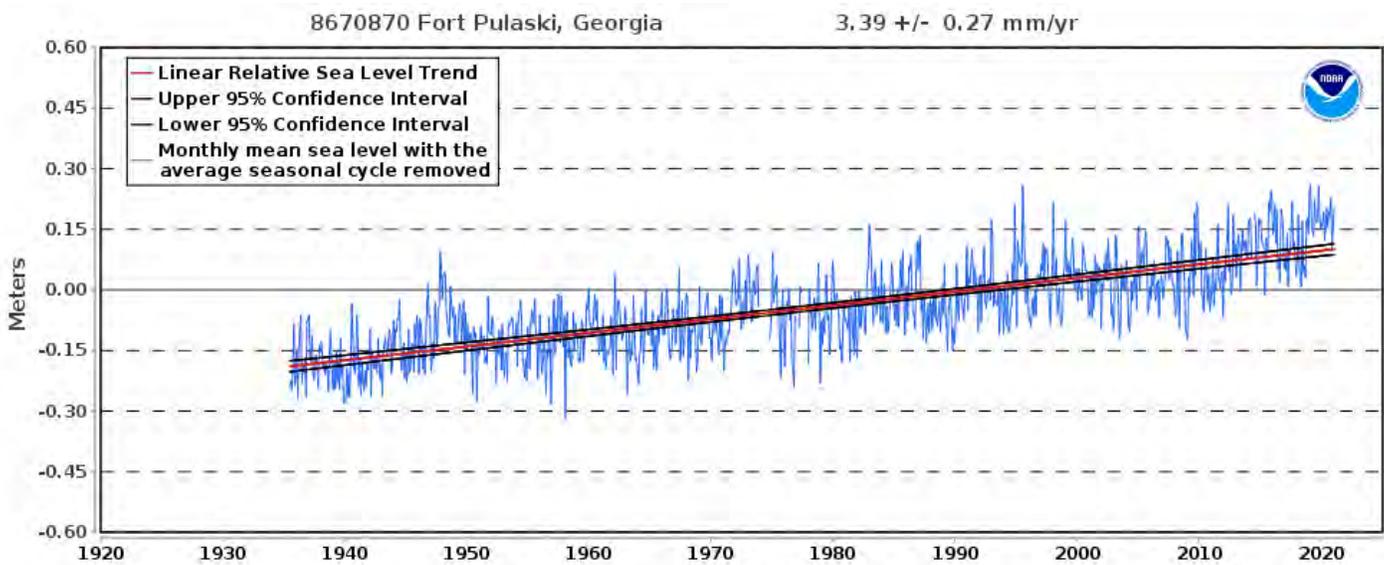
Figure 7.13–Local Sea Level Trend

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 & Precipitation Projections

Increase in Extremely Hot Days*

82% ↗ Within 25 Years

Increase in Days with Heavy Precipitation *

2% ↗ 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 policy makers to coordinate strategies to address the physical, economic, and social challenges that the region faces due to climate change and other hazards. Also included will be an effort to ensure all local level policy makers have adequate education on climate change and sea level rise. CERN will work to align regional strategies, share resources, and advocate for collective action to improve the resilience of the coastal region.

CLIMATE RESILIENCE

Climate resilience is the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate. Improving climate resilience involves assessing how climate change will create new, or alter current, climate-related risks, and taking steps to better cope with these risks.

—Center for Climate and Energy Solutions

Hurricanes

Hurricane season officially runs from June 1 through November 30, with the peak period for hurricane development in early to mid-September. Over the last decade there has been an increase in both frequency and intensity of storms during hurricane season due to warming ocean temperatures. In addition, rising sea level has resulted in higher storm surges during these storm events, most recently in 2016 with Hurricane Matthew (category 2 off the Chatham coast), Hurricane Michael in 2018 (category 1 and tropical storm in Georgia), and Hurricane Dorian in 2019 (category 3 off the Chatham coast).

The six coastal counties at highest risk of evacuation because of storm surge are Bryan, Camden, Chatham, Glynn, Liberty, and McIntosh. The hurricane threat in Chatham County is high since Georgia's coastline is impacted from tropical systems from both the Atlantic Ocean and the Gulf of Mexico.

Population growth along the coast has complicated the evacuation and sheltering process. Millions of residents and tourists from Georgia and its neighboring states of Florida, North Carolina, and South Carolina jam highways in search of safety and shelter when evacuation orders are issued. And often, just the threat of a hurricane is enough to put voluntary and mandatory evacuation orders into effect.

Improved forecasting and warning capabilities have diminished hurricane-related deaths in the 20th century; however, damage to property has increased with the rapid growth along the coast. For this reason, population growth, flood plain management, and housing development issues are carefully monitored by government agencies to ensure that all coastal communities and their inhabitants are safe for years to come.

COVID-19 Impacts

COVID-19's impact on the environment has been mixed. Although the pandemic resulted in improved environmental conditions, there have been other negative effects, some of which are obvious, others less so.

In short, the positive effects have been reduced greenhouse gas (GHG) emissions, improved water quality, reduced noise pollution, improved air quality and in some cases, wildlife restoration. However, some negative effects have also increased such as the amount of medical waste, haphazard disposal of PPEs (i.e., face masks), increased municipal waste and reduced recycling efforts. Building back with sustainability in mind will be critical for our future success *(https://www.bdo.global).*

HURRICANES

A hurricane is a type of storm called a tropical cyclone that forms over tropical or subtropical waters. When a storm's maximum sustained winds reach 74 mph, it becomes a hurricane. The Saffir-Simpson Hurricane Wind Scale gives the storm a 1 to 5 rating, or category, based on the hurricane's maximum sustained wind.

—NOAA

Hurricane List 2016–2020

Storm Name	Date Range	Max Wind Speed	Min Pressure	Max Category
Hurricane Hermine	8.28.16–9.08.16	70 mph	981 mb	1
Hurricane Matthew	9.28.16–10.10.16	145 mph	934 mb	5
Hurricane Irma	8.30.17–9.13.17	155 mph	914 mb	5
Hurricane Michael	10.06.18–10.15.18	140 mph	919 mb	5
Hurricane Dorian	08.24.19–09.09.19	160 mph	910 mb	5
Hurricane Isaias	7.23.20–7.05.20	75 mph	987 mb	1

Figure 7.14–Hurricanes Affecting Chatham County
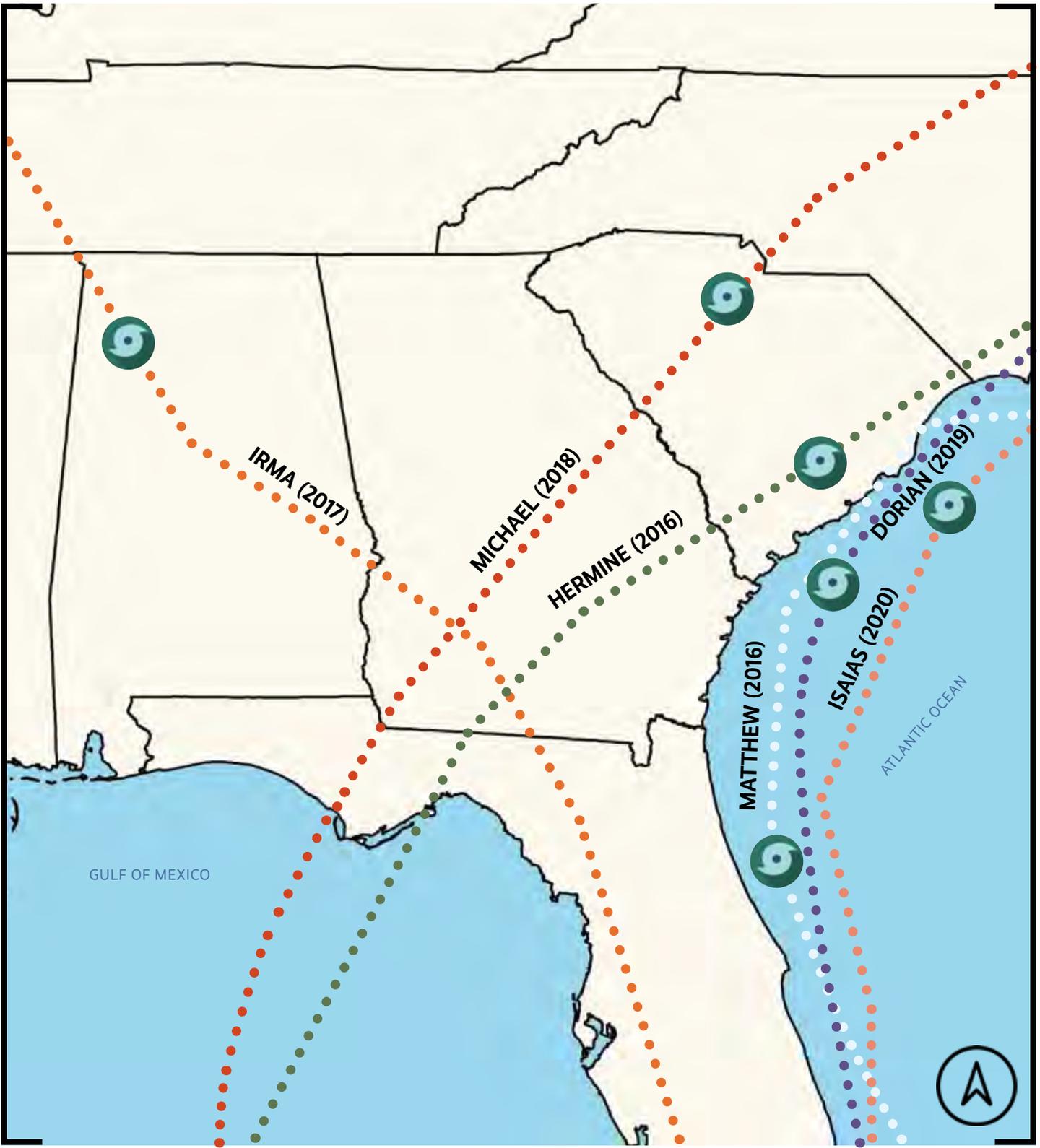
Map 7.12–Hurricane & Tropical Storm Tracks

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 each community within Chatham County.

After careful review, the following list was created to highlight the points that will need careful attention in the future.

COASTAL RESOURCES:

The islands and southeast areas of Chatham County are environmentally unique in that they are marsh-side communities. Some features that need increased protection within these communities are the hammocks, wetlands, and back barrier islands as well as the individual marsh buffers and setbacks on each site. More intense local programs and development standards for marsh, wetland, and island protection need to be established, implemented, and maintained. There is also a strong need for natural resource sites in need of protection to be identified and ultimately protected through a number of means: possible acquisition using SPLOST funds, zoning, conservation easements, and donation, to name a few. Also in need of continued protection are coastal species of flora and fauna in danger of population decline and extinction. The previously active Chatham County Resources Protection Commission (CCRPC) was a viable mechanism for this type of protection effort; however, due to discontinued funding, the program has stalled as of 2021.

LOCAL IMPACT OF COVID-19

COVID-19's impact on the environment has been mixed. Although the pandemic resulted in improved environmental conditions, there have been other negative effects, some of which are obvious, others less so.

In short, the positive effects have been reduced greenhouse gas (GHG) emissions, improved water quality, reduced noise pollution, improved air quality and in some cases, wildlife restoration. However, some negative effects have also increased such as the amount of medical waste, haphazard disposal of PPEs (i.e., face masks), increased municipal waste and reduced recycling efforts. Building back with sustainability in mind will be critical for our future success (*https://www.bdo.global*).

EFFICIENT LAND USE:

Maximizing the use of existing infrastructure and minimizing the costly conversion of undeveloped land at the periphery of the community should continue. This is achieved by encouraging development or redevelopment of sites closer to the traditional core of the community and focused around transportation; designing new development to minimize the amount of land consumed; carefully planning investment in public infrastructure; establishing criteria for annexations; 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:

State and federal laws provide some protection and management for these resources, but too often these laws are not sufficient to protect sites from adjacent development impact. More restrictive zoning regulations and buffer requirements may be needed in the future to limit or prohibit certain uses in these areas. In addition, the CCRPC program cited above could be a possible viable mechanism for increasing the number of permanently protected areas within the county should funding again become available.

WEST CHATHAM COUNTY GROWTH:

Rapid growth in western Chatham County has led to separate, unique challenges. A program for natural resource protection is strongly needed to ensure that the area's isolated wetlands, tree canopies, and greenspace are not lost due to the rapid development this area is experiencing.

BROWNFIELDS:

A brownfield is an abandoned or underused industrial or commercial property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant *(www.epa.gov/brownfields)*.

While traditionally seen as an urban issue, brownfields exist in suburban and more rural areas as well. Consider the former gas station, dry cleaners, landfill, an old rail yard or abandoned junk yard. Soil, water, and air contamination can be caused by many different land use activities.

Cleaning up and reinvesting in these properties can increase the local tax base, and facilitate job growth through job creation, utilizes existing infrastructure, takes development pressures off of undeveloped, open land, both improves and protects the environment, and by removing blighted property, builds ties among residents, businesses, and all parties involved.

There are programs at both the federal and state level that may be able to support revitalization efforts by funding environmental assessment, cleanup, and job training activities for the community to encourage redevelopment of these underutilized properties.

To date, there has not been a comprehensive effort to survey, assess, and inventory properties that may qualify as brownfields. However, the City of Savannah has begun a brownfield program within its Sustainability Office and is currently targeting sites for initial assessments along the Martin Luther King, Jr./Montgomery Street corridor from Bay Street to 52nd Street. The importance of using these properties throughout the county as a strong redevelopment tool cannot be understated, and similar efforts should be expanded countywide.

STORMWATER:

Stormwater Best Management Practices (BMPs) such as Low Impact Development (LID) strategies that reduce stormwater runoff must continue to be implemented throughout the county to lessen the impacts of runoff on the coastal environment. There is also a need countywide to determine whether stormwater utilities are feasible for the continued maintenance, management, and treatment of the area's stormwater systems. Additionally, all of the jurisdictions within Chatham County need to discuss stronger, more unified options for handling stormwater and flood waters related to growth on a countywide 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 and the region's capacity for growth.

SOLID WASTE:

Solid waste control and disposal need to be evaluated and addressed on a regional basis to allow for a more thorough approach to management, reduction, and continued capacity for the coastal areas. This effort should include the reduction of waste streams through recycling, composting, and mulching of yard waste.

SEA LEVEL RISE:

Chatham County and the City of Savannah need to evaluate and update 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.

NATURAL RESOURCE GOALS

GOAL 1

Protect the public health, safety, and welfare of residents from flood hazards

Protecting all residents from flood hazards is a vital step in creating a more resilient and equitable community The low-lying elevation of the region has left many residents and properties vulnerable to the threats of flood hazards, with the frequency, quantity and financial impacts of flood waters increasing with the addition of impervious surfaces associated with development and the rise in sea levels due to climate change. Historically, the negative impacts of flooding have been disproportionately felt by low-income and minority communities that were developed on the lowest lying lands in the area.

As sea levels rise and changes in climate bring increases in precipitation and in the frequency and intensity of storms, the flooding that has plagued low-lying areas will continue to be a chronic issue impacting more residents and properties.

Objectives:

– Work at a regional level to address and mitigate impacts of flooding and sea level rise

– Implement policies and standards to prevent future development and infrastructure in areas susceptible to flooding

– Prioritize conservation of undeveloped lands and dedication of open space to reduce impervious surfaces in the region

GOAL 2

Improve public education and outreach efforts related to water, flooding, and hazards

Public education and outreach efforts can be a key to the success of public programs put in place to protect residents and property from the impacts of flooding and hazard related issues, as well as programs to protect the water quality of the region. Such efforts help garner support for these programs and generate understanding of the benefits to the community. They can also be effective in teaching residents how to comply with any associated regulations.

Public education can create a partnership between the government and residents in furthering the goals of public programs. Education can empower residents to be good stewards of the community and educate others on the importance of the programs, as well as publicly supporting or advocating for policies and regulations associated with efforts.

Objectives:

– Create a series of training programs to educate the public on water, flooding, and hazard related issues impacting the community

– Develop partnerships with schools, churches, and other civic organizations to broaden public education and outreach efforts

GOAL 3

Implement plans, policies, and property protection to reduce potential damages from climate change

Environmental conditions are continuously changing, and it is imperative that local plans, policies, and regulations are cognizant of and evolve with the changes as needed. As science, technology and building standards improve or real-world conditions and future projections change, the guiding documents of the community should also progress in order to best protect residents and property from potential damages and mitigate other negative impacts.

Efforts to proactively prevent potential damages to future public and private investments must be of paramount importance in the development of plans, policies, and regulations. Growth and new development should be directed away from current or future high-risk areas and encouraged in more appropriate areas.

Objectives:

– Evaluate existing plans, policies, and regulations to ensure that they are utilizing the most up to date data and projections and are consistent with current best practices

– Routinely monitor new technologies and practices for areas of improvement in existing guiding documents

– Identify areas most at risk of potential damages and implement policies and standards that prevent private or public investments in such areas

GOAL 4

Conserve and protect potable water sources to ensure adequate drinking water supplies for existing and future residents

Water is a finite resource and although water covers approximately 70% of the earth's surface, the majority of that is saltwater. Freshwater is far less abundant and is a precious resource because water suitable for drinking is a basic necessity for survival. It is essential to preserve and protect any potable water sources from overuse, pollutants, and saltwater intrusion.

The Floridan Aquifer system is the coastal area's groundwater source of drinking water. If hazardous or toxic substances pollute the water that seeps into the ground, it is possible that those pollutants can contaminate the groundwater and render it useless. Extracting too much water from the aquifer can result in saltwater intrusion, reducing the amount of potable water for future use.

Objectives:

- Address drinking water source protection and conservation efforts regionally

- Explore and prioritize land conservation efforts that preserve and protect potable water sources

- Evaluate existing policies, plans, and regulations to ensure that they are consistent with best management practices in regards to water usage and the protection of water sources during site development

GOAL 5

Preserve and enhance scenic views

Chatham County and Savannah are known for their natural beauty and scenic views. They improve the quality of life of residents that are lucky enough to enjoy them as a part of their daily lives and draw tourists who dream of moss covered trees and Spartina filled marshes to the area. Development pressures have resulted in the loss of some of these cherished views, diminishing the aesthetic pleasures for all that live and visit the area. Without adequate land use and buffer controls, the likelihood of these scenic areas to be impacted will increase and long term loss will occur.

Objectives:

- Create criteria for what constitutes a scenic viewshed worthy of preservation and/or enhancement
- Identify scenic viewsheds to be protected
- Partner with nonprofits and other agencies to identify funding sources and other methods to preserve/enhance identified viewsheds
- Review existing ordinances and policies for amendments to better protect viewsheds
- Include viewshed analysis in the development process for developments that may negatively impact identified viewsheds

GOAL 6

Conserve existing tree canopy and require planting of additional native trees during the development process to mitigate negative impacts of stormwater runoff, heat islands, reduced air quality, and loss of tree species from rising ambient temperatures

Trees and their canopy play an important role in the quality of life and protection of natural resources in the region. In addition to the aesthetic qualities of trees, they play an active role in reducing temperatures by providing shade, improving air quality through filtering out pollutants, and alleviating the impacts of stormwater runoff by capturing rainfall and allowing for better infiltration of water into the ground. The loss of existing tree canopy during the development process negatively impacts the community in a variety of ways. Protecting and preserving existing tree canopy during the development process, as well as into the future, is vital. When not possible it is critical to require the planting of native trees as replacements for those lost..

Objectives:

− Inventory existing tree canopy in each jurisdiction and establish programs to ensure a minimum tree canopy is maintained countywide.

− Engage with property owners to educate on the importance of trees to the community and their role as private property owners to protect the region's tree canopy.

GOAL 7

Improve the ability of our community to adapt to changing natural and built environments

A resilient community has strategies in place to respond, adapt, and prosper in the face of changing conditions. It is important for a community to be able to withstand disruptions created by not only natural disasters and the changing climate but also due to shifts in demographics, changes in the economy, and impacts to its infrastructure. Increasing the communities' ability to adapt and be more resilient benefits all residents by improving the quality of life, allowing for healthy growth, providing durable systems, and conserving resources for current and future generations.

Objectives:

– Review development regulations, policies, plans and incentive programs to identify means to better prepare for potential events that will create disruptions, and develop measures that allow for action in the face of uncertainty or unexpected events

– Enact policies and regulations that will reduce impacts of human activities that intensify climate changes

– Identify strategies and create networks to provide support and safety nets for the most vulnerable residents in the community that have the fewest resources to adapt and be resilient in the face of disruptions

GOAL 8

Manage the impacts of climate change as it relates to land use and development through mitigation and adaptation measureS

Climate change is the long-term change in average weather patterns and it has a broad range of observed effects. Coastal Georgia is facing many of the impacts of climate change. Sea levels are rising, weather patterns are less predictable, storms are increasing in frequency and intensity, temperatures are rising, drought conditions are lasting longer, air quality is declining, transmitted mosquito-borne disease rates are increasing, and natural ecosystems are being destroyed. In addition to environmental impacts, climate change has financial and societal costs, and those in poverty suffer the harshest consequences with the least ability to cope.

Land use and development decisions can significantly impact climate change, either by exacerbating conditions or providing proactive measures to prevent further impacts and mitigate existing conditions. The status quo is no longer a viable option. Now is the time to implement bold solutions to address the changing climate.

Objectives:

- Coordinate land use and transportation infrastructure decisions, and incorporate climate change projections into these decisions

- Review and amend policies and regulations as necessary to remove barriers to mixed uses within close proximity of each other in order to reduce vehicle trips

- Evaluate existing policies, plans, and regulations to ensure that they are consistent with best management practices in regards to smart growth, energy efficiency, and reduction of emissions

GOAL 9

Plan for the mitigation and redevelopment of brownfields for productive uses

Brownfields are an untapped resource. They are properties, once developed, that now sit vacant and often are considered blighted or contaminated. Cleaning up and redeveloping brownfield sites promotes community revitalization, creates employment opportunities, increases tax revenue, potentially reduces community exposure to hazardous contaminants, and alleviates pressure to develop green spaces. The mitigation and redevelopment of brownfields for productive uses is the epitome of Smart Growth.

Objectives:

- Identify all potential brownfields and their potential contaminants
- Explore grants and other funding sources to assist in the cleanup and/or redevelopment of brownfield sites
- Review and amend policies and regulations as necessary to remove barriers to the redevelopment of brownfields and identify means to incentivize their redevelopment

PLANT RIVERSIDE REDEVELOPMENT

GOAL 10

Proactively manage stormwater runoff

Stormwater runoff is when rain cannot infiltrate the ground because of impervious surfaces and instead flows into storm drains and nearby water ways. In times of heavy rainfall, stormwater can be a nuisance, causing flooding resulting in property damage. It can also carry pollutants into nearby water bodies, degrading the water quality for humans and other species.

Proactively managing stormwater runoff protects the environment, financial investments of the community (private and public), quality of life of residents, and public health.

Objectives:

- Address stormwater runoff management efforts regionally

- Evaluate existing policies, plans, and regulations to ensure that they encourage low impact development principles and are consistent with best management practices in regards to stormwater runoff

- Review and amend policies and regulations as necessary to remove barriers to innovative and creative solutions to manage stormwater runoff

- Identify funding sources and other mechanisms to conserve properties in open space as part of the community stormwater management system

GOAL 11

Implement a municipal clean energy action plan

The use of fossil fuels creates pollution that puts the community's health at risk, exacerbates the negative impacts of climate change, and reduces the resiliency of the community by diverting limited resources from investing in efforts to create a more resilient community instead to combating the increasing dangers of climate change. Proactively making the shift from fossil fuels to clean energy now, rather than waiting until they eventually run out, protects the environment and the community, and encourages the creation of new jobs and innovation. Implementing a municipal clean energy action plan is an important step in working towards a healthier, safer future for all residents.

Objectives:

– Establish a Clean Energy Action Plan committee
– Identify community partners and state agencies to participate in the process
– Develop an energy vision
– Assess the current energy profile
– Develop energy goals and strategies
– Identify and prioritize actions
– Identify funding sources to implement the plan
– Develop a blueprint for implementation

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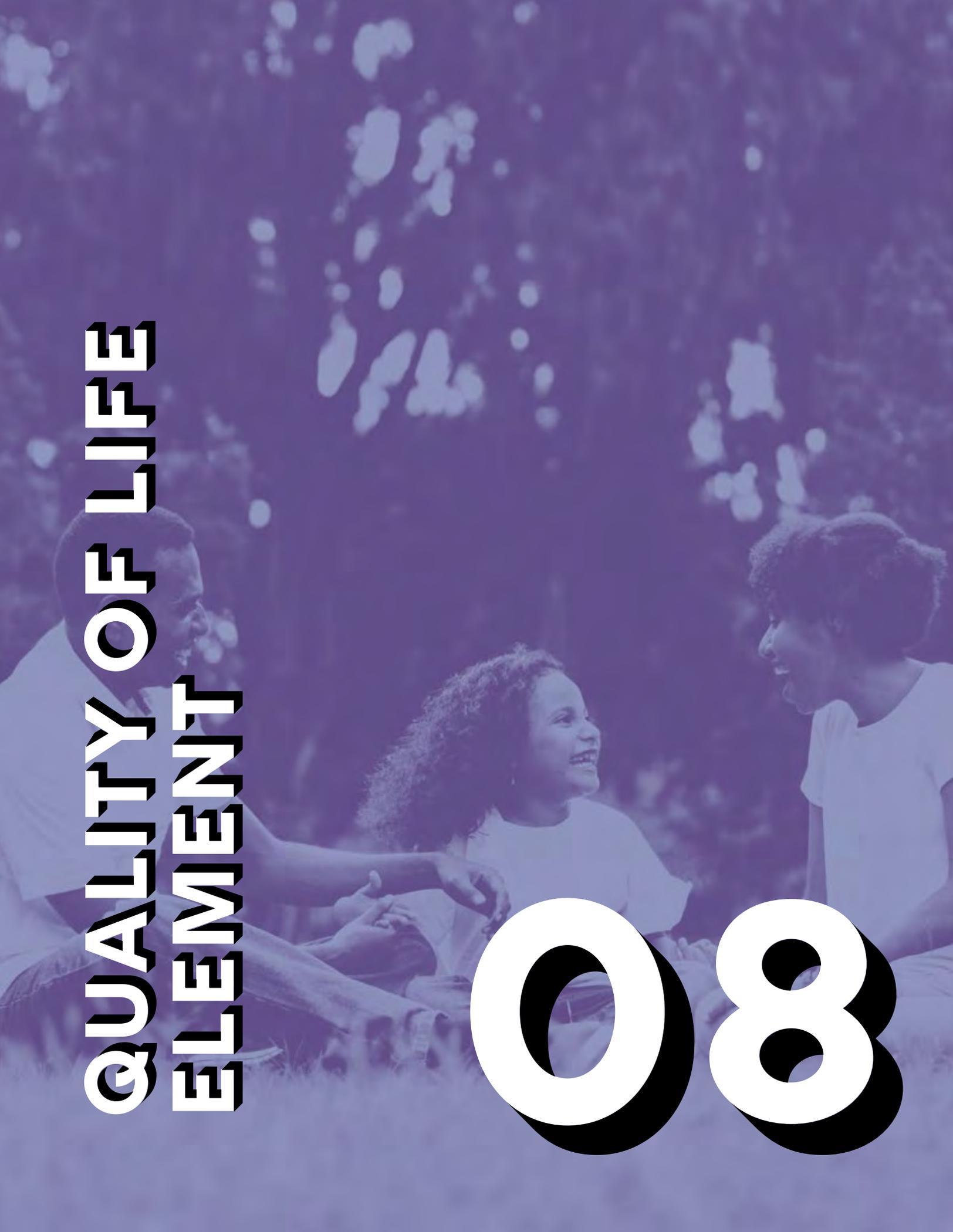
QUALITY OF LIFE ELEMENT

08

QUALITY OF LIFE

Introduction

Chatham County and Savannah seek to provide an excellent quality of life for its citizens. In an effort to maintain such a high level, the county and city have a responsibility to promote and support programs and regulations that positively impact the quality of life of their residents. The citizens of this community can only achieve a superior quality of life when a safe, active, and healthy environment exists.

This element includes an inventory and assessment of the following quality of life aspects: Historic and Cultural Resources, Education, Health, Public Safety, and Broadband.

Historic Resources

Education

Community Health

Public Safety

Broadband

HISTORIC & CULTURAL RESOURCES

Savannah and Chatham County showcase centuries of growth and change, treasured parks and squares, valued and varied culture, and historic architecture. Historic preservation, synonymous for many with quality of life, is a valuable planning tool that is used to protect the community's historic, cultural, and archaeological resources. The preservation of these resources ensures that the history of Savannah and Chatham County is retained and honored while planning for the future.

Establishing historic districts is one of the main ways to engage in historic preservation. Savannah and Chatham County have dozens of both locally and federally recognized districts. National Register historic districts are recognized by the federal government and qualify property owners for significant tax incentives, but provide little protection of the actual resources.

Local historic districts are established by ordinance and include specific design standards. These standards ensure that rehabilitation of historic structures and new development are consistent with the historic character of the district by requiring a Certificate of Appropriateness review process.

It is important to note that historic preservation is not only a mechanism for protecting historic assets and ensuring compatible new development, but also for effecting social, demographic, and economic change in our communities.

HOMES ON FORSYTH PARK

SAVANNAH CITY MARKET

CIVIL RIGHTS MUSEUM

Beginnings of Historic Preservation

Historic preservation in Savannah had its official beginning in 1955, when the Historic Savannah Foundation was established. Spurred by the proposed demolition of the Isaiah Davenport House, an 1820s brick home on Columbia Square, a group of women came together to save the home. Following the loss of many significant buildings, such as the 1901 Grand Union Station and the City Market building in Ellis Square, the public began to recognize the importance of preserving architecturally and culturally significant buildings and sites. Historic preservation in Savannah and Chatham County, as it did around the country, began to be a priority.

The legacy of the Oglethorpe Plan in Savannah is evident in its unique layout and architectural diversity. In 1966, this legacy paved the way for downtown Savannah to become a designated National Historic Landmark. By 1973, a historic zoning ordinance was adopted by the Savannah City Council; as a result, thousands of resources all over the city were identified and protected. Other neighborhoods sought designation leading to 16 historic districts in the city of Savannah, six historic districts in Chatham County and numerous registered historic places and individual properties throughout the city and county today.

What is the Oglethorpe Plan?

The nucleus of the Oglethorpe Plan, created by James Edward Oglethorpe, is the ward. Each ward centers on a square of greenspace and is part of a larger integrated regional land system that originally expanded out to include five-acre garden plots and forty-five-acre farms; these were intended for each of the new members of the Georgia colony.

The plan informed the architecture and development patterns in the region for decades, with a dense urban pattern of townhouses and carriage houses in the original town and a more suburban pattern as development extends into former farm lots.

MAP OF THE OGLETHORPE PLAN
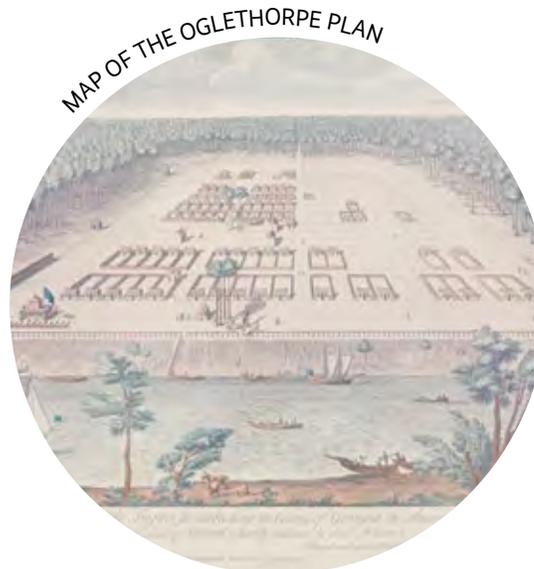
HISTORIC RESOURCE SURVEY

Historic Resource Survey

A historic resource survey collects and records information about historic structures, sites, landscapes, and objects within a given area and provides detailed information through photographs and field notes. Historic resource surveys are vital to the planning and preservation process and promote awareness of a community's historic and cultural resources.

Resources Impacted by Climate Change

Due to its location on the coast of Georgia, climate and sea level rise (SLR) is an important topic when preparing for and ensuring protection of our historic and cultural resources. The first step in planning for the climate resiliency of historic and cultural resources is assessing which areas, structures, and sites are at a higher risk of impact from sea level rise, natural disasters, and other effects of climate change. Surveys in Savannah and Chatham County should focus on resources that may require adaptation or mitigation strategies in the next five to ten years. This will likely include coastal areas or areas that are more at risk of inundation, such as Skidaway, Talahi, Whitemarsh, and Wilmington Islands.

Inclusive Surveying

Historic preservation has often underrepresented or deliberately overlooked historic and cultural resources in communities of color and places associated with LGBTQ history. This leaves thousands of historic and culturally important resources at risk of being lost, increasing the threats of displacement and gentrification. Inclusive surveying in Savannah and Chatham County is a necessary step to ensuring that these groups can protect the history and culture of their community while they grow.

Historic Preservation in Chatham County

In 2005, Chatham County adopted a historic preservation ordinance and was designated as a Certified Local Government (CLG), allowing it to designate local historic districts. The County has designated two local historic districts and three local individual properties, in addition to federally recognized districts and places, such as Fort Pulaski and Wormsloe Plantation.

Since 2005, however, preservation at the county level has fallen off. In 2019, Chatham County's status as a Certified Local Government lapsed. Efforts need to be made to reinstate the County's CLG status and continue to survey and list all eligible sites, neighborhoods, and properties in Savannah and Chatham County on the local and national registers.

Historic preservation is architectural history, community planning, historical research and surveys, oral history, archaeology, economic revitalization, and so much more. Quality of life, sense of place, pride of place–it's all connected to historic preservation.
—Preservation in Pink

The Savannah Citywide Survey Project

The project idea developed after 30 eligible historic areas were identified within the city limits. These areas were identified by the State Historic Preservation Office (SHPO) and/or City Preservation Officer through the prior National Historic Preservation Act Section 106 reviews and were also (SHPO) previously identified as "historic" in the Chatham County—Savannah Comprehensive Plan. A major deciding factor was that all identified neighborhoods were over 50 years old and maintained a high level of integrity. The plan was that areas to be surveyed would be selected by the City based on an established set of criteria including interest, need, and size. The areas that have been surveyed or re-surveyed under this project include: Carver Village, Victorian Historic District, and Cuyler-Brownville Historic District (two phases). Future phases are intended for this project until all existing outdated resource surveys are updated, and new areas are complete.

Markers, Monuments & Public Art

Objects such as markers, monuments, and public art are vital cultural resources for the community, and it is critical that the surveys of such resources are kept up-to-date and accurate. In 2013, the MPC Preservation Department updated the maps and lists, which keep track of what and where these resources are. While the installation of markers, monuments, and public art continued to be approved, the catalog of these resources were not being actively updated. A comprehensive update to the maps and lists of all monuments, markers, and public art within Chatham County was completed in 2020. Moving forward, this catalog of resources should be kept actively up to date as new markers, monuments, and public art are approved.

Plan 2040 Survey

The MPC's Plan 2040 survey asked in your opinion, "What are the most important historic preservation actions?"

Forty-two percent (42%) of the respondents felt that the most important historic preservation action was the identification, assessment, and designation of historic resources, while only 6% of respondents felt that providing information about energy efficient and alternative energy sources for historic buildings was most important.

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

CUYLER-BROWNVILLE HISTORIC DISTRICT

PRESERVATION & AFFORDABLE HOUSING

Preservation in low-income communities raises concerns about fairness, affordability, and inclusion. It is imperative that preservation goals be combined with efforts to preserve affordable housing and promote economic diversity.

Old Housing is Affordable Housing

New construction can often be unaffordable and built far from city centers, disconnecting people from their communities and resources. Older and historic neighborhoods, on the other hand, are often closer to services such as shopping, public transportation, and job centers. Fifty-seven percent (57%) of housing built prior to 1950, the majority of housing in these neighborhoods, has a monthly cost of less than $1,000 *(Rypkema, The Preservation Alliance of Greater Philadelphia).*

Partnership between historic preservation and affordable housing efforts and organizations in Chatham County and Savannah is critical to ensuring that the existing affordable housing and neighborhoods, as well as their historic character, are preserved.

Adaptive Reuse

Historic preservation also presents an opportunity for providing new affordable housing through adaptive reuse. Redesigning historic properties into multi-family supportive and affordable housing revitalizes communities while preserving their character and avoiding displacement of existing residents.

CUYLER–BROWNVILLE HISTORIC DISTRICT

Cuyler-Brownville was designated a National Register Historic District in 1997 and is one of Savannah's oldest continuously occupied African-American neighborhoods. This neighborhood contains a large number of one-story cottages, rowhouses, and bungalows, as well as duplex and multiple family residences. Through community partnerships with organizations such as Historic Savannah Foundation and with the Cuyler-Brownville Historic District Overlay, historic preservation efforts have been able to ensure the protection of many of these historically affordable homes.

However, in Cuyler-Brownville and other older neighborhoods in Savannah, affordability remains threatened by demolition, decrease in owner occupied units, and other processes of gentrification. Cuyler-Brownville is a neighborhood that illustrates where a local historic district ordinance alone is not able to ensure maintained affordability and avoid displacement of longtime residents. Broadening preservation efforts and partnerships is critical to this effort. This can include strategies such as reevaluating design standards, engaging with the community about tax credit opportunities and expanding partnerships with local affordable housing organizations.

HEALTHY COMMUNITIES

Old and historic places, many of which were planned before the advent of the car, often exemplify the characteristics of healthy community design. Older neighborhoods, such as the historic districts in Savannah, are likely to be walkable with ample access to open space and healthy foods. In addition to walkability, the preservation of the community's histories also provides a host of mental health benefits. Chatham County and Savannah's historic sites, structures, and communities foster a sense of continuity and identity that is emotionally and psychologically beneficial and grounding.

People-and health-centered preservation work is vital for becoming more resilient against public health threats and fostering healthier communities overall. To ensure that preservation continues to promote community well-being, continued reevaluation of the tools and standards of historic preservation must occur.

Historic District Walk Scores

Walk scores are a common tool to measure the walkability of a neighborhood based on pedestrian friendliness and proximity to amenities, such as grocery stores. In Savannah's historic neighborhoods, examining walk scores can help to identify aspects of historic development patterns that aid in creating walkable spaces. These can then be used as tools for encouraging walkability and fostering community health in other neighborhoods. It is important to note that, while useful, walk scores are not holistic indicators of community health and do not include considerations such as access to transportation, child care, employment opportunities, or education. It is important to continue to expand the parameters by which community health scores are evaluated.

COVID-19 PANDEMIC

COVID-19 officially became a pandemic in March of 2020. This global health crisis has had tremendous economic, cultural, and social impacts on all aspects of life, including historic preservation work. The mental and physical health benefits of preservation, including access to open spaces, affordable older housing, walkability, and sense of community identity, are all critical components in the needed multifaceted approach to creating healthier and more resilient communities. COVID-19 has also had operational and economic impacts on historic preservation work. New tools and contingency plans are needed in order to ensure that preservation work is accessible to the public virtually and able to be adaptable in times of community health threats.

For instance, while the Landmark Historic District is considered "Very Walkable" there are several aspects, such as lack of child care and workforce housing, that affect the community's overall health.

90 — Victorian Historic—Walker's Paradise

87 — Landmark Historic District—Very Walkable

87 — Streetcar Historic District—Very Walkable

69 — Cuyler-Brownville Historic District—Somewhat Walkable

19 — Carver Village Conservation District—Car Dependent

PRESERVATION & CLIMATE RESILIENCY

Climate Resiliency

Climate scientists predict that coastal regions like Chatham County will see anywhere from 0.5 to 1.5 meters of sea-level rise by the year 2100. According to a 2012 study of the effects of one meter of sea level rise on Chatham County, the Georgia Conservancy places 94,000 buildings and 105 historic sites at risk (Georgia Conservancy, 2012). New adaptation and mitigation tools are needed to support Chatham County and Savannah in addressing the challenges of implementing climate adaptation strategies to historic buildings and sites.

Natural Disaster Preparedness

With the changing climate comes not only sea level rise, but increasingly severe natural disasters and extreme weather events. Creating a climate resiliency and natural disaster preparedness plan for the county and city's historic and cultural resources is vital to preparing for the effects of climate change, as well as preventing further impacts.

Sustainability

As architect Carl Enfante said, "The greenest building is the one that is already built." Historic preservation is an important tool for sustainable growth and development. Reusing existing buildings, with a focus on retaining historic materials, prevents millions of tons of construction debris from entering the landfill through demolition and new construction. Additionally, adaptive reuse encourages infill development while allowing for upgrades to energy efficiency in historic buildings.

As architect Carl Enfante said, The greenest building is the one that is already built.

FUN FACTS
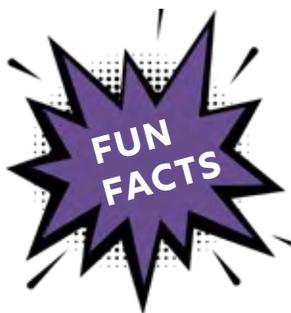
4,300

acres of landfill space saved by recycling debris and avoiding demolition*

569

million tons of construction debris was generated in 2017*

*EPA Report on Construction & Demolition Debris, 2017

FORT PULASKI

INCLUSIVE HISTORY

Building Inclusive Preservation Practices

Historic preservation is deeply linked with the stories that it tells and the histories of the people it represents. Black, Indigenous, People of Color (BIPOC), and Lesbian, Gay, Bisexual, and Transgender, and Queer (LGBTQ) people have often been deliberately underrepresented in preservation. Grounding historic preservation in "people over places" builds a more inclusive practice in the identification, understanding, and protection of historic places. Focusing on intangible histories, such as stories, cultural festivals, and social practices, is an important component of preserving the histories of BIPOC and LGBTQ communities in Chatham County and Savannah.

Promoting Underrepresented Stories

The creation of the Pin Point Heritage Museum was a community-led effort that resulted in a site that exemplifies the importance of recognizing and preserving intangible histories. The Heritage Museum is a physical space that houses the stories and customs of the Gullah/Geechee people, ensuring that their heritage remains grounded in the present. Recognizing sites throughout Chatham County with intangible cultural heritage like Pin Point requires expanding the criteria for what is considered historically significant and worth preserving.

Areas of Opportunity

The Chatham County and Savannah have several monuments and sites that carry complex histories, such as the confederate monuments in Savannah. The Savannah Civil War Memorial Task Force was conscripted to generally address confederate monuments, and to evaluate the path forward for the Confederate Monument in the center of Forsyth Park. They provided a series of recommendations, one of which included renaming the monument the "Civil War Memorial." Acting and expanding upon these recommendations is an important step towards more inclusive preservation practices. However, there is more work is to be done in identifying more sites with complex histories within Chatham County and developing plans for how to manage these sites moving forward.

PIN POINT HERITAGE MUSEUM

HERITAGE TOURISM

Exploration of Chatham County and Savannah reveals centuries of history and culture encased in diverse architectural styles, historic sites, and design patterns. As defined by the National Trust for Historic Preservation, heritage tourism is traveling to experience the places, artifacts, and activities that authentically represent the stories and people of the past and present. This includes visitation to cultural, historic, and natural resources.

Heritage Tourism & Economic Vitality

Historic places and landmarks are a huge draw for those who come to visit Chatham County and Savannah, with historic places making up 32% of visitor's activities of special interest in 2019. The rich history of Chatham County and Savannah not only provides for a varied and engaging experience for visitors but is essential to the economic development and wellbeing of the region. Between 2016 and 2019, visitors to Savannah contributed a total of $11.8 billion to the local economy.

Expanding Heritage Tourism in Chatham County

Heritage tourism in the city of Savannah provides visitors with a chance to learn more about the history of the area, while providing economic benefits to the community. Expanding upon the strategies that have contributed to Savannah's robust tourism program into Chatham County, such as promoting and identifying heritage sites, is key to bringing the economic benefits of tourism to the county, as well as ensuring that visitors receive a full history of the area.

Tourism Statistics 2019

Number of Visitors in 2019*

14.8M

6.5%
Increase since 2016

Visitor Spending in 2019*

$3.1B

11%
Increase since 2016

*Longwoods Travel USA Study via Visit Savannah

WORMSLOE PLANTATION

ARCHAEOLOGICAL RESOURCES

Virtually every tract of land in Chatham County has the potential to contain cultural remains from the community's prehistoric and historic past. As of 2004, 1,054 archaeological resources have been identified in Chatham County. While many sites in Chatham County and Savannah have been identified and researched, many others go undetected. Archaeological sites, like historic buildings, are considered cultural resources if they meet eligibility requirements set forth in the National Historic Preservation Act

ARCHAEOLOGY

The science that studies human cultures through the recovery, documentation and analysis of material remains and environmental data, including architecture, artifacts, bio-facts, human remains and landscapes.

Archaeology Ordinance

In 2019, the City of Savannah adopted an archaeology ordinance that requires survey, evaluation, and mitigation of potential archaeological resources for city projects/land over 1,500 square feet. However, programs and policy to support, strengthen, and promote the further survey of archaeological resources and sites within the larger Chatham County area is vital to continuing to uncover the important history that archaeological resources contain.

Additionally, the County and City should work jointly to adopt an archaeology ordinance that employs an archaeologist at the county and/or city level and expands its purview to private property in addition to public property.

FUN FACTS

1,054

archaeological resources and sites have been identified in Chatham County as of 2004

KING GEORGE BLVD ARCHAEOLOGICAL DIG

Historic Districts:
National Register of Historic Places (NRHP)—City of Savannah

	Date Listed	Area (In Acres)	Contributing Resources
Savannah National Historic Landmark	1966	528.5	1,296 (2002 Survey)
Victorian	1974/82	185.2	628 (2016 Survey)
Central Georgia Railroad Shops & Terminal Facility	1976/78	41.3	16 (1978 Survey)
Laurel Grove South Cemetery	1978	38.8	Unknown
Laurel Grove North Cemetery	1983	51.5	Unknown
Ardsley Park - Chatham Crescent	1985	391.9	1,056 (1985 Survey)
Thomas Square-Streetcar	1997	322.9	1,114 (1997 Survey)
Cuyler-Brownville	1998	184.9	678 (2020 Survey)
Daffin Park - Parkside Place	1999	161.7	269 (1999 Survey)
Gordonston	2001	86.2	128 (2001 Survey)
Bonaventure Cemetery	2001	145.3	134 (2000 Survey)
Eastside	2002	156.7	459 (2002 Survey)
Fairway Oaks - Greenview	2009	111.8	207 (2009 Survey)
Kensington Park - Groveland	2014	234.8	390 (2014 Survey)
Pine Gardens	2014	128.3	516 (2014 Survey)
Carver Village	2019	108	625 (2014 Survey)
Total		2,877.8	7,516

Figure 8.1–Historic Districts (NRHP)—City of Savannah

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 worth of preservation for their historical significance.

DAFFIN PARK–PARKSIDE PLACE

BONAVENTURE CEMETERY

PINE GARDENS

Map 8.1–Historic Districts (NRHP)—City of Savannah

Legend:
- CARVER VILLAGE
- CENTRAL OF GEORGIA
- SAVANNAH LANDMARK
- SAVANNAH VICTORIAN
- EASTSIDE/MEADOWS COLLINSVILLE
- PINE GARDENS
- GORDONSTON
- LAUREL GROVE-NORTH
- LAUREL GROVE-SOUTH
- CUYLER-BROWNVILLE
- THOMAS SQUARE
- ARDSLEY PARK
- PARKSIDE
- KENSINGTON PARK
- FAIRWAY OAKS
- BONAVENTURE

Individual Properties:
National Register of Historic Places (NRHP)—City of Savannah

Name	Date Listed	Address
Savannah Water Works Pump House	2021	1204 West Gwinnett Str
Springfield Terrace School	2021	707 Hastings St
Atlantic Greyhound Bus Terminal	2016	109 MLK Jr. Blvd
Central of Georgia Depot & Train shed	1976	MLK Jr. Blvd & Liberty St
Central of Georgia Railway Company Shop Property	1970	West Jones St & Louisville Rd
Charity Hospital	1985	644 West 34th St
CSS Georgia (ironclad)	1987	Address Restricted
Isaiah Davenport House	1972	324 East State St
Drayton Arms Apartments	2013	102 East Liberty St
Drouillard–Maupas House	1991	2422 Abercorn St
Federal Building & U.S. Courthouse	1974	125 Bull St
First Bryan Baptist Church	1978	575 West Bryan St
Green-Meldrim House	1974	14 West Macon St

Name	Date Listed	Address
Hill Hall at Savannah State University	1981	3219 College St
W.B. Hodgson Hall (GHS)	1977	501 Whitaker St
Juliette Gordon Low	1965/1966	10 East Oglethorpe Ave
Massie Common School House	1977	207 East Gordon St
Owens–Thomas House	1976	124 Abercorn St
Savannah Pharmacy & Fonvielle Office	2013	914-918 MLK Jr. Blvd
William Scarbrough House	1970	41 MLK Jr. Blvd
Slotin Building	1983	101 MLK Jr. Blvd
St. Philip AME Church	1984	613 MLK Jr. Blvd
Oliver Sturges House	1971	27 Abercorn St
Telfair Academy	1976	121 Barnard St
Two Pierpoint Circle	1990	2 Pierpoint Circle
U.S. Customhouse	1974	1-3 East Bay St

Figure 8.2–Individual Properties (NRHP)—City of Savannah

OWENS–THOMAS HOUSE

CENTRAL OF GEORGIA DEPOT

ISAIAH DAVENPORT HOUSE

Map 8.2–Individual Properties (NRHP)—City of Savannah

Map legend:

1. WILLIAM SCARBROUGH HOUSE
2. SLOTIN BUILDING
3. GREYHOUND BUS TERMINAL
4. ST. PHILIP AME CHURCH
6. GREEN-MELDRIM HOUSE
7. TELFAIR ACADEMY
8. W.B. HODGSON HALL
9. U.S. FEDERAL COURTHOUSE
10. U.S. CUSTOM HOUSE
11. OLIVER STURGES HOUSE
12. OWENS-THOMAS HOUSE
14. JULIETTE GORDON LOW PROPERTY
15. DRAYTON ARMS APARTMENTS
16. JULIETTE GORDON LOW PROPERTY
17. ISAIAH DAVENPORT HOUSE
18. MASSIE COMMON SCHOOL HOUSE

Other labeled properties:
FIRST BAPTIST CHURCH
CSS GEORGIA IRONCLAD
SPRINGFIELD TERRACE SCHOOL
CENTRAL OF GEORGIA PROPERTY
SAVANNAH WATER WORKS PUMP HOUSE
SAVANNAH PHARMACY & FONVIELLE OFFICE
CHARITY HOSPITAL
DROUILLARD-MAUPAS HOUSE
PIERPONT OF GORDONSTON
HILL HALL

Historic Districts:
Local—City of Savannah

	Date Listed	Area (In Acres)	Contributing Resources
Savannah Downtown Historic District	1973	749.8	1,789 (2011 Survey)
Victorian Historic District	1980	223.9	628 (2019 Bdry Expansion)
Streetcar Historic District	2005	337.8	1,045 (2019 Bdry Expansion)
Cuyler-Brownville Historic District	1998	220.8	753 (2018–2021 Survey)
Total		1,532.3	4,215

Figure 8.3–Historic District (Local)—City of Savannah

Historic Districts:
Conservation—City of Savannah

Name	Date Listed	Address	Contributing Resources
Ardsley Park-Chatham Crescent	2018	391.9	1,056 (1985 Survey)
Ardmore	2018	117.5	Unknown
Daffin Park - Parkside Place	2019	161.7	269 (1999 Survey)
Historic Carver Village/Flatman Village	2020	121.7	636 (2019 Bdry Update)
Total		792.9	1,961

Figure 8.4–Historic District (Conservation)—City of Savannah

**LOCAL
HISTORIC DISTRICT**

As designated by the Mayor and Aldermen, local historic districts provide a procedure to protect, enhance, perpetuate, and use buildings, structures, sites, objects, or a combination thereof that have pre-historic, historic, architectural or cultural significance.

CONSERVATION DISTRICT

A Conservation Overlay District establishes a process and standards to evaluate the demolition of contributing buildings to ensure historic buildings are preserved and the character of the district is maintained.

JOHNSON SQUARE

STREETCAR HISTORIC DISTRICT

ARDSLEY PARK - CHATHAM CRESCENT
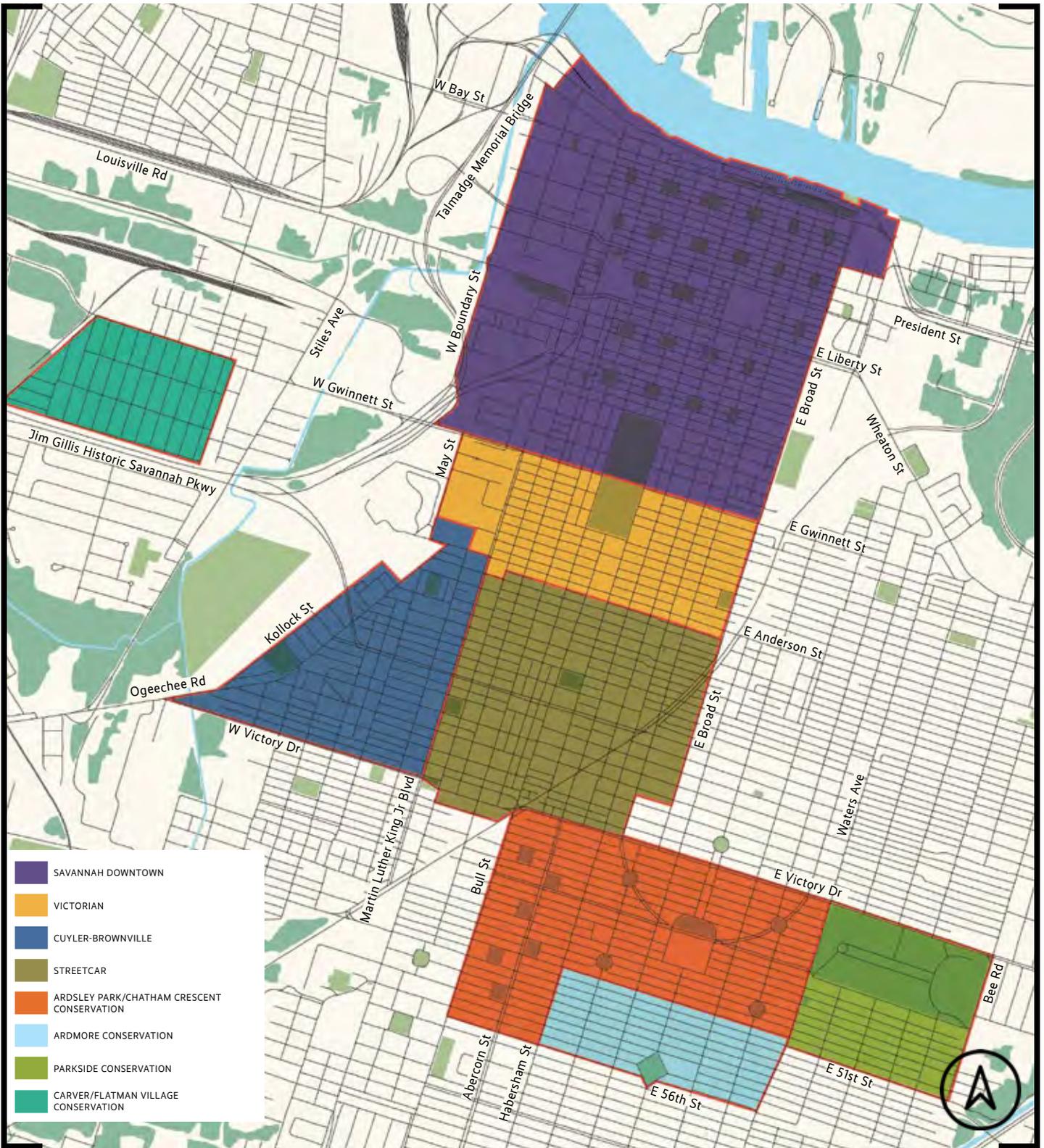
Map 8.3–Historic Districts (Local & Conservation)—City of Savannah

SAVANNAH DOWNTOWN

VICTORIAN

CUYLER-BROWNVILLE

STREETCAR

ARDSLEY PARK/CHATHAM CRESCENT CONSERVATION

ARDMORE CONSERVATION

PARKSIDE CONSERVATION

CARVER/FLATMAN VILLAGE CONSERVATION

Historic Districts:
NRHP—Unincorporated Chatham County

	Date Listed	Area (In Acres)	Contributing Resources
Fort Pulaski National Monument	1966	571.9	7 (1996 Survey)
Wormsloe Plantation	1973	1,315.1	Unknown
Bethesda Home for Boys	1973	652.2	19 (1973 Survey)
Isle of Hope Historic District	1984	91.5	Unknown
Ossabaw Island	1996	29,284.5	227 (1996 Survey)
Savannah and Ogeechee Canal	1997	199.7	18 (1997 Survey)
Total		32,114.9	271

Figure 8.5–Historic District (NRHP)—Unincorporated Chatham County

ARE YOU LOOKING FOR MORE INFORMATION?

A more comprehensive history of Chatham County and Savannah, as well as more detailed information about their historic districts, can be found in the Plan 2040 appendix

Individual Properties:
NRHP—Unincorporated Chatham County

Name	Date Listed	Address
Eureka Club-Farr's Point	2002	2326 East Blvd
Fort James Jackson	1970	1 Fort Jackson Rd
Lebanon Plantation	1979	5745 Ogeechee Rd
New Ogeechee Missionary Baptist Church	2001	751 Chevis Rd
Wild Heron Plantation	1977	2148 Grove Point Rd

Figure 8.6–Individual Properties (NRHP)—Unincorporated Chatham County

ISLE OF HOPE

BETHESDA HOME FOR BOYS

OSSABAW ISLAND
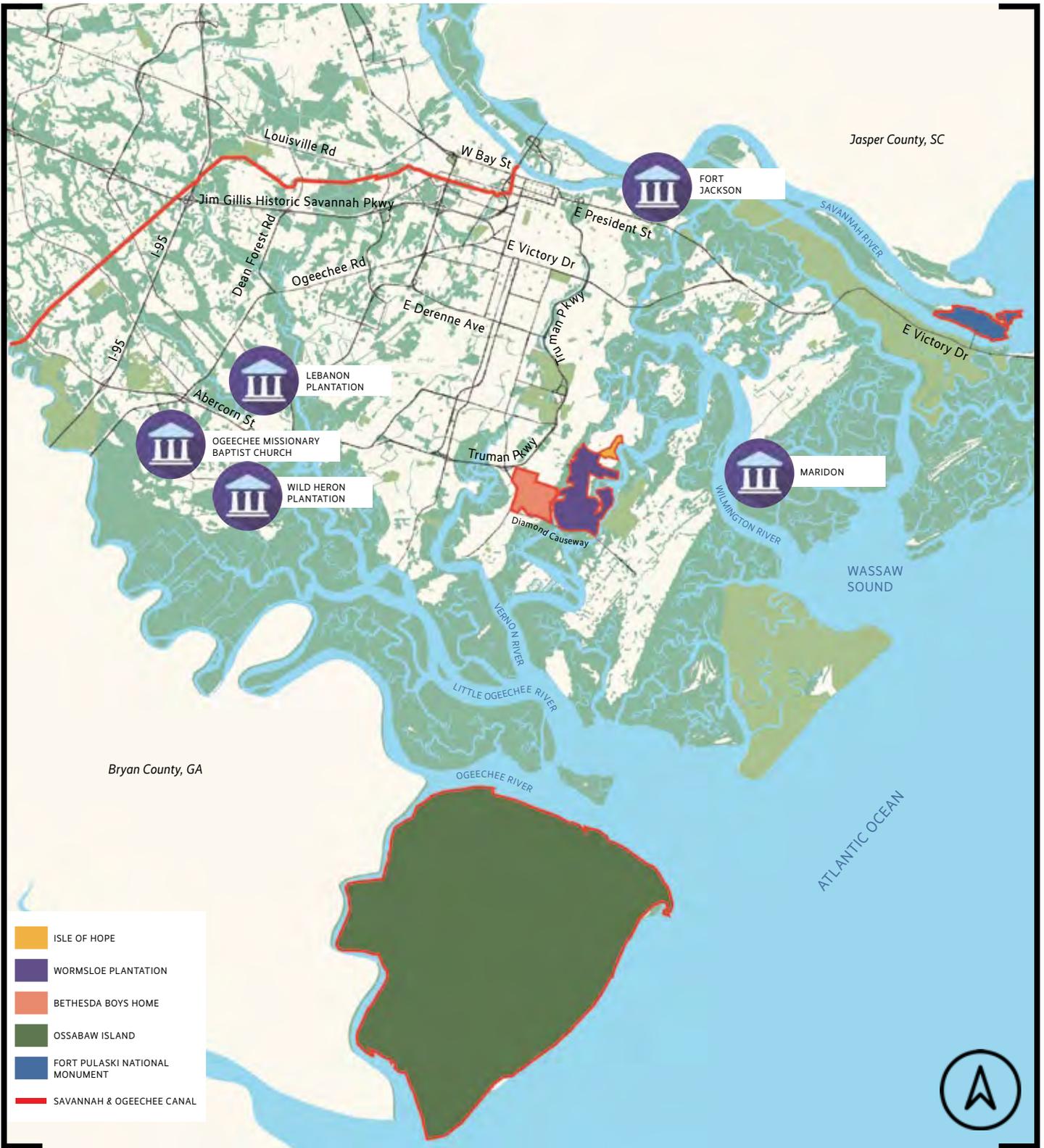
Map 8.4–Historic Districts & Individual Properties (NRHP)—Unincorporated Chatham County

Legend:
- ISLE OF HOPE
- WORMSLOE PLANTATION
- BETHESDA BOYS HOME
- OSSABAW ISLAND
- FORT PULASKI NATIONAL MONUMENT
- SAVANNAH & OGEECHEE CANAL

Map labels:
- Jasper County, SC
- Bryan County, GA
- FORT JACKSON
- LEBANON PLANTATION
- OGEECHEE MISSIONARY BAPTIST CHURCH
- WILD HERON PLANTATION
- MARIDON
- Louisville Rd
- W Bay St
- Jim Gillis Historic Savannah Pkwy
- Dean Forest Rd
- Ogeechee Rd
- E Victory Dr
- E Derenne Ave
- E President St
- Truman Pkwy
- Abercorn St
- I-95
- Diamond Causeway
- SAVANNAH RIVER
- WILMINGTON RIVER
- VERNON RIVER
- LITTLE OGEECHEE RIVER
- OGEECHEE RIVER
- WASSAW SOUND
- ATLANTIC OCEAN

Historic Districts:
Local—Unincorporated Chatham County

	Date Listed	Area (In Acres)	Contributing Resources
Pin Point	2007	1,024	15
Pennyworth Island	2011	169.66	1
Total		1,193.66	16

Figure 8.7–Historic District (Local)—Unincorporated Chatham County

Individual Properties:
Local—Unincorporated Chatham County

Name	Date Listed	Address
New Ogeechee Missionary Baptist Church	2007	751 Chevis Rd
Maridon (AKA Eureka Club—Farr's Point)	2007	2326 East Blvd
Isle of Hope Missionary Baptist Church	2019	8415 Ferguson Ave

Figure 8.8–Individual Properties (Local)—Unincorporated Chatham County

HISTORY OF PENNYWORTH ISLAND

Since 1911, Pennyworth Island has remained largely undisturbed and has seen no human use or occupation. Prior to that time, the island served as a rice plantation and seasonal residence for several of its prominent owners. An archaeological survey in 1994 described Pennyworth as "one of the best represented Savannah River rice plantations in historical record" (ACOE, 1994). In January of 2011, Pennyworth Island, in recognition of its archaeological and historic significance, was listed as a local historic district in Chatham County.

MARIDON (EUREKA CLUB—FARR'S POINT)

PENNYWORTH ISLAND

NEW OGEECHEE MISSIONARY BAPTIST CHURCH

Map 8.5–Historic District & Individual Properties (Local)—Unincorporated Chatham County

Legend:
- PENNYWORTH ISLAND
- PIN POINT

Labels on map:
- Jasper County, SC
- SAVANNAH RIVER
- Louisville Rd
- W Bay St
- Jim Gillis Historic Savannah Pkwy
- E President St
- Dean Forest Rd
- Ogeechee Rd
- E Victory Dr
- E Derenne Ave
- Truman Pkwy
- Waters Ave
- Middleground Rd
- E Montgomery Cross Rd
- OGEECHEE MISSIONARY BAPTIST CHURCH
- ISLE OF HOPE MISSIONARY BAPTIST CHURCH
- MARIDON
- Truman Pkwy
- Diamond Causeway
- WILMINGTON RIVER
- VERNON RIVER
- LITTLE OGEECHEE RIVER

HISTORIC & CULTURAL RESOURCES GOALS

GOAL 1

Survey culturally, historically, and architecturally significant sites, buildings, and structures in unincorporated Chatham County and Savannah

Historic resources surveys are one of the most critical tools for historic preservation planning, as they lay the groundwork for the identification, evaluation, and registration of historically and culturally significant sites and properties. Many resources in Chatham County and Savannah have already been identified and surveyed; however, it is important to re-survey resources every ten to fifteen years as well and surveying previously undocumented resources as they are identified. Frequent surveys ensure the protection of resources that may have been overlooked and allow for the identification of resources that have recently gained historic significance. Special attention must be paid to resources that are at-risk due to climate change, as well as resources of Black, Asian, Native, Latino, LGBTQ, and women's history that have been historically underrepresented in historic resources surveys.

CERTIFIED LOCAL GOVERNMENT

When a community becomes a Certified Local Government (CLG), it becomes active in the Federal Historic Preservation Program and agrees to follow required Federal and State requirements. CLG status gives governments access to funding, technical assistance, and other preservation resources.
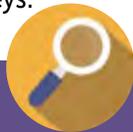
Objectives:

- Work with Chatham County to reinstate their status as a Certified Local Government
- Survey areas that have been identified as at-risk or historically underrepresented
- Update the Historic Site and Monument Commission's Master Plan and Guidelines and provide on-going updates to the maps and lists of the monuments, markers, and public art within the Chatham County and Savannah
- Establish on-going outreach initiatives to engage with and educate the community on the importance of historic preservation efforts

SURVEY OF TABBY CABINS ON OSSABAW ISLAND

GOAL 2

Incorporate affordable housing strategies into current and future preservation plans

Historic preservation can be a powerful mechanism for affecting social, demographic, and economic change, particularly in low-income neighborhoods. In recognizing this and moving towards more equitable preservation planning, cultivating partnerships between historic preservation and affordable housing efforts and organizations in Savannah and Chatham County ensures that efforts are put in place to preserve affordable housing and promote economic diversity.

Objectives:

– Broaden partnerships with community planning and housing authorities in Chatham County and Savannah to combine preservation and affordable housing efforts

– Identify where increased flexibility in preservation practices is appropriate to retain existing affordable housing and promote additional affordable housing

– Promote and educate the community about federal and state preservation tax incentives for rehabilitation

HABITAT FOR HUMANITY HOUSE

GOAL 3

Identify and address community health issues that impact historic preservation efforts and encourage healthy communities through historic preservation

Older and historic places provide a host of physical and mental health benefits, including walkability and sense of place, that make them an important component of healthy communities. Health-centered preservation work is vital to increase resiliency against public health threats and to foster healthier communities overall. To ensure that preservation promotes community well-being, continued reevaluation of the tools and standards of historic preservation must occur, such as creating plans for safe, equitable, and accessible preservation planning efforts in the event of a public health threat like COVID-19.

Objectives:

- Identify and address potential community health threats to preservation efforts
- Create contingency plans to address the economic, operational, and social impacts on historic preservation associated with a community health event
- Promote and support reinvestment in older and historic places as a key component of community health and resiliency

HISTORIC GREENSPACE

GOAL 4

Identify and address climate resiliency strategies and incorporate them into a climate resiliency plan for unincorporated Chatham County and Savannah's historic and cultural resources

Numerous cultural and historic resources are at risk due to climate change, whether in the form of sea level rise or increased natural disasters. Historic preservation itself, through adaptive reuse and retention of historic materials, is a critical component of sustainable growth and development. However, creating a climate resiliency and natural disaster preparedness plan for Chatham County and Savannah's historic and cultural resources is vital for expanding the sustainable initiatives of historic preservation planning to prepare for the effects of climate change, as well as preventing further impacts.

Objectives:

- Incorporate historic and cultural resources into disaster planning strategies
- Identify and address strategies for increasing the resiliency of historic and cultural resources
- Establish a clear process for the protection and management of historic resources in the result of a natural disaster

HURRICANE MATTHEW AFTERMATH

GOAL 5

Broaden historic preservation efforts to highlight and include historically underrepresented stories, sites, and communities

Black, Indigenous, and People of Color (BIPOC) and Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) people have been historically and deliberately underrepresented in historic preservation efforts. Historic preservation efforts in Savannah and Chatham County have often failed to incorporate intangible resources, such as stories, oral traditions, and performing arts, which are critical components of BIPOC and LGBTQ history. Grounding historic preservation in recognition of people and stories, in addition to buildings and architecture, builds a more inclusive practice in the identification, understanding, and protection of history and culture.

Objectives:

- Review and modify practices that impede the identification, nomination, and designation of historic places meaningful to underrepresented communities

- Develop and implement new tools for the identification of intangible resources

- Follow and expand upon the recommendations of the Savannah Civil War Memorial Task Force

CLUB ONE—ICONIC LGBTQ VENUE

GOAL 6

Create new and support existing heritage tourism programs in unincorporated Chatham County and Savannah in order to highlight their cultural and historic heritage

Objectives:

– Expand heritage tourism programming in Chatham County

– Promote the economic and place-based benefits of heritage tourism to the public

– Balance the goals of heritage tourism with local concerns

In the city of Savannah, heritage tourism provides visitors with the opportunity to learn more about the history of the area while providing economic benefits to the community. While tourism is already a well-established industry in Downtown Savannah, attention must be paid in the future to balancing heritage tourism programming with the concerns and needs of the local community.

Expanding upon the strategies that have contributed to Downtown Savannah's tourism programming into Chatham County not only brings economic benefits to the county but provides visitors to the area a full and broadened history of Chatham County and Savannah.

HERITAGE TOURISM

Heritage tourism refers to leisure travel that has as its primary purpose the experiencing of places and activities that represent the past. A principal concern of heritage tourism is historical authenticity and long-term sustainability of the attraction visited

—National Agricultural Library

OATLAND ISLAND WILDLIFE CENTER

GOAL 7

Promote the preservation and public awareness of culturally and archaeologically significant sites in unincorporated Chatham County and Savannah

It is likely that virtually every tract of land in Chatham County has the potential to contain cultural remains from the community's prehistoric and historic past. Archaeological sites, just like historic buildings, are considered cultural or historic resources if they meet eligibility requirements set forth in the National Historic Preservation Act. In addition to the 2019 Archaeology Ordinance adopted by the City of Savannah, programs and policy that support further archaeological survey on private property within city limits and throughout the county are needed to identify the important history that archaeological resources contain.

Objectives:

– Survey, identify, and protect archaeological resources through legislation and other means

– Support projects that educate the public about archaeology and important Chatham County and Savannah cultural sites and resources

– Develop partnerships with community groups to develop an ethical process for discovery, storage, and ownership of archaeological artifacts

CLUSKEY VAULTS

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EDUCATION

There is a phrase that states "Education is key." It is well known to the point it has garnered the status as a cliché. Upon further review, it is clear that education is the key to attracting residents to a community to live; education is key in building and sustaining an advancing workforce; and education is key in ushering in future generations of well-informed, respectful, and engaging residents.

Public schools throughout the entire county are managed and operated by the Savannah–Chatham County Public School System (SCCPSS). As of 2020, the school system consists of 24 elementary schools, 7 K-8 schools, 8 middle schools, 11 high schools, and 5 charter schools. In 2018, the school district had 37,576 students enrolled with a 14:1 student to teacher ratio. Given current trends and projected forecasts, SCCPSS estimates the student population to remain consistent around 37,000 for the next five years.

According to the Governor's Office of Student Achievement, the district's overall performance is higher than 41% of other districts within the state. The district received a CCRPI (College and Career Ready Performance Index) score of 71.4, or C grading, from the Georgia School Grades Report issued by the Governor's Office of Student Achievement for the 2018-2019 school year; the same grade it received in 2018 after boosting up from a D in 2017. This score is relatively close to the average CCRPI score for the state.

60%
of Chatham County's public schools are Title 1 Schools

CCRPI

The College and Career Ready Performance Index is a comprehensive school improvement, accountability, and communication platform for all education stakeholders that helps to promote college and career readiness for all Georgia public school students.

—CCRPI

GEORGIA

CHATHAM COUNTY
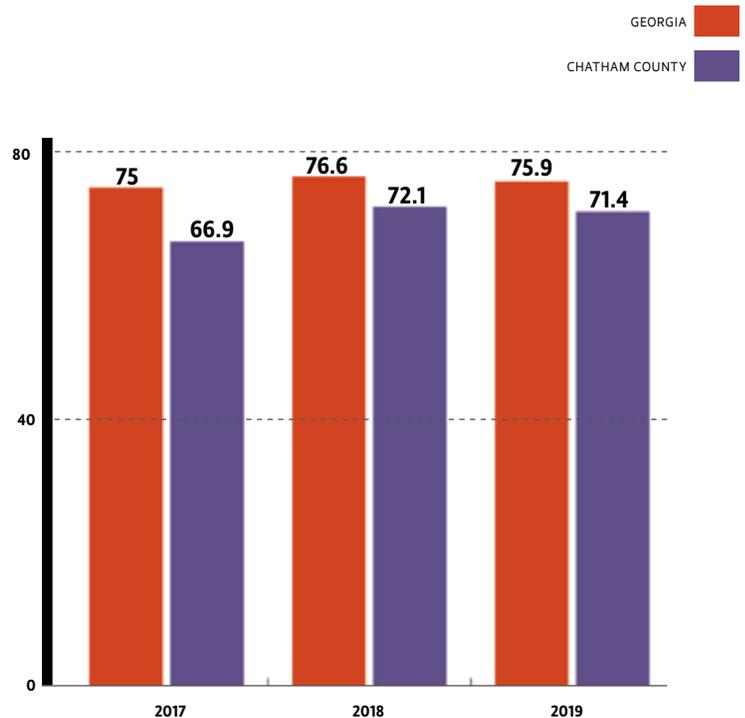
Figure 8.9–CCRPI Single Score 2017–2019
Georgia Department of Education

Thirty-three (33) of the SCCPSS's schools are defined as Title 1 Schools. The report also noted that 40% of students who attend the SCCPSS 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 children. Being economically disadvantaged can often prove to be a large obstacle for students with academic, mental, and social challenges.

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

A current trend that is aiding in the development of focus and improved behavior in students is mindfulness. Across the nation, many school boards have been introducing mindfulness to students. Mindfulness is a state of being that teaches one to live in the present and how to experience enjoyment with what is going on in the current moment. This can be taught through different measures such as: conscious breathing, sensory stimulation, guided imagery/meditation, and mindfulness through body movement. Schools in SCCPSS (Woodville Tompkins) have introduced yoga and mindfulness courses into their curriculums.

With the challenges and stressors many SCCPSS students may be facing stemming from their family lives at home, mindfulness can serve as a remedy teaching students to handle their lives in a healthy, constructive manner which can ultimately improve school performance. In addition to mindfulness, there are a number of things that can be taught to students to help them better navigate through life now and moving forward into the future.

Education Beyond K-12

Life after high school presents many avenues to opportunity. Some may choose college or the military, many choose trade and tech schools, and some go straight into the work world. Whatever route a newly graduate, or any adult wants to take, Chatham County–Savannah has several options to choose from in preparing one for their career moves. Keeping an eye on growing industries in the area, such as manufacturing, coding, and film production may prove to be an effective way of fostering a local workforce to support such industries in the near future.

Regarding countywide public high school graduation rates and educational attainment for adults in the city of Savannah, there has been gradual improvement. Figure 8.10 shows that the high school graduation rate in the county has increased over 6% in the past five years; this calculation only reflects the students who graduated within four years.

Census data shown on Figure 8.11 and 8.12 reveals that the educational attainment for adults in Savannah has improved in nearly a decade with a 1% increase in adults having a bachelor's degree and a 2.3% increase in adults possessing a graduate or professional degree. The entire state has seen an upward trend in adult education as well. The educational composition of adults in Savannah and the state is relatively similar with no major differences, with the exception that the state does have a slightly larger proportion of college educated adults.

Graduation Rates, 2015–2019
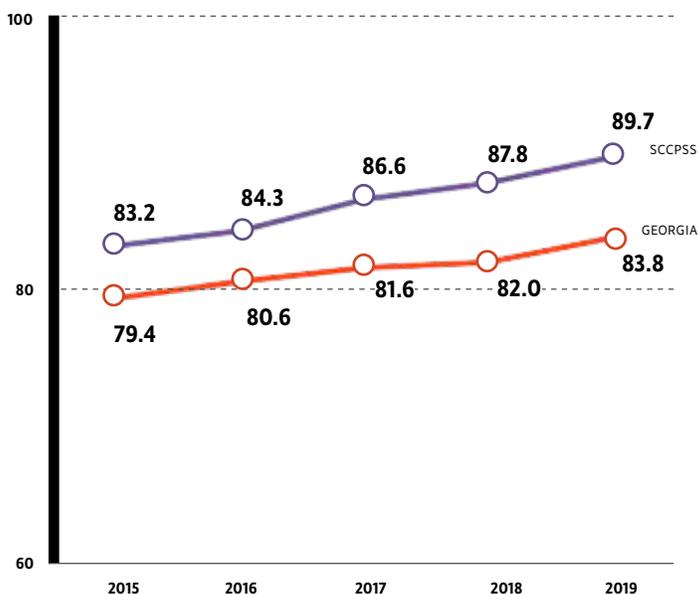
Figure 8.10–Graduation Rate Trends, 2015–2019
Savannah—Chatham County Public School System

Educational Attainment, 2010

	City of Savannah (%)	State of Georgia (%)
Less than 9th grade	4.2	5.8
9-12, No diploma	10.5	9.9
High school diploma or equivalent	31.7	29.3
Some college, no degree	22.6	21
Associates degree	6.1	6.8
Bachelor's degree	16.8	17.5
Graduate or professional degree	8.1	9.8

Figure 8.11–Edu. Attainment for Population Over the Age 25
U.S. Census Bureau: 2018 American Community Survey 5-Year Estimates

Educational Attainment, 2019

	City of Savannah (%)	State of Georgia (%)
Less than 9th grade	3.2	4.6
9-12, No diploma	9.2	8.2
High school diploma or equivalent	26.8	27.7
Some college, no degree	25.9	20.3
Associates degree	6.7	7.8
Bachelor's degree	17.8	19.2
Graduate or professional degree	10.4	12.1

Figure 8.12–Edu. Attainment for Population Over the Age 25

Student Populations, 2017–2025

Grade	Actual 2017	Actual 2018	Actual 2019	Actual 2020	Projection				
	10th Day	10th Day	10th Day	10th Day	FY-21	FY-22	FY-23	FY-24	FY-25
Kindergarten	2,991	2,954	3,017	3,009	2,965	2,966	2,967	2,968	2,969
1st Grade	3,101	2,909	2,946	2,974	2,878	2,878	2,878	2,878	2,878
2nd Grade	3,365	3,084	2,771	2,873	2,741	2,741	2,741	2,741	2,741
3rd Grade	3,345	3,225	2,992	2,757	2,701	2,701	2,701	2,701	2,701
4th Grade	3,130	3,199	3,145	2,876	2,838	2,838	2,838	2,838	2,838
5th Grade	2,951	3,002	3,116	3,126	3,135	3,136	3,137	3,138	3,139
6th Grade	2,862	2,800	2,923	2,996	2,955	2,956	2,957	2,958	2,959
7th Grade	2,626	2,720	2,628	2,845	3,009	3,010	3,011	3,012	3,013
8th Grade	2,445	2,472	2,592	2,550	2,642	2,642	2,642	2,642	2,642
9th Grade	3,218	3,116	3,068	3,143	3,130	3,131	3,132	3,133	3,134
10th Grade	2,384	2,429	2,421	2,301	2,327	2,327	2,327	2,327	2,327
11th Grade	1,945	1,969	1,900	1,955	2,004	2,004	2,004	2,004	2,004
12th Grade	1,500	1,550	1,663	1,674	1,719	1,719	1,719	1,719	1,719
Pre–Kindergarten	1,355	1,341	1,362	1,379	1,379	1,379	1,379	1,379	1,379
Self Contained	619	569	646	632	632	632	632	632	632
Grand Total	37,837	37,339	37,190	37,090	37,055	37,060	37,065	37,070	37,075
Gain or (Loss) in	(275)	(498)	(149)	(100)	(35)	5	5	5	5
Enrollment from Prior Year	(0.72%)	(1.32%)	(0.40%)	(0.27%)	(0.09%)	0.01%	0.01%	0.01%	0.01%

Figure 8.13–Actual and Forecasted Student Populations
SCCPSS

Savannah College of Art and Design (SCAD)

SCAD is a private, nonprofit institution founded in 1978 in the city of Savannah. Currently the school has numerous buildings and facilities located in different areas throughout the city serving its 15,000 students. SCAD has more than 40 majors and 75 minors, more than any other art and design university in the country. Degrees offered are: Bachelor of Arts, Bachelor of Fine Arts, Master of Architecture, Master of Arts, Master of Fine Arts, and a Master of Urban Design. The most highly enrolled majors in Fall 2017 were animation, fashion, film and television, illustration and interior design.

SCAD

SCAD celebrates cinematic creativity from both award-winning professionals and emerging student filmmakers. Each year, more than 63,000 people attend the eight-day SCAD Savannah Film Festival. The festival is host to a wide variety of competition film screenings, special screenings, workshops, panels, and lectures.

Savannah State University (SSU)

Known as Georgia's oldest historically black college or university (HBCU), Savannah State was founded in 1890. This public university is located in Savannah on a 201-acre campus, and offers 30 baccalaureate majors and degrees and five graduate degrees to its approximate 4,500 students. These majors are housed within four colleges: College of Business Administration, College of Liberal Arts and Social Sciences, College of Science and Technology, and the College of Education. Their Marine Science Program is the number one producer of both Master's of Science and Bachelor's of Science African American recipients in Marine Science. 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 SIAC, Southern Intercollegiate Athletic Conference.

Georgia Southern University (GSU)

This public university, once known as Armstrong State University, recently consolidated with Georgia Southern University based in Statesboro, to become the Armstrong Campus of Georgia Southern University. The campus is located in the southside of Savannah, is attended by nearly 6,500 students, and offers over 50 majors at undergrad and graduate levels. The university's Waters College of Health Professions is one of the school's premier programs, having long been the largest 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. Programs consist of 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 to name a few.

South University

South University was founded in Savannah in 1899 originally 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 over 3,500 students. South University offers nine programs which awards degrees at the associate, undergraduate, and graduate levels in areas such as nursing, pharmacy, public health, and more.

Savannah Technical College

Founded in 1929, this Savannah-based public technical college serves over 5,700 credit 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, various workforce development programs for individuals, and corporate contract training. Savannah Tech has been ranked as the best community/technical college for active-duty military, their spouses, and veterans for many years.

SAVANNAH TECH

GEORGIA SOUTHERN UNIVERSITY

GEORGIA TECH-SAVANNAH

Live Oak Public Libraries

Live Oak Public Libraries 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 eight of those located in Savannah and one in unincorporated Chatham County.

The Library'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. The Library is always open online at *www.liveoakpl.org.*

Live Oak Public Libraries is focused on increasing access, community engagement and organizational excellence and sustainability. The library 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

COVID-19 PANDEMIC EFFECTS

In calendar year 2020, with complications due to the COVID-19 pandemic, the Library system saw reduced statistics compared to normal times but still saw active use and patron engagement both in-person and online.

Libraries were closed briefly but then reopened to the public with safety measures in place to protect visitors and staff. Customers were able to browse and borrow items, use computers and internet, and enjoy virtual programs. The year 2020 saw an increase in the use of digital resources, such as e-books, and an increase in library card sign-ups.

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

Impacts of COVID-19 were seen in 2020 in the libraries' visitation and internet usage

Public Library Visits

Locations	2018	2019	2020
Bull Street Library	222,799	210,171	144,833
Carnegie Library	40,470	22,319	17,125
Forest City Library	17,486	16,654	10,521
Garden City Library	54,676	48,420	30,507
Islands Library	124,863	111,133	42,993
Oglethorpe Mall Library	134,877	110,791	74,207
Pooler Library	68,422	73,835	55,970
Port City Library	37,649	35,983	22,607
Southwest Chatham Library	183,372	133,178	93,165
Tybee Library	18,521	19,529	16,972
W.W. Law Library	52,143	42,666	23,729
West Broad Library	22,225	15,484	14,642
Total	977,503	840,163	547,271

Figure 8.14–Library Visit Trends
Live Oak Public Library

Public Library Wireless Internet Use

Locations	2018	2019	2020
Bull Street Library	14,166	85,440	78,884
Carnegie Library	3,557	14,300	13,077
Forest City Library	1,680	2,628	4,482
Garden City Library	5,833	12,940	10,963
Islands Library	7,742	23,380	5,521
Oglethorpe Mall Library	11,309	9,032	22,093
Pooler Library	4,979	14,312	9,281
Port City Library	2,352	2,832	8,767
Southwest Chatham Library	22,632	39,684	28,618
Tybee Library	1,376	956	2,708
W.W. Law Library	1	1,708	1,796
West Broad Library	249	336	2,448
Total	75,876	207,548	188,638

Figure 8.15–Wireless Internet Usage Trends
Live Oak Public Library

Broadband & the Library System

All 12 public library locations in Chatham County have had fiber connections for several years, and speeds increased again in July 1, 2021 under the library system's new e-rate contract, at least doubling at all locations.

In addition to more than 400 public computers in Chatham County public libraries, upgraded wireless access, which reaches not only to every area of every public library in Chatham County but into many of the library parking lots, was implemented in April 2020. The wireless is available outside most buildings after hours.

Public library wireless sessions have been increasing by as much as 50% every month for the past six months and will soon return to pre-pandemic levels.

Both wired and wireless service are critical to many residents who have no internet access or inadequate internet access. Many customers bring wireless devices such as laptops, tablets and mobile phones to use on library wireless since many cannot afford the increased costs of plans with more data.

EDUCATION GOALS

GOAL 1

Ensure equitable access of critical life skills including soft skills, financial, social, and conflict resolution skills are available to parents/legal guardians and taught to all students through the use of technology, community partnerships, and counseling

While it is extremely important for students to learn math, science, and language arts in school, it is equally important for their future successes for them to learn interpersonal and life skills. In order to be a good employee it is important to know the appropriate way to dress, act, and speak in the workplace. Knowing how to effectively manage time and how to resolve conflicts are valuable qualities as well.

Oftentimes these lessons are not taught in school because it is assumed that students will intuitively know to behave appropriately or that they will have role models in their lives who have demonstrated these skills. However, if neither is the case, they can be at a disadvantage as they enter the workforce. Providing curriculum to teach these skills to all students will allow them an easier transition into adulthood and the workforce.

Objectives:

– Create curriculum to provide parents with lessons on various soft skills. Identify the most effective ways to make lessons available to parents for their use—in-person classes, through technology, etc

– Create curriculum to educate students on soft skills necessary to be successful in life and incorporate coursework in public school requirements

– Provide counseling for parents and students in these areas as needed

GOAL 2

Implement career track, internship, and mentorship programs between employers and students while increasing leadership development programs between community organizations, businesses, and public schools to prepare students for employment and promote upward mobility

Real world work experiences such as internships and apprenticeships can help students learn new skills, gain confidence, enhance networking skills, expose them to professional workplaces, build their resumes for college applications and future employment, and give them insight into potential career paths.

Similarly, mentorship programs can help better prepare students for employment and promote upward mobility by providing them with a long-term support system to help guide them in their growth and development. Providing students with these types of tools can significantly improve the likelihood of future successes.

Objectives:

– Create intern and mentorship programs in the Savannah-Chatham County Public Schools through partnerships with community organizations, business leaders, and businesses

– Identify graduates of the Savannah-Chatham County Public School system to mentor struggling students in order to show them a path to success

GOAL 3

Plan for changing populations, capacities, and overcrowding and increase the quality of education and academic performance at SCCPSS

A high-performing education system is a key ingredient for the future success of Savannah and Chatham County. Educational attainment unlocks future opportunities for personal and community growth for generations to come. As the population and demographics of our county change, we must make efforts to meet these challenges and ensure that every student receives a quality education. The provision of education to students is a vital function of local government and SCCPSS strives to improve the education system for all students in the county.

Objectives:

– Include SCCPSS school facilities staff in the review process for multifamily and subdivision projects to ensure adequate school facilities to meet the needs of future development

– Locate schools at sites appropriate to the attendees

– Limit land use and operational conflicts between school sites and adjacent uses

– Retain the vitality of neighborhoods in proximity to new school facilities

– Promote health, safety and well-being of students in their commutes to and from school
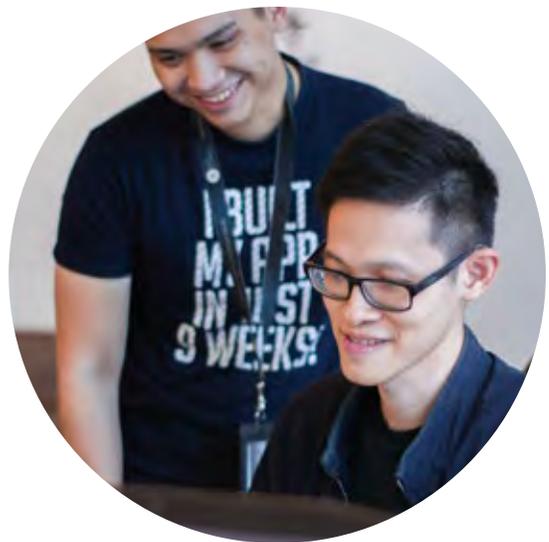
GOAL 4

Incentivize and promote parental involvement in schools by teaching parents to advocate for their child(ren), facilitating better communication between parents and school leadership, and eliminating barriers to parent engagement

Parental involvement in schools can play a significant role in the success of their children's education. Studies show that parental involvement is linked to better grades and behavior in the classroom and can improve teacher morale and communication between parents and school officials. Involved parents have a better understanding of the protocols and the organizational structure of the school system and are better equipped to advocate for their children when needed.

Unfortunately, time constraints, language barriers, and a lack of knowing how to get involved can make it difficult for parents to actively participate in their children's education. Efforts to eliminate barriers to parental involvement in schools will benefit teachers and students alike.

Objectives:

– Identify means to facilitate better communication between parents, teachers, and school leadership

– Identify barriers to parent engagement and work to eliminate them

– Consider programs to incentivize parental involvement

– Educate parents on school protocols and structures in order to make them better advocates for their children when needed

GOAL 5

Ensure families and community members have the ability to promote and reinforce literacy and numeracy instruction that takes place in a student's learning

Learning to read is one of the most important childhood skills and can provide children with a tremendous sense of enjoyment. A wealth of research has established the importance of early literacy skills for later school readiness and long-term school success. It is critical to start early in helping children develop the skills they will need to be successful. By supporting early childhood literacy, a community can make a difference in building awareness and making connections to ensure that children can be successful in school and in life.

Objectives:

– Build literacy skills
– Make access to reading materials fair, equitable, and easy for children and adults
– Encourage a lifelong love of reading

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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, which results in a stratified spectrum of community health. The following sections are some of the factors that make up or determine community health. Indicators can also include heart disease, cancer, diabetes, strokes, infant and maternal mortality, to list a few.

Obesity Rate

Obesity is the condition wherein an individual has excessive body fat that presents itself as a risk to their health. This condition has been shown to lead to more chronic ailments such as heart disease and stroke, the leading causes of death in Savannah and worldwide (Plan4healthus).

In 2018, an estimated 35% of adults in Savannah were obese in comparison to 32% within Chatham County overall, both figures that have grown substantially over the years
—CGIC

HEALTHY SAVANNAH

In November of 2018, Healthy Savannah and the YMCA of Coastal Georgia, awarded a five year, $3.4 million grant to undertake a REACH project from the CDC. REACH (Racial and Ethnic Approaches to Community Health).

The primary goal of the Reach grant is to reduce health disparities among African American and Hispanic/Latino Americans in low-income Chatham County neighborhoods.

The prevalence of obesity has continued to rise due to an increasing sedentary lifestyle, lack of nutritional health understanding, and oversaturation of fast-foods and processed foods which numerous studies have shown are related to numerous health issues, including obesity.

Mental Wellness

Although a controversial topic, mental illness is a common reality many people live with. Mental illness can simply be defined as a wide range of conditions that affect mood, thinking, and behavior.

Numerous factors contribute to mental illness such as genetics, societal influences, and physical environment. A SAMHSA (Substance Abuse Mental Health Services Administration) survey conducted between 2009 and 2013 revealed that nearly 40% of adults in the state of Georgia were living with some form of mental illness. In response to this figure and other health related matters, Chatham County partnered with the Coastal Georgia Indicators Coalition (CGIC) and developed strategic pathways to address community health issues including mental health, 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.

According to a SAMHSA survey, conducted between 2009 and 2013, nearly 40% of adults in the state of Georgia were living with some form of mental illness

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. 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.

Food Access & Nutritional Education

Taking a ride through most urban areas, it is much easier to purchase a hamburger or fried chicken than it is to find fresh produce in a grocery store. 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." On the contrary, 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 the time where the majority of people reside in urban areas and do not grow their own food; this leads most to depend on external sources for their food. Given the county's widespread development pattern, it becomes clear that there are not enough grocery stores and markets to accommodate each community. This is a strain particularly for the elderly and those with limited access to personal vehicles and public transit.

According to Federal Reserve Economic Data, 40,098 residents in Chatham County received SNAP benefits in 2018, a number that has notably dropped from previous years. Although this figure has decreased, it shows that a significant number of residents—nearly 14% of residents in Chatham County, 5% higher than the national average—still need assistance in providing foods for their households. In alignment with food access, food nutrition is just as important. If someone is gifted the option to choose between a monthly supply of sweets and potato chips or a monthly supply of dry beans, rice, and vegetables, their knowledge of food nutrition, or lack of it, will usually be the driving force behind their decision. Having access to affordable healthy food is paramount; however, so is the ability to recognize the value in it.

Nearly 14% of residents in Chatham County still need assistance in providing foods for their households, 5% higher than the national average

FOOD DESERTS

Food deserts are low-income census tracts where a substantial number of residents have low access to a supermarket or large grocery store.

—The Healthy Food Financing Initiative (HFFI)

FOOD SWAMPS

Food swamps are communities where fast food and junk food are overwhelmingly more available than healthy alternatives.

—USDA

FARM TRUCK 912

In an effort to increase the access to healthy and affordable foods, Farm Truck 912 is stationed at several different locations in the city every day of the week offering local and fresh produce for communities most in need of healthy foods.

FOOD DESERTS

Census Tracts

Roadways

Food Desert Tracts

Low-income census tracts where a significant number or share of residents is more than 1 mile from the nearest supermarket.
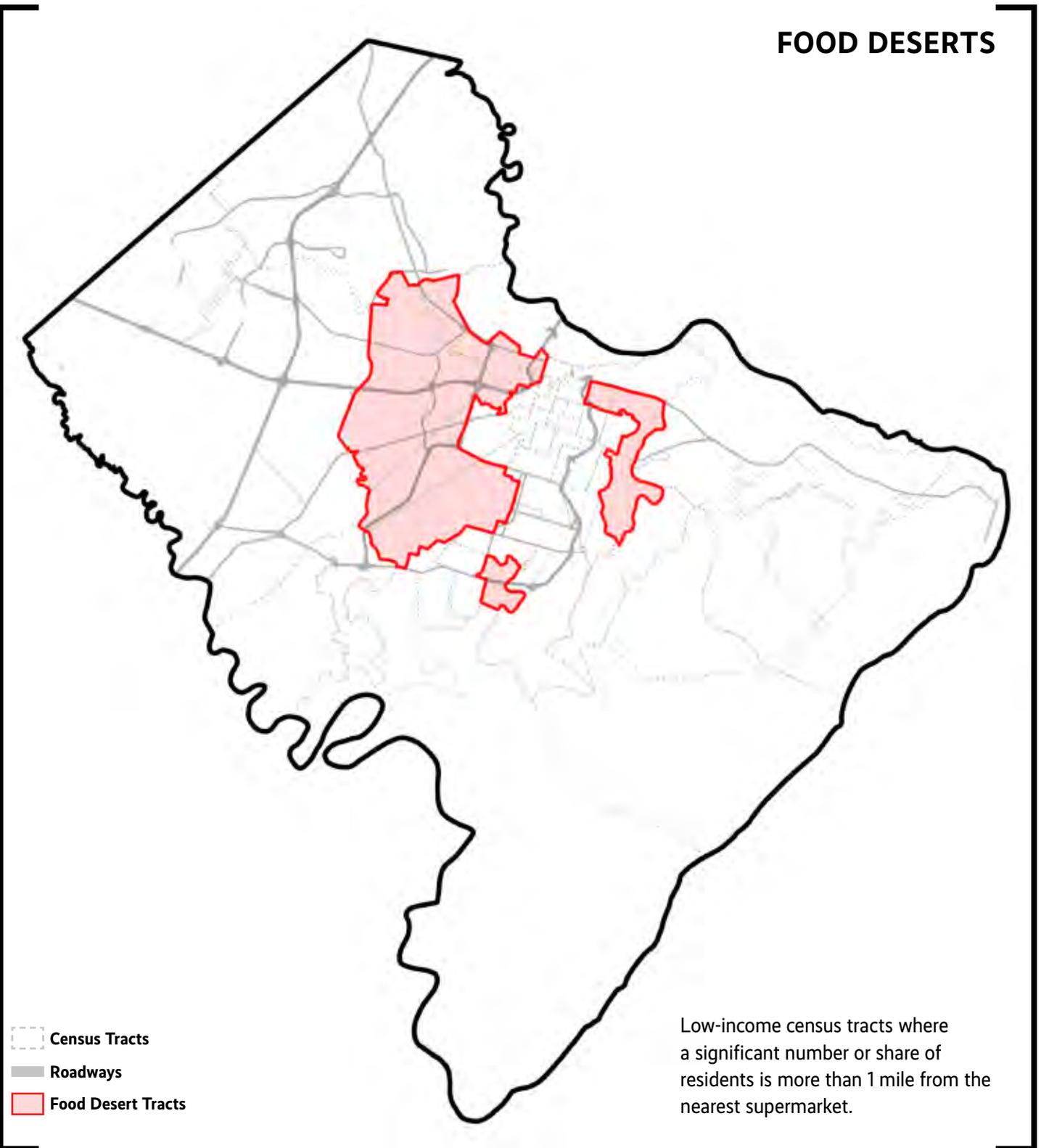
Map 8.6–Food Deserts by Census Tracts, Chatham County
USDA Economic Research Service Food Access Research Atlas, 2019

Open Space Access

Not everyone lives within close proximity to green spaces and natural areas. Some of the disparity is due to the natural location of resources, but more can be done to help ensure that residents have access to parks and green space within close proximity to where they live. In addition to the lack of parks and green space close to home, access is further constrained by the disconnected street network and by the lack of pedestrian and bicycle facilities along some streets.

Healthcare Access

A 2021 article in Georgia Health News ranked Georgia "Dead Last" when it comes to access to "Health Care" and "Health Care for Seniors." Much of this reflects the shortage of "access to health care" in rural areas around the state with no significant health systems; however, we also know that Savannah has its pockets with similar issues. The need for an expansion of health services into these communities most at need should be a priority for the region as a whole.

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 aspects of life including finances, mental wellness, safety, and food security.

Data from the Bureau of Labor Statistics shows that the unemployment rate for the city of Savannah was on a gradual decline until 2020 when the pandemic occurred.

Unemployment Rates 2016–2020

Year	2016	2017	2018	2019	2020
Chatham County	5.3	4.5	3.8	3.4	7.6
City of Savannah	5.9	5.1	4.2	3.8	9.1

Figure 8.16–Unemployment Rates, Chatham County & Savannah
U.S. Bureau of Labor Statistics, Current Population Survey

Labor Force Statistics for 2020

Year	Month	Labor Force	Employment	Unemployment	Rate (%)
2020	January	67,768	65,192	2,576	3.3
	February	68,281	65,816	2,465	3.3
	March	68,920	66,038	2,882	4.4
	April	67,467	55,220	12,247	15.3
	May	68,106	58,599	9,507	10.8
	June	67,430	59,168	8,262	8.6
	July	67,003	59,442	7,561	8.5
	August	66,371	59,822	6,549	6.5
	September	66,291	60,176	6,115	6.7
	October	68,566	63,332	5,234	4.7
	November	69,181	64,111	5,070	5.6
	December	69,474	64,158	5,316	5.6

Figure 8.17–Labor Force, City of Savannah, 2020
U.S. Bureau of Labor Statistics, Current Population Survey

COVID-19

As a nation, we were unaware of the dire impacts that COVID-19 would have on us. As cases and fatalities continued to increase in 2020, many went into a state of paranoia and panic. Questions such as, "what exactly is this virus," "how can I properly protect myself and family from it," and "how long will it last" came across the minds of virtually every person in this country. As of April 2021, Chatham County has had more than 20,000 cases and 417 deaths due to COVID-19. In response to the pandemic, virtually every public and private space had to alter how human activity existed within their vicinities and the need for more accessible open and outdoor spaces became evident. The virus has proven to be an incident that will have lasting effects moving well into the future.

As shown in Figure 8.16, unemployment began to see an increase from COVID-19 starting in March of 2020. It reached its peak rate of 15.3% in April, tapering slowly to 5.6% by the end of 2020. It tapered down slowly until it reached a rate of 5.6% by the end of 2020. Concerns with facing grave fears of death, eviction/foreclosure due to loss of income, drastic changes to household dynamics, and shortages of food heightened the mental health challenges many were already suffering with and created a large splinter of anxiety for others.
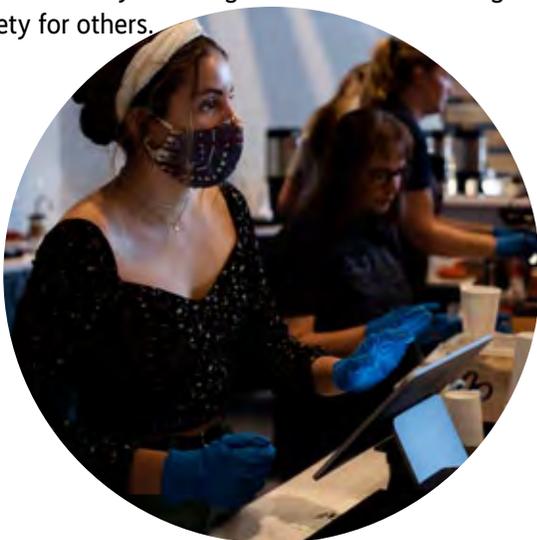
Climate Change

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. A concentrated local effort must be made to help reduce the impacts of emissions and other pollutants on Chatham County's population.

COMMUNITY HEALTH GOALS

GOAL 1

Effectively address mental health by educating the public and reducing stigma, increasing early intervention programs, removing gaps and barriers, and increasing access to treatment including returning and detained residents, children, adolescents, and the homeless

Mental health is important at every stage of life, from birth to death, and significantly impacts quality of life. The Centers for Disease Control and Prevention (CDC) has recognized depression as a critical public health issue, as mental illness is a leading cause of both injury and disease for people around the world. There is still much stigma to discussing mental health issues but it is necessary to increase awareness and address the mental health needs of the community in order to improve the quality of life and health of citizens.

Objectives:

- Educate the public in order to reduce stigma and increase awareness
- Increase early intervention programs and remove gaps and barriers to those programs
- Increase access to treatment particularly as it impacts incarcerated individuals, children, and adolescents
- Develop local and regional collaboration among similar organizations to improve the delivery of social services and to expand the continuum of services

GOAL 2

Invest in community-based health resources to increase health equity by providing access to preventive health services, health education, and strategies to encourage individuals and families to adopt healthy behaviors

Preventative healthcare reduces the risk for diseases, disabilities and death, and is much less expensive than the cost of treatment once issues have arisen. Many do not have access to or do not take advantage of (because they do not understand the importance of) available preventative healthcare services. Ensuring access to all, educating on the importance of, and encouraging the use of preventative healthcare services will improve long term healthcare, increase lifespan, reduce medical expenditures, and improve quality of life for many in the community.

Objectives:

– Invest in community-based health resources for citizens to increase health equality while optimizing their health and wellness with preventive healthcare services and health education

– Increase health education efforts to encourage the prioritization of preventative healthcare

– Identify barriers to access of preventative healthcare services and work to eliminate those barriers

– Develop local and regional collaboration among similar organizations to improve the delivery of social services and to expand the continuum of services

GOAL 3

Organize and promote community health services, recreational opportunities, and fitness programs in order to encourage citizens to adopt healthy lifestyle behaviors

There is a community-wide need to encourage and provide opportunities to incorporate physical activity into daily routines. Physical activity has been proven to improve health and reduce the risks of several diseases; however, barriers such as lack of time or access can act as impediments to adopting healthy lifestyle behaviors. Removing barriers by providing more opportunities and easier access to health services, recreational opportunities, and fitness programs can have immediate and long term health benefits and can improve the quality of life for many in the community.

Objectives:

- Identify and make accommodations for specific needs of targeted groups such as those with special needs, elderly, and disabled in order to eliminate barriers to access and encourage use of recreational opportunities and fitness programs
- Identify opportunities to incorporate physical activities into daily lives of citizens
- Encourage mixed land uses and designs to reduce vehicle trips and accommodate walkability

TIDE TO TOWN

Tide to Town, a project to provide 30-plus miles of protected walking and bicycling trails, will connect all of Savannah from the heart of the city to its waterways and marshes, including 62 savannah neighborhoods, 30 public schools and all three major hospitals.

GOAL 4

Increase access to healthy food for populations that are most likely to be food-insecure such as older adults, children, those in poverty, and those who live in food apartheids

Access to healthy food is a major issue affecting health in the community. Good nutrition plays an important role in the growth, development, health and well-being of individuals through all stages of life. Eating a healthy diet can reduce risks of chronic diseases, improve overall health and quality of life. However, eating a healthy diet is difficult without access to affordable, nutritious food. Difficulty in accessing healthy food is oftentimes exacerbated by the higher costs associated with healthier food options when they can be found, making eating a healthy diet virtually impossible for many. Nearly 14% of residents in Chatham County need assistance in providing food for their household, which is 5% higher than the national average. Improving access and affordability of healthy food options for more members of the community is imperative in improving the health and quality of life of the community as a whole.

Objectives:

- Identify funding mechanisms to increase access to healthy food in "food deserts" within the community
- Expand community garden and urban farmer programs to encourage alternative methods to access healthy food
- Create farmer support programs
- Develop local and regional collaboration among similar organizations to improve the delivery of social services and to expand the continuum of services

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 local governments, public safety includes fire protection, emergency management services, and law enforcement.

Emergency Management

Chatham County Emergency Management Agency (CEMA) services all of Chatham County and its municipalities and is responsible for the welfare of the county in the midst and aftermath of major disasters and emergencies.

CEMA has developed a Disaster Recovery Plan, Emergency Operations Plan, and Hazard Mitigation Plan to proactively provide protection and courses of action in response to a number of different hazards and emergencies. In the Hazard Mitigation Plan, CEMA has listed severe weather, extreme heat, and flooding as the most likely hazards to impact the county.

HAZARD MITIGATION PLANNING

Hazard mitigation planning reduces loss of life and property by minimizing the impact of disasters. Mitigation plans are key to breaking the cycle of disaster damage and reconstruction.

—FEMA

Fire

The City of Savannah Fire and Emergency Service Department (SFD) provides fire protection and emergency response services to the businesses and households within the city of Savannah's boundaries. The city's first fire company was founded in 1759 in the wake of a historic and devastating fire. Since then, the Department has continued to grow in size along with the city; today, over 300 firefighters are stationed within 15 fire stations citywide. The department is divided into five divisions: Logistics, Investigations, Operations, Special Operations, and Emergency Preparedness.

Recently receiving recognition as one of the nation's most efficient and effective departments, the department was awarded a rating of 1 by the Insurance Services Office, Inc. (ISO) and has been accredited by the Commission on Fire Accreditation International (CFAI). Only 2% of fire departments in the nation hold an ISO rating of 1 and accreditation from the CFAI.

Areas of unincorporated Chatham County are provided services by Chatham Emergency Services (CES), a community-based not for profit Fire, EMS, and Fire Watch Department.

CES, formerly known as Southside Fire Department, was founded in 1961 by a collective of volunteer firefighters. Currently, CES operates 14 stations throughout the county and has a staff of approximately 450 paid and volunteer workers.

FACT
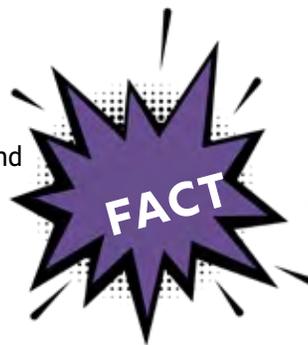
3.57 minutes

Is the average response time for the City of Savannah Fire Department

FUN FACTS
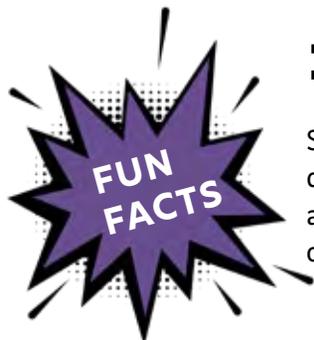
#1

SFD is one of only 2% of fire departments in the nation to be both accredited by the CFAI and a recipient of rating 1 from the ISO

Law Enforcement

Law Enforcement in the city of Savannah dates to the 1790s in the city's colonial period where a band of men served as guard and watch under the direction of a captain. The present-day police force was founded in 1854. The Savannah Police Department has continued to protect and serve the city of Savannah through notable and transformative time periods including the Civil War and the Civil Rights Movement. Savannah's Police Department is divided into four Precincts, and consists of eight investigative units and 16 specialized units. The Department employs over 540 officers.

In the early 20th Century, areas outside of Savannah began to grow in population. With this influx of residents, Chatham County officially established its Police Department in 1912.

After decades of frequent and close collaboration on numerous matters, the decision was made in 2003 to merge the Savannah Police Department and the Chatham County Police Department. On January 1, 2005, the Savannah–Chatham Metropolitan Police Department (SCMPD) officially became the law enforcement for all unincorporated areas in the county and the entire city of Savannah. In 2017, after much public input and thought, the decision was made to end the contract for the merger of the two police forces.

Currently, the Chatham County Police Department employs over 120 officers and consists of a Patrol Division, Criminal Investigations Division, Forensics Unit, Neighborhood Liaison Officers, Marine Patrol Unit, SWAT Team, and the Chatham Counter Narcotics Team.

END GUN VIOLENCE PROGRAM

The End Gun Violence Program is an initiative started by the previous Savannah–Chatham Police Department in an effort to decrease the high amount of gun violence in certain areas of the community. The program's approach to gun violence is centered on public health and social services.

NATIONAL NIGHT OUT

Savannah is among 60 Georgia cities that participate in National Night Out, an annual community-building campaign that promotes police-community partnerships to build positive relationships between neighborhoods and the local police force.

—NATW

Fire & Police Statistics and Trends

The number of emergency calls received by both the City of Savannah Fire Department and Chatham Emergency Services has remained relatively consistent within the past few years. The majority of calls both departments receive are for medical emergencies.

Unincorporated Chatham County had 164 structure fires in 2018, a nearly four-fold increase from the previous year. In 2019, the city of Savannah experienced 212 structure fires, the most of any year since 2015.

Unincorporated Chatham's total reported crime remained relatively steady from 2015–2019. While consistent in number overall, property crimes have been trending downward since 2017 while violent crimes are on the rise.

The city of Savannah has witnessed a drastic decrease in overall reported crime from 10,791 reported serious crimes in 2015 to 7,083 in 2019. Most of this decrease is the result of fewer property crimes, however, while violent crime has remained constant. This trend foretells the need to address the root of violent crime in the city. Arrest records for both adults and juveniles in Savannah reflect this decrease in overall crimes reported within the five-year time span. As the number of arrests has decreased, data shows a significant number of repeat offenders who continue to be arrested for criminal activity. This information reveals two things: first, there is a need for an alternate solution to assist and redirect individuals from repeated criminal behavior; and second, fewer crimes are being committed by new offenders, especially among the juvenile population.

Fire & Police Trends
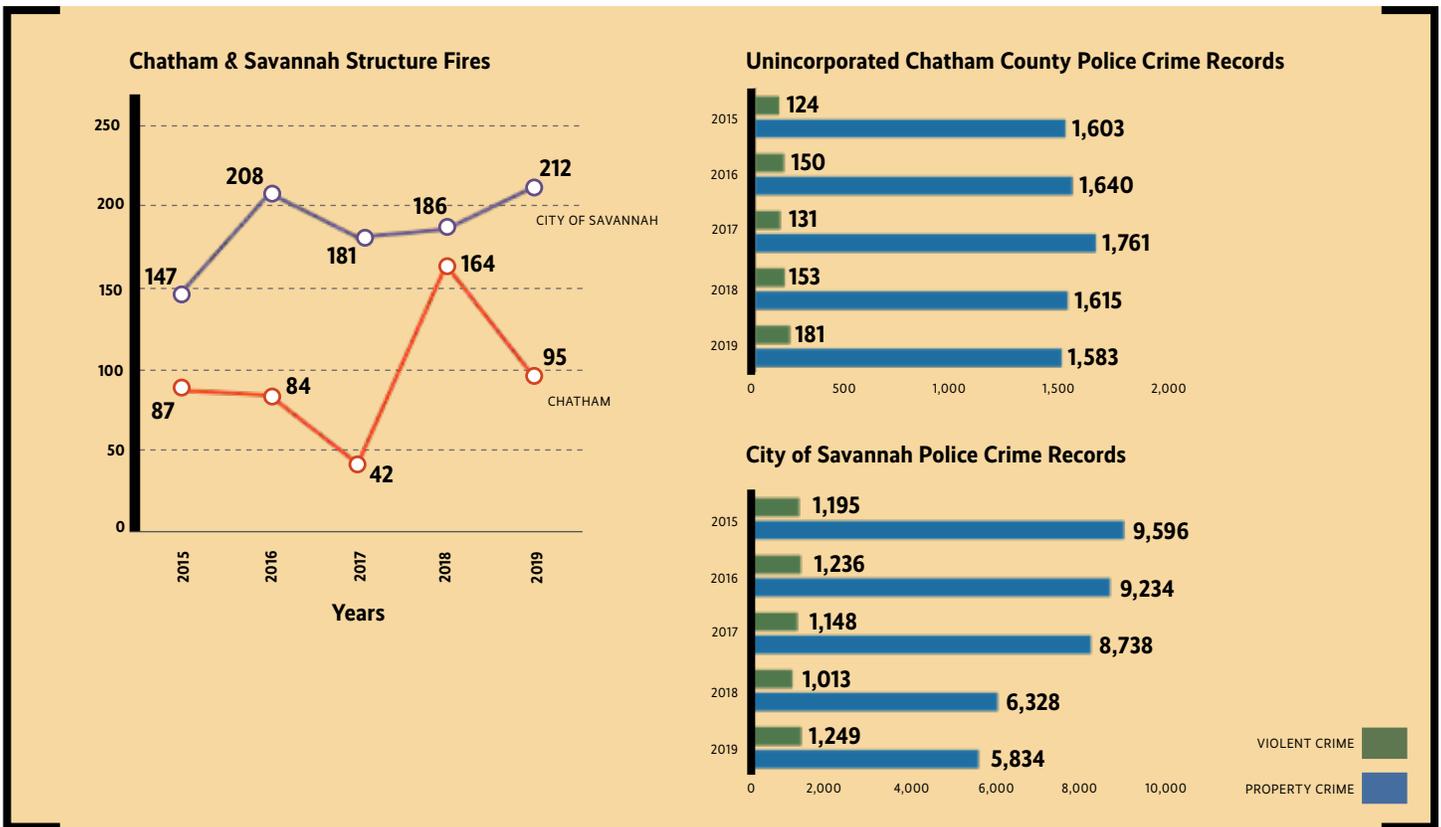
Chatham & Savannah Structure Fires

Year	City of Savannah	Chatham
2015	147	87
2016	208	84
2017	181	42
2018	186	164
2019	212	95

Unincorporated Chatham County Police Crime Records

Year	Violent Crime	Property Crime
2015	124	1,603
2016	150	1,640
2017	131	1,761
2018	153	1,615
2019	181	1,583

City of Savannah Police Crime Records

Year	Violent Crime	Property Crime
2015	1,195	9,596
2016	1,236	9,234
2017	1,148	8,738
2018	1,013	6,328
2019	1,249	5,834

RACIAL EQUITY & LEADERSHIP TASK FORCE

Savannah's REAL Task Force; REPORT TO SAPELO FOUNDATION; June 2021

REAL Task Force

The Racial Equity and Leadership (REAL) Savannah Task Force is a new advisory group formed in 2020 to address structural racial inequities in Savannah. The task force is led by Savannah's former mayor, Dr. Otis Samuel Johnson, and has a mandate from Savannah's current mayor, Van Johnson II, to complete an action plan that the city government can resource and help implement. The REAL Task Force is made up of multiple committees tackling different issue areas.

Health

The health team focused on the lack of access to affordable, healthy food in black and brown low-wealth communities in Chatham County. Particularly in Savannah, communities of color exist under a "food apartheid" system, whereby access to food is segregated by race and geography. This results in the concentration of unhealthy venues (e.g., fast food, liquor stores, corner stores) in majority-black and brown neighborhoods, while grocery stores with fresh produce and restaurants with healthy options flourish in more white areas of the city.

The committee established a causal relationship between systemic racism in the production, distribution and marketing of food, and poor health outcomes like obesity, malnutrition, mental health and substance abuse disorders, as well as preventable chronic conditions like cardiovascular disease, hypertension, and type 2 diabetes. The areas most impacted by these disparities in Savannah are the 31404 and 31415 zip codes.

The committee has developed the following problem statement to guide their analysis:

In Savannah, 35,000 people live in areas without access to healthy foods. Although African Americans make up about 55% of the total population, they make up about 60–80% of the individuals living in areas without healthy food access, leading to higher prevalence of chronic conditions such as obesity, diabetes, and heart disease.

The committee also gathered the following data to support this correlation:

- 35,000 (24%) Savannahians live in areas without access to healthy foods
- 21,000–28,000 Savannahians, the vast majority of those living in areas without access to healthy foods, are black
- 12.6% of the population of Chatham County and 14.7% of the population of Savannah has been diagnosed with type 2 diabetes
- 38% of Chatham County's population is considered obese
- 6.7% of Chatham County's population has a chronic heart condition
- 38.8% of Chatham County's population has high blood pressure

In the next phase of planning, the committee will complete its analysis to generate recommendations for the City's work in this area.

Education

The education committee began by asserting the following principles to guide its work:

- Education is a right
- Education is a social contract with a community
- Education is a determinant of the socio–economic well–being of a community

Third grade reading performance was selected as the issue of focus for the education committee because third grade reading proficiency is a critical moment in child development and a strong indicator of longer-term educational outcomes. Even when researchers control for characteristics such as race, poverty, gender, and disabilities, third-grade reading proficiency achievement remains the strongest correlate for future student success. In Savannah, this outcome is delineated in great part by race.

The committee focused its research on the following problem statement:

Savannah Chatham County Public School System (SCCPSS) has 36,502 students. Of those, 21,074 (58%) are black. SCCPSS standardized test results reflect that 71.63% of third grade students read at or below third grade reading level, the majority of whom are also black.

Relatedly, many black-owned early childhood development service providers are not performing at the state's standards and therefore cannot secure state funding. Many of these providers disproportionately serve low-income black and brown children. Furthermore, many low-income black and brown families in Savannah do not have access pre-K learning at all.

The committee suggests that the local school system needs to affirmatively target black students with resources from birth through third grade to close educational gaps beyond the third grade.

The committee identified the following overarching goals for SCCPSS:

- Improve academic achievement for black students
- Increase their ability to navigate the K-12 public school system
- Improve their access to opportunities in higher education

The committee also identified the following factors in the school system's success:

- School readiness, including access to early childhood education, quality day care, books in the home, etc.
- Access to high-quality and culturally relevant teaching in primary grades, measured by teacher experience; teacher development, preparation, and retention; and curriculum quality
- Teacher bias in the classrooms
- Access to quality summer educational experiences
- Age-appropriate and equitable disciplinary practices
- Access to quality after-school programs
- Reimagined school-parent partnerships
- Access to technology in the school and home

Lastly, the committee decided that reforming the public education funding formula is necessary over the long-term to disrupt systemic inequities. The formula is currently tied to property values, while federal, state and local housing policies have systematically devalued properties within black communities. The formula dictates the per-pupil expenditure rate at the school district level. Title I federal funding for "disadvantaged" schools is intended to narrow the funding gap; however, these funds are limited and their applications often stigmatize students. When comparing SCCPSS's 3rd grade per-pupil expenditure rate with more affluent school districts of similar size in Georgia and in other states, the funding disparities are evident. Thus, as a long-term goal, the committee will explore strategies to address this foundational inequity and its negative effects on educational opportunities for Savannah's black students.

Public Safety

As it relates to law enforcement, African Americans are impacted at rates so disproportionate that nearly one in three black men will have some experience with the criminal justice system in their lifetime. The REAL Task Force also noted a correlation between poverty and the probability of involvement with the criminal justice system.

The committee defined the scope of the problem in Savannah with the following disparities:

– People of color are disproportionately arrested, prosecuted, and sentenced for low-level crimes

– Local probation and cash bail systems criminalize poverty and disproportionately impact people of color

– Lack of alternatives to jail and re-entry programs, which disproportionately impacts people of color

– Many people are involved in the local justice system due to a lack of mental health and trauma support

– Youth of color are disproportionately referred to the local juvenile justice system

The committee gathered the following data to support its problem definition:

– Only 32% of Georgians are black, yet they make up 51% of those jailed and 60% of those imprisoned

– In 2015, Chatham County was among the top 10 counties in Georgia with the highest jail admissions and placed fifth among counties for sending adults to prison

– Georgia has more people on probation than any other U.S. state and has led the nation in capital execution

– Chatham County has one of the highest referral rates to the juvenile system in the state

– In 2019, although African Americans only make up 40% of Chatham County's population, 2,791 black residents were involved in the local criminal justice system, compared with 657 white residents

– In 2020, black men made up 68% of the Chatham County jail population, despite making up only 20% of the total county population

- In 2020, 299 individuals in Chatham County were incarcerated for contempt of court (typically a failure to pay child support or other fines); 68% of these individuals were black. Over 100 people experiencing homelessness were jailed, the vast majority of whom are also black. A whopping 1,873 individuals were jailed on substance abuse charges and 1,627 on traffic-related offenses
- In 2020, 60 people of color were detained by U.S. Immigration and Customs Enforcement (ICE)

Having defined the scope of the problem and aggregated data, the committee set the following goals:

- Redefine the city's approach to public safety to include housing and mental health services, as well as training for community-level interventions
- Revise the City of Savannah's public safety budget
- Address the trauma that the local system has inflicted on African Americans
- Eliminate Savannah's school-to-prison pipeline
- Shift the post-incarceration paradigm from disintegrating to re-integrating the formerly incarcerated
- Reform the cash bail and probation systems to decriminalize poverty
- Address ways in which the system criminalizes poverty, particularly cash-bail and probation systems
- Create a public safety review board for Chatham County and an internal body in the Chatham County District Attorney's office
- Implement an arrest diversion procedure for Chatham County and City of Savannah
- Implement local restorative justice programs and alternatives to incarceration

PUBLIC SAFETY GOALS

GOAL 1

Ensure better quality of life through multifaceted strategies of public safety. The strategies include reducing crime by focusing on asset building, meeting community needs, expanding visibility and capacity of resources and programs provided by first responders, and building trust between law enforcement and residents

Reducing crime is a top priority for the police department and many members of the community. Lower rates of crime benefit residents, businesses, and the long term development of the area. At the neighborhood level, trust between officers and citizens is an essential component of improving safety. Addressing the root causes of crime—including poverty, lack of education, and few employment and other opportunities—is vital to reducing crime in the community.

Objectives:

– Build trust between law enforcement and residents

– Focus enforcement in high crime areas

– Expand visibility of police to ensure all residents feel safe

– Identify and support programs to prevent juvenile involvement in criminal activities

– Identify and support programs to rehabilitate individuals who have been in the judicial system to break the cycle of repeat offenders

GOAL 2

Develop local and regional collaboration among organizations to improve the delivery of social services and to expand resources including but not limited to behavioral health and public health services

Ensuring access to social services and resources to those in need not only helps to reduce the suffering of the individuals and families utilizing the services, but it improves the community as a whole. Eliminating poverty, improving education and job opportunities, and providing preventative health care services are all means to reduce crime, improve the local economy, and lessen the dependence on social services in the future. All of these strategies are good for everyone in the community. Interagency and cross organization collaboration can reduce duplication of services (freeing up funds to provide additional services or improve existing services), increase the ability to reach underserved communities, and improve community health. Independently, local service providers are making a difference in many lives, but working cooperatively can help to expand their reach and make sure that the services are adequately delivered and sustained into the future.

Objectives:

- Inventory the existing social services and resources within the community and identify which organizations/agencies provide those services
- Identify needed, but not currently provided, social services and resources
- Identify funding sources to provided needed services and resources
- Identify barriers to access services and resources and work to eliminate those barriers
- Create a plan to improve collaboration among organizations/ agencies to provide services in a more effectual manner

GOAL 3

Provide effective and efficient government services while ensuring that processes and procedures are planned and executed with transparency

A safe community creates better neighborhoods, economic development, and overall quality of life for all residents. It is a primary responsibility of a municipality to ensure public safety that protects and serves its residents. Chatham County and the City of Savannah coordinate their efforts to ensure that police, fire, and emergency management services are provided for all residents. It is imperative to continuously assess the efforts of the service providers, identify strengths and weaknesses, and adjust as needed.

Objectives:

- Encourage collaborative efforts between departments and jurisdictions
- Increase tax or cost for services where appropriate
- Seek funding from state and federal level
- Ensure that the hiring process selects highly qualified candidates
- Establish rapport and trust within the community

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BROADBAND & FIBER OPTICS

The citizens of Chatham County understand the value of future planning, as evidenced by the county's numerous tree-lined squares, parks, and boulevards. Chatham County and the City of Savannah's concurrent fiber optic feasibility studies completed in 2017 were another contribution to the community's tradition of forethought.

In the past, housing, public spaces, transportation, and water were critical for community viability. Today, competitiveness, prosperity, and quality of life are determined by bits and bytes, code and data, networks, "smart" systems, and software applications. Indeed, digital technology has become the key to effectively managing and using conventional resources. It is creating new possibilities for business, commerce, education, healthcare, governance, public safety, and recreation. All of this depends on bandwidth and internet connectivity—the ability to move information quickly and flexibly from and to most anywhere.

The vast array of devices that permeates Chatham County is only going to increase in volume moving forward. Those devices enable people to greatly improve and transform how they live, work, and play by connecting them to each other and giving them access to valuable information. Citizens can and will continue to use digital technology to interact with each other in unprecedented, highly informed, easier, and more dynamic ways.

Broadband has become essential to business, education, healthcare, and overall quality of life. Unfortunately, high-speed internet access remains out of reach for Georgians in many communities. Local governments are responding with new investments in technology. Building, running, and even using fiber-optic infrastructure is not a short-term endeavor.

These activities demand a clear vision for current and future citizens' expectations and requirements, require substantial input from local business and civic leaders, and benefit from principled thinking about the role of local government.

In summary, digital infrastructure can be used to deliver essential community services, enable a modern, connected economy, and support a higher quality of life.

Broadband has become essential to business, education, healthcare, and overall quality of life. Unfortunately, high-speed internet access remains out of reach for Georgians in many communities.

Network Technology

Broadband refers to high-speed internet services, which provide online content—websites, television shows, video conferencing, cloud services, or voice conversations, for example—to be accessed and shared via computers, smartphones, and other devices. The Federal Communications Commission defines broadband to be at least 25 megabits per second (Mbps) downstream to the device, and 3 Mbps upstream, though demands are increasing. There are multiple broadband delivery systems, though mainly cable, DSL, fiber, and wireless connect devices to the internet.

Fiber-optic cables—or just "fiber"—are considered the gold standard for supporting broadband, and are essential for fast, reliable connections. Fiber is a strand of glass the diameter of a human hair that carries waves of light. Using photons across glass, as opposed to traditional electrons across copper wire, fiber has the capacity to carry nearly unlimited amounts of data across long distances, literally at the speed of light.

Broadband is deployed throughout communities as wires that carry digital signals to and from users. The content comes into the local community from around the world via global, national, and regional networks. The local infrastructure is built, connected, and operated by internet and telecommunications companies that own the physical wires to each household.

Infrastructure that is aging and built on older technologies results in slower, less reliable access to internet content. Due to capacity limits of this infrastructure, companies

INTERNET ACCESS

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

cannot reliably provide high speeds, and often limit the amount of data consumers can use. Fiber provides the robust infrastructure that connects telephone and cable infrastructure between communities and around the world. It was originally used by telecommunication utilities for their core infrastructure, to connect their major switching centers, and was only available to their biggest corporate and institutional customers. Today, fiber is in homes and businesses throughout the world providing telephone and television as well as internet services.

In summary, digital infrastructure can be used to deliver essential community services, enable a modern, connected economy, and support a higher quality of life. The end goal is for all of Chatham County to help its citizens achieve better connectivity and increased bandwidth, while meeting its internal technology needs. Every jurisdiction in Chatham County should invest in fiber-optic infrastructure and related facilities to better serve its citizens, enhance quality of life and quality of place, and spur sustainable economic growth, all while ensuring it is economically feasible, fiscally responsible, and practical.

Barriers to Household Internet Subscribership

A set of 2017 surveys found that 1.7% of households in Chatham and 3.1% of households in Savannah reported not subscribing to internet services. It is important to understand the reasons why households do not subscribe to the internet, as both surveys 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 Chatham County households, an overwhelming 76.5% said the main reason they chose not to subscribe to internet service is because it is too expensive. In Savannah, 81.8% of non-subscribing households said cost was their main reason for not subscribing to service.

Nearly one out of five non-subscribing households in Chatham County said that broadband is not available at their home (17.6%); from a quality of service perspective, 5.9% of non-subscribing households said that available services are too slow or unreliable, perhaps having dropped previous service due to poor experience.

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, both Chatham County's and Savannah'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.

Top Reasons for Non-Subscribership

Figure 8.18–Most Important Reason for Not Subscribing to Internet, Chatham County

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

State of Broadband in Savannah

- **Nominally strong, but inconsistent, residential offerings, including fiber-based services**
    - Median: "up to" 300 Mbps/25 Mbps for $150/mo.
    - Minimum: 1.5 Mbps/.768 Mbps for $30
    - 75% of locations surveyed had no competitive options
- **Fewer retail offerings for business**
    - Business Median: "up to" 150 Mbps/25Mbps for $264/mo.
    - Many locations with no competitive options
    - Incumbent and independent providers offer services on an individual case basis

Residential

Jasper County, SC

Effingham County

Airport

Railroad

Industrial

Interstate 95

Louisville Rd

E President St

Jim Gillis Hist. Savannah Pkwy

E Victory Dr

Ogeechee Rd

E Derenne Ave

Little Neck Rd

Residential

Truman Pkwy

Bryan County

ATLANTIC OCEAN

Basic Statistics of Broadband Service

1,375 Total locations* unserved by broadband
(0.9% of locations* are unserved)

196 Total unserved locations* in served census blocks
(The maximum is 57)

*Locations: Households & Businesses

SERVED

UNSERVED

Map 8.7–Broadband Availability Map

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.

Still, survey responses show that Chatham County households recognize a need for internet access in the home. As seen in Figure 8.19, 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

Figure 8.19–Reasons for Non-Subscribership in Chatham County
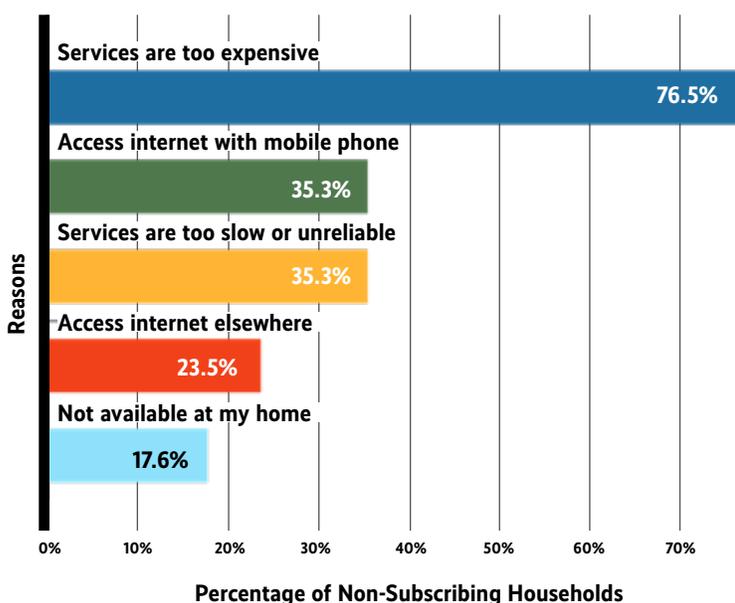
non-subscribership hint at possible workaround solutions for households that need internet access: "access internet with mobile phone" and "access internet elsewhere."

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.

Taken together, 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 two local studies, 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

Much of our daily interaction online require a high-speed connection to the internet. As communities around the world adapted to a world with COVID-19 and state and local directives urged millions of Americans to stay at home, broadband connectivity and internet access became more critical than ever before.

Chatham County was forced to find new ways to work, go to school, communicate, and connect during the pandemic. This was a challenge for the 9.4% of county residents with no internet access in their housing unit. According to American Community Survey microdata, 1,307 elementary school-age children (5-10 years old), 510 middle school-age children (11-13 years old), and 705 high school-age children (14-18 years old) lived in a home with no internet access.

Household Survey Findings—Savannah

Households with Internet Access

No
3.1%

Yes
96.9%
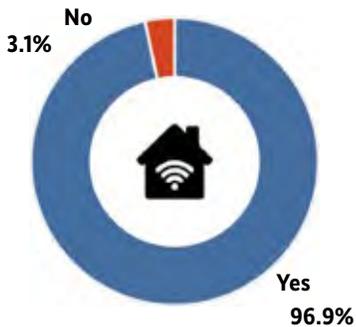
Reasons for Not Having Internet Access

SERVICES ARE TOO EXPENSIVE	**81.8%**
ACCESS INTERNET WITH MOBILE PHONE	**33.3%**
ACCESS INTERNET ELSEWHERE	**27.3%**
SERVICES ARE TOO SLOW OR UNRELIABLE	**18.2%**
NOT AVAILABLE AT MY HOME	**3.0%**
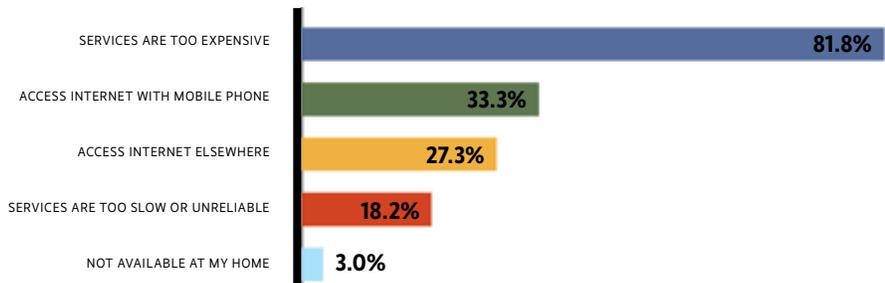
Internet–enabled Devices in U.S. vs. Savannah Households

	United States	Savannah
3 OR MORE DEVICES IN HOUSE	**90.0%**	**95.2%**
5 OR MORE DEVICES IN HOUSE	**47.0%**	**80.2%**
10 OR MORE DEVICES IN HOUSE	**8.7%**	**23.8%**

UNITED STATES
SAVANNAH
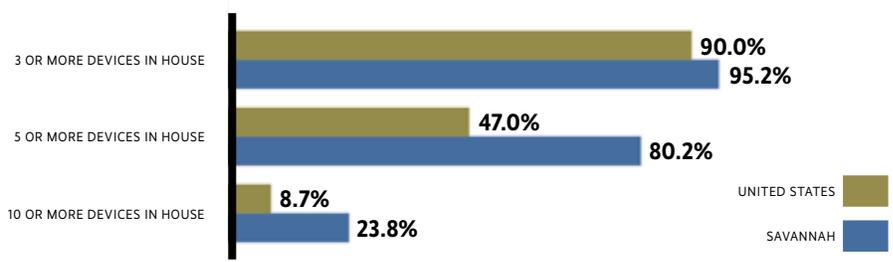
MICROWAVE INTERNET SERVICE

Microwave radio transmission has been used for wireless data transmission since before the terms wireless broadband or Wi-Fi were commonly used. However, transmission was limited by slower data speeds, line-of-sight connections, and bandwidth issues. Microwave relay stations were often located on tall buildings and mountaintops, with their antennas installed on towers to get maximum range.

Although alternate modes of transmission are more prevalent today, some microwave systems now serve as emergency backup during emergencies or in rural areas. Microwave radio relay systems are often used today in portable radio applications. More routinely, retractable, telescoping masts with microwave dishes are used for remote broadcasts by television and news companies to transmit live video back to the studio.

While fiber will continue to be deployed, not all urban cell sites can be supported by fiber. Microwave is versatile and can support significant amounts of data, and has the advantage of immediacy of deployment, a moderate cost profile, and accessibility

Summarized from Techwalla.com

Microwave Pros

– Lower Initial Costs

  » The costs of installing a microwave tower are significantly less than those of installing traditional buried cable systems, such as DSL or cable.

– Mobility

  » Mobile microwave networks, such as Cellular on Wheels (COW) systems, have a range of about 2.5 miles and provide greater flexibility due to their mobility. These networks are used locally during high-wireless usage events such as St. Patrick's Day, where the population grows dramatically within a small area of the city.

  » Portable cellular sites can provide temporary network and wireless coverage to locations where cellular coverage is minimal or compromised, like after major storms or hurricanes. This allows for continuity and resilience planning to not be reliant on just one technology for internet access in these situations.

  » Microwave systems can also be placed permanently so they become possible alternatives for underserved areas and communities where infrastructure is lacking.

Microwave Cons

– Interference

» Microwave radio frequency transmissions can be adversely affected by weather conditions and terrain. Temperature, humidity, precipitation, and wind can all cause interference with microwave radio frequency communications. Terrain features like hills can reflect or block signals, and the density and height of nearby trees and buildings will also affect reception, sometimes creating a "shadow" or dead zone nearby. Additionally, rivers and other water features are extremely reflective to radio transmissions.

– Shared Bandwidth

» All connections within range of a tower share the same bandwidth, which can significantly reduce connection speeds as more and more users connect to the network. Speed also decreases the farther one is from the tower. Ultimately, these issues with shared bandwidth and the widespread adoption of the internet precipitated the move away from microwave internet service and toward broadband.

BROADBAND & FIBER OPTICS GOALS

GOAL 1

Ensure all of Chatham County has access to broadband service

Internet is critical in today's world for both households and businesses. Areas of Chatham County still experience gaps in cellular coverage and have limited access to high-speed internet service even though multiple providers exist. Internet providers are working to extend fiber and new 5G wireless technology; however, some rural areas in the county are experiencing a reduction in coverage as these new technologies are implemented.
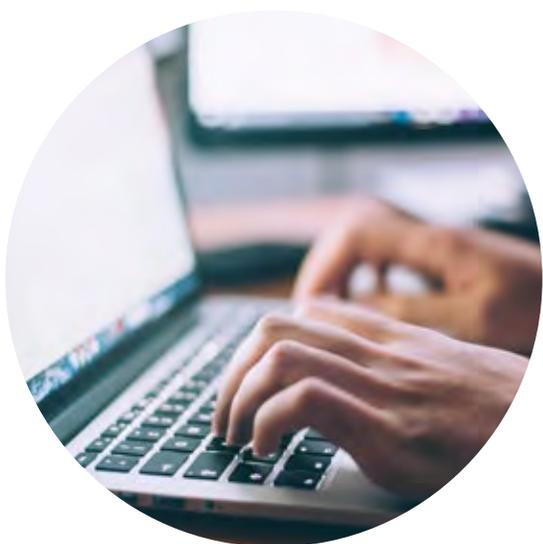
Objectives:

- Develop applicable codes and ordinances to phase in the requirement for all newly built residences have broadband connections installed
- In underserved areas where fiber installation is cost or location prohibitive, analyze the feasibility of using microwave systems to provide alternative coverage
- Work with local providers to develop and implement an outreach campaign to educate the general population on low-cost/affordable internet service program options
- Develop a plan and program to provide innovative solutions to access Wi-Fi throughout the county, such as in municipal parks, squares, and street corridors, in addition to CAT bus stops
- Explore technology spaces that offer creative opportunities such as virtual reality labs, music studios, and interactive technology

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SHORT TERM WORK PROGRAM

09

SHORT TERM WORK PROGRAM

Introduction

The Short Term Work Program Element consists of projects that are ongoing or should be launched over the next five years to further the goals of the plan. The STWP is organized by element and lists the time line, lead partner, funding sources, and general cost estimates.

A Report of Accomplishments is also included in this element and tracks the progress on activities and goals established and will be reported on an annual basis.

GLOSSARY

The following symbols and terms are used in the Short Term Work Program; please refer back to this page with questions.

Cost Estimate	Range
ST	Staff Time
$	Under $100,000
$$	$100,000—$1,000,000
$$$	$1,000,000—$10,000,000
$$$$	Over $10,000,000

Abbreviation	Organization
BWS	Bike Walk Savannah
CAT	Chatham Area Transit Authority
CCCS	Consumer Credit Counseling Service of Savannah
CCDA	Chatham County District Attorney
CCSD	Chatham County Sheriff Department
CEMA	Chatham Emergency Management Agency
CGIC	Coastal Georgia Indicators Coalition
CHD	Coastal Health District
CHSA	Community Housing Services Agency
COC	Chamber of Commerce
CSAH	Chatham Savannah Authority for the Homeless
CWDB	Coastal Workforce Development Board
DCA	Georgia Department of Community Affairs
DCH	Georgia Department of Community Health
DDS	Georgia Department of Driver Services
DECAL	Georgia Department of Early Care and Learning
DOL	Georgia Department of Labor
DJJ	Department of Juvenile Justice
EOA	Equal Opportunity Authority

Abbreviation	Organization
EMS	Emergency Medical Services
FD	Fire Departments (Multi–Jurisdictional)
FEMA	Federal Emergency Management Agency
FOF	Friends of Forsyth
GA	State of Georgia
GADNR	Georgia Department of Natural Resources
GAEPD	Georgia Environmental Protection Division
GC	Georgia Conservancy
GCSB	Gateway Community Service Board
GDCS	Georgia Department of Community Supervision
GDOT	Georgia Department of Transportation
GEMA	Georgia Emergency Management Agency
GFC	Georgia Forestry Commission
GLT	Georgia Land Trust
GPA	Georgia Ports Authority
GSU	Georgia Southern University
HAS	Housing Authority of Savannah
HS	Healthy Savannah
HSF	Historic Savannah Foundation
HPD	DCA Historic Preservation Division
JA	Junior Achievement
LBA	Chatham & Savannah Land Bank Authority
LG	Local Government (Multi-Jurisdictional)
LH	Local Hospitals
LIB	Local Libraries
LIFE	Living Independence for Everyone

Abbreviation	Organization
MPC	Metropolitan Planning Commission
NPS	National Park Service
N/A	Non–Applicable
PD	Police Departments (Multi–Jurisdictional)
SACC	Savannah Area Chamber of Commerce
SBA	Savannah Business Alliance
SBAC	Small Business Assistance Corporation
SBDC	Small Business Development Center
SBEN	Small Business Entrepreneurial Network
SBHU	Savannah Behavioral Health Unit
SCCPSS	Savannah Chatham County Public School System
SEC	Savannah Entrepreneurial Center
SEDA	Savannah Economic Development Authority
SFC	Savannah Film Commission
SHPO	State Historic Preservation Office
SN	Safety Net Planning Board
SSU	Savannah State University
STC	Savannah Technical College
STF	Savannah Tree Foundation
SU	Step Up Savannah
UGAE	University of Georgia Extension Agency
USDOT	United State Department of Transportation
UWCE	United Way of the Coastal Empire

ECONOMIC DEVELOPMENT

VISION
In 2040...
Unincorporated Chatham County & Savannah are anchors to a thriving, business-friendly, regional economy in which all workers are prepared for quality jobs, and residents feel empowered to attain a high quality of life

GOALS:

1. Using accurate and reliable data, link current and projected needs of employers through the development of apprenticeship and vocational programs for the placement of individuals with quality employment leading to self-sufficiency

2. Foster a positive environment that provides opportunities for all businesses

3. Increase economic mobility by reducing barriers and creating opportunities for quality employment for young adults, the economically disadvantaged, justice involved, and individuals with behavioral health needs

4. Implement outreach and programming that leads to economically inclusive entrepreneurial growth and innovation through the enhanced presence of small business support services and collaboration among local businesses

5. Become a community with economically vibrant, safe neighborhoods and commercial centers

	GOAL 1	*Using accurate and reliable data, link current and projected needs of employers through the development of apprenticeship and vocational programs for the placement of individuals with quality employment leading to self-sufficiency*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
E.1.1	Facilitate a network to align employers, training providers, and job seekers through incentives to connect training programs with living wage career opportunities	2022-2023	CGIC, CWDB, SACC, STC, SU	LG, Grants	ST
E.1.2	Increase the number of opportunities for job shadowing, internships, and apprenticeship programs, to meet the demand of Coastal Georgia, particularly targeted to youth and young adults	2022-2023	ASU, CGIC, CWDG, LG, SACC, SEDA	LG, Grants	ST
E.1.3	Increase capacity and opportunities for individuals to receive training to develop skills that lead to employment or entrepreneurship	2022-2026	CGIC, STC, EOA, SU	LG, Grants	$
E.1.4	Create a working group of employers in support of employees being paid a living wage and having access to benefits	2022-2023	CGIC, CWDB, SACC, STC, SU, LG	LG, Grants	ST
E.1.5	Advocate for policies and programs to increase employment opportunities for returning citizens and implement strategies that promote hiring of people impacted by the criminal justice system	2022-2026	CGIC, CWDB, SACC, STC, SU, LG, CCSD, PD	LG, Grants	ST
E.1.6	Increase and improve broader collaboration between workforce development entities to link jobs to employees by using clearinghouse of apprenticeship and internship opportunities	2022-2023	CGIC, CWDB, SACC, STC, SU, LG	LG, Grants	ST

	GOAL 2	*Foster a positive environment that provides opportunities for all businesses*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
E.2.1	Continue to facilitate the establishment of minority and women-owned businesses (M/WBE) as defined by the United States Small Business Administration Federal Contract Program	2022-2026	LG, SACC, SEDA, SBA, SBAC, SBDC, SBEN	N/A	ST
E.2.2	Identify and remove obstacles to existing and proposed businesses in targeted redevelopment areas	2022-2023	LG, SACC, SEDA, SBA	N/A	ST

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
	GOAL 3 — *Increase economic mobility by reducing barriers and creating opportunities for quality employment for young adults, the economically disadvantaged, justice involved, and individuals with behavioral health needs*				
E.3.1	Provide connections to education and trades to help the economically disadvantaged, justice involved, and individuals with behavioral health needs by providing a community-based scholarship programs or similar incentives	2022-2023	CGIC, SACC, SEDA, SU, GDCS, LG	LG, Grants	$
E.3.2	Increase capacity of case management and mentorship to provide employment, wrap-around and support services for families	2025-2026	CGIC, HAS, SU, UW, LG	LG, Grants	$$
E.3.3	Increase awareness and use of tax incentives for employers serving and employing those who qualify under the Work Opportunity Tax Credit	2022-2023	CGIC, LG, SACC, SEDA	N/A	ST
E.3.4	Prioritize and implement meaningful action with the entire community that addresses patterns of racial and ethnic inequities in housing, nutrition, healthcare, economic mobility, and wealth building	2022-2023	CGIC, SEC, SACC, SEDA, LG	N/A	$
E.3.5	Provide employers with best practices to increase retention and reduce turnover	2022-2023	CGIC, SEC, SEDA, SACC, LG	LG, Grants	$
E.3.6	Increase awareness about, and access to, financial support services available to those living in the greatest impoverished zip codes	2022-2023	CGIC, HAS, SU, UW, LG	LG, Grants	$
E.3.7	Increase programming for returning citizens including connections to mental health, housing, workforce development, and basic transitional needs, especially those at high risk to re-offend	2022-2026	CGIC, HAS, SU, UW, LG, PD, DJJ	LG, Grants	$$
E.3.8	Provide case management with education regarding best practices on the provision of services	2025-2026	CGIC, CWDB, HAS, SACC, STC, SU, LG	LG, Grants	$$
E.3.9	Explore funding mechanisms to provide additional financial support to a more diverse economy and establish action steps that will promote regional innovation	2022-2023	CGIC, SEDA, SACC, LG	LG, Grants	ST
E.3.10	Expand the local film industry	2022-2023	SEDA, SFC, LG	Private Partners, LG, Grants	$$

GOAL 4

Implement outreach and programming that leads to economically inclusive entrepreneurial growth and innovation through the enhanced presence of small business support services and collaboration among local businesses

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
E.4.1	Increase efficiency of permitting and licensing policies for businesses through streamlining procedures and creating matching county and municipality requirements	2026	LG	LG	$
E.4.2	Increase employee up-skilling opportunities for career progression	2022-2023	LG, SEDA, SBAC, SBDC, SBEN	LG	ST
E.4.3	Develop policy including incentives for start-up of small and existing businesses	2022-2023	LG, SBAC, SBDC, SBEN	LG	ST

GOAL 5

Become a community with economically vibrant, safe neighborhoods and commercial centers

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
E.5.1	Promote mixed-use development where appropriate with densities higher than 25 units per acre to encourage safe, sustainable neighborhoods that also reduce dependency on vehicular transportation that generates greenhouse-gas emissions	2022-2023	MPC	N/A	ST
E.5.2	Propose a policy to prioritize active transportation infrastructure to facilitate walking, biking, and transit to commercial corridors	2022-2023	MPC, LG, CAT	LG	ST
E.5.3	Evaluate a policy to reduce regulatory barriers for new businesses by establishing "code-light zones."	2022-2023	MPC, LG	LG, Grants	ST
E.5.4	Evaluate flexible corridor-specific design standards to create attractive, functional, and harmonious buildings and public space	2025-2026	MPC, LG	N/A	ST

LAND USE

VISION

In 2040...

Unincorporated Chatham County & Savannah are healthy and safe places to live, work, play and raise a family, and have social and economic values that integrate the area's history, natural resources, efficient government, and public mobility system

GOALS:

1. Establish growth policies for the city of Savannah that seek to guide development and redevelopment in a responsible manner, encouraging compact development, walkable neighborhoods, increased connectivity, and open space preservation

2. Identify and prioritize future annexations that are regionally coordinated, and promote responsible growth

3. Utilize small area and corridor plans as a means to protect the character of existing areas and ensure new development is compatible

4. Continue to create innovative ways to connect people with places

5. Enhance the character and image of major corridors that implement the design and construction of safe, attractive, vibrant, and pedestrian-friendly streetscapes projecting a positive image while encouraging walking

GOAL 1

Establish growth policies for the city of Savannah that seek to guide development and redevelopment in a responsible manner, encouraging compact development, walkable neighborhoods, increased connectivity, and open space preservation

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
L.1.1	Ensure zoning ordinances provide for pedestrian-oriented, mixed-use development, and a mix of housing types	2022-2023	LG	Grants, LG, Public/Private Partnerships	ST
L.1.2	Refine ordinances to reduce on-site parking requirements and enhance walking and bicycling infrastructure that will help reduce emission-generating reliance on vehicles	2022-2023	MPC, LG	N/A	ST
L.1.3	Refine policies and ordinances to extend Complete Streets design principles into land development plans	2022-2023	MPC, LG	N/A	ST
L.1.4	Assemble stakeholders within neighborhoods and develop action plans to inform land use, housing, transportation, and economic development priorities emphasizing (1) the improvement of energy efficiency, (2) boosting the use of clean energy, and (3) reducing greenhouse-gas emissions	2022-2023	MPC, LG	N/A	ST
L.1.5	Develop a standard to evaluate public park and recreational area conditions and align efforts with the Forsyth Park Master Plan and the Chatham County Master Recreation Plan	2022-2023	CGIC, LG, BWS	Grants, LG, Public/Private Partnerships	$

GOAL 2

Identify and prioritize future annexations that are regionally coordinated, promote responsible growth

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
L.2.1	Establish new public realm in areas adjacent to downtown Savannah	2022-2026	MPC, LG	SPLOST, Bonds, Grants	$$$
L.2.2	Implement urban development plans for areas affected by the removal of the I-16 flyover and the construction of a new arena	2025-2026	CORE MPO, MPC, LG	SPLOST, Bonds, Grants	$$$
L.2.3	Coordinate land use and transportation policies to ensure that transportation decisions, strategies, and investments are in support of land use objectives	2022-2023	CORE MPO, MPC, LG	SPLOST, Bonds, Grants	ST
L.2.4	Review land use policies and regulatory frameworks and update to ensure consistency with the community vision and compatibility with the referenced surrounding area	2025-2026	CORE MPO, MPC, LG	SPLOST, Bonds, Grants	$
L.2.5	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 Chatham County/Savannah and the SHHIA are compatible	2022-2023	CORE MPO, MPC, LG	SHHIA Staff, LG	ST

GOAL 3
Utilize small area and corridor plans as a means to protect the character of existing areas and ensure new development is compatible

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
L.3.1	Develop a set of criteria to determine which neighborhoods can benefit from action plans that address issues such as housing, vacant property, transportation, and quality of life	2022-2023	MPC, LG	N/A	ST
L.3.2	Assemble stakeholders within neighborhoods and develop action plans to inform land use, housing, transportation, and economic development priorities	2022-2023	MPC, LG	N/A	ST

GOAL 4
Continue to create innovative ways to connect people with places

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
L.4.1	Create a Public Art Plan for the city and integrate permanent or rotating public art into the design of streetscapes and other public spaces	2022-2023	MPC, LG	LG	$
L.4.2	Pursue opportunities for creative placemaking, including the use of vacant storefronts for temporary installations	2024-2026	MPC, LG	LG, Grants, Public/Private Partnerships	$$
L.4.3	Pursue opportunities to relocate overhead power lines underground, particularly on major commercial corridors	2022-2023	LG	LG, Grants, Public/Private Partnerships	$$$

GOAL 5
Enhance the character and image of major corridors that implement the design and construction of safe, attractive, vibrant, and pedestrian-friendly streetscapes projecting a positive image while encouraging walking

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
L.5.1	Incorporate distinctive pavement textures and colors in streetscape designs, particularly in areas with high levels of pedestrian and commercial activity	2026	MPC, LG	LG, Grants, Public/Private Partnerships	$
L.5.2	Conduct a neighborhood-by-neighborhood assessment of streetscape conditions and develop a plan with costs to improve the visual quality along street systems	2025-2026	LG	LG, Grants, Public/Private Partnerships	$$

TRANSPORTATION

VISION
In 2040...

Unincorporated Chatham County & Savannah prioritize safe mobility for all users; offer efficient mobility options to support economic vitality; provide infrastructure that is sensitive to unique local characteristics; connect neighborhoods to education, employment, and services; and sustain environmental quality with clean mobility modes

GOALS:

1. Support safe, efficient, and sustainable transportation designs and improvements that enhance neighborhood connectivity for all modes of travel including pedestrians, bicyclists, transit riders, and motorists

2. Improve accessibility to employment centers, institutions, commercial corridors, and recreational facilities equitably through multi-modal connections, bikeways, trails and greenways

3. Maintain and preserve transportation infrastructure in a manner that protects unique regional characteristics, quality of life, and the environment

4. Maintain and enhance transportation infrastructure that supports and enables local, regional, and global economic vitality and competitiveness, productivity, and efficiency

5. Promote and provide equitable neighborhood connectivity and built environments that encourage active and healthy lifestyles through the strategic placement of bicycle and pedestrian pathways, public parks, enforcement of road regulations, and education about health benefits

	GOAL 1	Support safe, efficient, and sustainable transportation designs and improvements that enhance neighborhood connectivity for all modes of travel including pedestrians, bicyclists, transit riders, and motorists			
	STRATEGY	**PROJECT TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
T.1.1	Identify opportunities to create multi-modal transportation that links employees to employers	2025-2026	LG, CAT, CORE MPO, MPC	SPLOST, LG	$
T.1.2	Evaluate opportunities for road diets and traffic calming on existing streets and implement cost-feasible projects	2022-2026	LG, CAT, CORE, MPO, MPC, GDOT	LG	$$
T.1.3	Propose a policy to prioritize pedestrian infrastructure improvements (such as sidewalks and crosswalks) near homes, schools, bus stops, and commercial corridors	2022-2023	LG, CAT, CORE MPO, GDOT, MPC	SPLOST, LG	$

	GOAL 2	Improve accessibility to employment centers, institutions, commercial corridors, and recreational facilities equitably through multi-modal connections, bikeways, trails and greenways			
	STRATEGY	**PROJECT TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
T.2.1	Work with municipalities to explore funding options to expand public transportation for Chatham County	2022-2023	LG, CAT, CORE MPO	LG	ST
T.2.2	Identify funding to provide convenient pedestrian and bicycle access from public transportation termini to employment centers, institutions, commercial areas, schools, and recreational facilities	2022-2023	LG, CAT, CORE MPO, GDOT	N/A	ST
T.2.3	Refine policies to accommodate people with disabilities on all sidewalks and crosswalks	2022-2023	LG, CAT, CORE MPO	LG	$
T.2.4	Evaluate enhancing the transit system to increase frequency and reliability on corridors with high densities of residents and jobs	2022-2023	LG, CAT, CORE MPO, GDOT	CAT, LG	$$$
T.2.5	Prioritize the placement of bus route and schedule information digitally at every stop and provide real-time bus location and arrival information online	2022-2023	LG, CAT, CORE MPO	CAT, LG	$
T.2.6	Identify funding to enhance the usefulness and appearance of bus stops by adding shelters, lighting, benches, wastebaskets, and other amenities	2022-2023	LG, CAT, CORE MPO	CAT, LG, Grants	$$
T.2.7	Evaluate new partnerships to expand transit service beyond current district and ridership	2022-2023	LG, CAT, CORE MPO, GDOT	LG	ST

GOAL 3	Maintain and preserve transportation infrastructure in a manner that protects unique regional characteristics, quality-of-life, and the environment to include the reduction greenhouse gas emissions				
	STRATEGY	**PROJECT TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
T.3.1	Establish criteria to evaluate road construction projects to ensure they are compatible with local characteristics with particular attention for historic areas and transportation amenity corridors	2022-2023	LG, CAT, CORE MPO	LG	ST
T.3.2	Evaluate the impact of Sea Level Rise on proposed transportation systems, particularly relating to improvements of existing roads, bridges, and related infrastructure	2022-2023	LG, CAT, CORE MPO, GDOT	LG	$
T.3.3	Consider policy and infrastructure recommendations from the Freight Transportation Plan to enhance safety and efficiency	2022-2023	LG, CAT, CORE MPO, GDOT	LG	$
T.3.4	Provide tax incentives for businesses that convert to using low-emission vehicles	2026	LG, CAT, CORE MPO, GDOT, COC, SEDA	LG, Public/Private Partnerships	$

GOAL 4	Maintain and enhance transportation infrastructure that supports and enables local, regional, and global economic vitality and competitiveness, productivity, and efficiency				
	STRATEGY	**PROJECT TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
T.4.1	Implement policies that maintain and enhance an intermodal transportation system that sustains economic activity by linking trucking facilities, rail terminals, airports, and seaports with limited access roads	2026	LG, MPC, CORE MPO, GDOT	LG, SPLOST	$
T.4.2	Incorporate shared vehicle ownership and the related infrastructure as an alternative mode of transportation including community storage/coral, charging stations, preferred parking for shared vehicles, etc.	2024-2026	LG, MPC, CORE MPO, GDOT	LG, Grants, Public/Private Partnerships	$

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
	GOAL 5 — *Promote and provide equitable neighborhood connectivity and built environments that encourage active and healthy lifestyles through the strategic placement of bicycle and pedestrian pathways, public parks, enforcement of road regulations, and education about health benefits*				
T.5.1	Adopt or update ordinances countywide, to include "Complete Streets" and Savannah's Zoning Ordinance to meet national standards, giving all people safe, comfortable, convenient, and equitable access to community destinations and public places—whether walking, driving, bicycling, moving actively with assisting devices, or taking public transportation	2022-2023	CGIC, MPC, CORE MPO, BWS, CAT, LG	LG	ST
T.5.2	Work with Chatham Area Transit, municipalities, community organizations, and neighborhood associations to develop new routing plans that equitably and efficiently expand transit opportunities across Chatham County	2022-2023	CGIC, MPC, CORE MPO, BWS, CAT, LG	LG, CAT	$
T.5.3	Provide public/private incentives to encourage an array of transit opportunities to include carpool, park and ride sites, public transit, and cycling for Chatham County residents who do not have access to personal motor vehicle transportation	2025-2026	CGIC, MPC, CORE MPO, BWS, CAT, LG, COC, SEDA	LG, CAT	$$
T.5.4	Develop a standard to evaluate public park and recreational area opportunities to provide high need communities with equitable, efficient, safe, and well-maintained access	2022-2023	CGIC, MPC, LG, BWS, PD, GLT	Grants, LG, Public/Private Partnership	$$
T.5.5	Explore alternate routes for heavy equipment, trucks, and those carrying hazardous material countywide	2025-2026	CORE MPO, LG, CEMA, DOT	Grants, LG, Public/Private Partnership	$$
T.5.6	Complete the primary loop (30 miles) of the Tide to Town Urban Trail System, including Truman Linear Park Trail and Springfield Canal Path/Heritage Trail, and expand the Tide to Town system plan to include countywide connectivity via implementation of the Chatham County Greenway Plan	2025-2026	CGIC, CORE MPO, BWS, LG	Grants, LG, Public/Private Partnership	$$$
T.5.7	Increase driver education regarding non-motorized transportation users, including people biking and walking; provide consistent bicycle and pedestrian safety education	2022-2023	DDS, BWS, CAT	Grants, LG, Public/Private Partnership	$$
T.5.8	Strengthen ordinance regarding planting and replacement of trees; work to increase green space countywide	2022-2023	LG, MPC, STF, GLT, GC	Grants, LG, Public/Private Partnership	$$
T.5.9	Allocate funding to support the creation of places to bike or walk for people of all ages and abilities	2022-2026	CORE MPO, LG, GDOT	Grants, LG, Public/Private Partnership	$$$
T.5.10	Establish goals, metrics, and benchmarks for equitable access to places to bike, walk, use public transportation, and access greenspace	2022-2023	CGIC, MPC, CORE MPO, BWS, CAT, LG, GDOT	Grants, LG, Public/Private Partnership	ST

HOUSING

VISION

In 2040...

Unincorporated Chatham County & Savannah achieve affordable, diverse and safe housing for their residents through efficient and effective policies and programs

GOALS:

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

2. Increase supportive housing for special needs populations, such as individuals who are homeless, mentally ill, disabled, and residents in drug recovery

3. Increase affordable housing stock

4. Decrease homelessness

GOAL 1	Improve neighborhood stability where all homeowners, regardless of income, can occupy, maintain and improve their homes without undue financial hardship				
	STRATEGY	**PROJECT TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
H.1.1	Refine policies and ordinances to encourage the preservation and rehabilitation of existing housing units prioritizing improvement of energy-efficiency and conversion to clean-energy sources	2022-2023	LG, CHSA, HSF, HAS	LG, User Fees	ST
H.1.2	Gather information on best practices to encourage and improve housing counseling programs and ordinances	2022-2023	LG, CHSA, HAS, HSF	N/A	ST
H.1.3	Evaluate and consider policies that increase the range of approved home occupations	2022-2023	MPC, LG	N/A	ST

GOAL 2	Increase supportive housing for special needs populations, such as individuals who are homeless, mentally ill, disabled, and residents in drug recovery				
	STRATEGY	**PROJECT TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
H.2.1	Develop a supportive housing plan for special needs populations	2022-2023	LG, CHSA, HAS, LIFE, CSAH	LG, Grants	$

GOAL 3	*Increase affordable housing stock*				
	STRATEGY	**PROJECT TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
H.3.1	Develop a regional housing plan, prioritizing improvement of energy-efficiency and conversion to clean-energy sources	2022-2023	LG, CHSA, HAS	LG, Grants	$
H.3.2	Evaluate an inclusionary zoning policy as a way to increase the supply of affordable housing	2022-2023	MPC, LG	LG	ST
H.3.3	Adopt policies and ordinances to allow for a wider variety of housing types to be built in existing neighborhoods	2022-2023	MPC, LG	LG	ST
H.3.4	Evaluate policies and ordinances that allow infill development using unconventional housing styles such as "tiny homes", storage containers, and prefabricated homes	2022-2023	MPC, LG, HAS	LG	ST
H.3.5	Reduce housing vacancy and dilapidation conditions of housing stock	2022-2023	MPC, LG, HAS	LG, Grants	$
H.3.6	Evaluate the vulnerability of proposed residential and commercial developments to increased flooding due to sea-level rise and other impacts of climate disruption, such as increased storm-intensity, storm-surge, and higher temperatures	2022-2023	LBA, LG, CHSA	Grants, LG, Public/Private Partnerships	$$
H.3.7	Expand the amount of affordable housing options for the growing number of seniors	2022-2023	MPC, LG, HAS	Grants, LG, Public/Private Partnerships	$$$

GOAL 4	*Decrease homelessness*				
	STRATEGY	**PROJECT TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
H.4.1	Adopt a formal strategic homeless housing action plan	2022-2023	LG, CSAH, CHSA, HSF, HAS, LBA	LG, Public/Private Partnership	$$
H.4.2	Encourage local leaders to publicly commit to and coordinate efforts on ending chronic homelessness	2022-2023	LG, CSAH, HSF, HAS	N/A	ST
H.4.3	Increase outreach, in-reach, and engagement efforts to link homeless individuals to the housing and service interventions available in the community	2022-2023	CSAH, LG, CHSA, HAS, LH, PD, EMS, FD	LG, Public/Private Partnership, Grants	$$
H.4.4	Implement a housing-first system orientation and response	2025-2026	CSAH, LG, CHSA, HAS	LG, Public/Private Partnership, Grants	$$$
H.4.5	Prioritize housing placement for homeless veterans	2022-2023	CSAH, LG	LG, Public/Private	$$$

NATURAL RESOURCES

VISION
In 2040...
Unincorporated Chatham County & Savannah are enhanced by the protection and maintenance of natural resources and ecosystems

GOALS:

1. Protect the public health, safety, and welfare of residents from flood hazards
2. Improve public education and outreach efforts related to water, flooding, and hazards
3. Implement plans, policies, and property protection to reduce potential damages from climate change
4. Conserve and protect potable water sources to ensure adequate drinking water supplies for existing and future residents
5. Preserve and enhance scenic views
6. Conserve existing tree canopy and require planting of additional native trees during the development process to mitigate negative impacts of stormwater runoff, heat islands, reduced air quality, and loss of tree species from rising ambient temperatures

7. Improve the ability of the community to adapt to changing natural and built environments
8. Manage the impacts of climate change as it relates to land use and development through mitigation and adaptation measures
9. Develop brownfields for productive uses
10. Proactively manage stormwater runoff
11. Implement a municipal clean energy action plan

GOAL 1 — *Protect the public health, safety, and welfare of residents from flood hazards*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
N.1.1	Strengthen policies and ordinances limiting allowable impervious coverage for new development	2025-2026	LG, MPC	N/A	ST
N.1.2	Develop a long-range regional plan for sea level rise that evaluates multiple adaptation and mitigation methods with short, medium, and long-term goals for implementation	2025-2026	LG, MPC, CEMA, CORE MPO, GDOT	LG, Public/Private Partnership, Grants	$$
N.1.3	Prevent damage to existing development and infrastructure from the impacts of sea level rise and consider sea level rise in future infrastructure investments and site development	2024-2026	LG, MPC, CEMA, CORE MPO, GDOT	LG, Public/Private Partnership, Grants	$$$$
N.1.4	Retrofit and/or protect critical and essential facilities and infrastructure from flood damage	2022-2026	LG, MPC, CEMA, CORE MPO, GDOT	LG, Public/Private Partnership, Grants	$$$$
N.1.5	Implement more stringent development standards to conserve undeveloped land and preserve open space areas, especially sensitive natural areas, to prevent impacts from flood waters and rising sea levels	2022-2023	LG, MPC	LG, Public/Private Partnership, Grants	$
N.1.6	Facilitate mitigation actions on flood prone properties and Special Flood Hazard Areas by leveraging local, state, and federal grant funding	2022-2026	LG	LG, Public/Private Partnership, Grants	$$$
N.1.7	Amend floodplain ordinances to add standards to prevent fill and drainage of wetland portions of the floodplain	2022-2023	LG, MPC	LG	ST
N.1.8	Amend subdivision and planned unit development codes to encourage clustering of buildings on upland sites and to require dedication or permanent preservation of wetland areas	2022-2023	LG, MPC	LG	ST
N.1.9	Amend the Savannah building code to provide a higher standard of flood protection by requiring an additional 1 foot of freeboard above the base flood elevation (BFE) in flood prone areas	2022-2023	LG, MPC	LG	ST
N.1.10	Amend building codes to control and strengthen development on hydric soils and in flood hazard areas	2022-2023	LG, MPC	LG	LG
N.1.11	Plan and direct new infrastructure (roads, water, sewer, hospitals, housing) only in areas where new growth is appropriate	2022-2023	LG, MPC	LG	LG

GOAL 2   *Improve public education and outreach efforts related to water, flooding, and hazards*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
N.2.1	Identify funding for the Chatham County Resource Protection Commission and its land conservation efforts that include protecting high priority habitats	2025-2026	LG, MPC, GADNR	SPLOST, Grants, LG, Public/Private Partnership	$
N.2.2	Develop a plan to repurpose publicly owned natural areas and open spaces to provide permanently protected habitat areas and public recreational spaces	2025-2026	LG, MPC, GC, GLT, GADNR	LG, Public/Private Partnership, Grants	$
N.2.3	Expand the City's flood hazard communication and outreach program	2022-2023	LG, CEMA	LG, Public/Private Partnership, Grants	$$
N.2.4	Encourage residents to undertake mitigation projects on individual properties by utilizing education and outreach tools	2022-2023	LG, GA, STF, GADNR	LG, Public/Private Partnership, Grants	$
N.2.5	Develop partnerships with schools, churches, and community organizations to broaden public education and outreach efforts on flooding and natural hazards	2022-2023	LG, GA, FEMA, GAEPD, GADNR	LG, Public/Private Partnership, Grants	$
N.2.6	Educate the public on stormwater management techniques and the benefits of acknowledging water as a critical resource to be protected and managed	2022-2023	LG, GA, GAEPD, GADNR	LG, Public/Private Partnership, Grants	$
N.2.7	Develop and expand educational outreach materials to non-English speaking populations	2022-2023	LG, GA, GADNR	LG, Public/Private Partnership, Grants	$

GOAL 3 — *Implement plans, policies, and property protection to reduce potential damages from climate change*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
N.3.1	Develop policies to facilitate coastal ecosystem migration through the maintenance and restoration of open space	2023-2026	LG, MPC, GA, GADNR, DCA	LG, Public/Private Partnership, Grants	$
N.3.2	Utilize the most current data and projections to evaluate existing plans, policies, and regulations to ensure that they are up to date and consistent with current best practices	2023-2026	LG, MPC, GA, GADNR, DCA	LG, Public/Private Partnership, Grants	$$
N.3.3	Implement policies and standards that prevent private or public investments in areas most at risk of damage	2024-2026	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Public/Private Partnership, Grants	$
N.3.4	Identify new mitigation measures, technologies, and practices for mitigating and adapting to climate change at the local level	2022-2023	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA	LG, Public/Private Partnership, Grants	$
N.3.5	Incorporate climate change into the everyday review, design, and planning process with regards to potable water, wastewater, stormwater, comprehensive planning, transportation, and emergency management	2022-2023	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Public/Private Partnership, Grants	$
N.3.6	Prioritize critical facilities and infrastructure with projected sea level rise impacts for elevation and/or relocation	2022-2023	LG, MPC, GA, GADNR	LG, Public/Private Partnership, Grants	$
N.3.7	Develop and implement growth management policies to guide new development away from current or future high–risk areas	2025-2026	LG, MPC, GA, GADNR	LG, Public/Private Partnership, Grants	$$
N.3.8	Monitor shorelines and wetlands to identify and mitigate erosion hotspots	2022-2023	LG, MPC, GA, GADNR	LG, Public/Private Partnership, Grants	$$
N.3.9	Improve capabilities and coordination to implement hazard mitigation projects, programs, and activities	2022-2023	LG, MPC, GA, GADNR	LG, Public/Private Partnership, Grants	$
N.3.10	Develop and implement an Open Space Plan for each jurisdiction as well as a countywide Open Space Plan building on the jurisdictional plans	2026	LG, MPC, GADNR	LG, Public/Private Partnership, Grants	$$
N.3.11	Enhance and update existing regulations to require and/or incentivize open space preservation	2022-2023	LG, MPC, GA, GADNR	LG, Public/Private Partnership, Grants	$

GOAL 4 — *Conserve and protect potable water sources to ensure adequate drinking water supplies for existing and future residents*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
N.4.1	Develop a long-range regional plan for sea level rise that evaluates multiple adaptation methods for potable water source protection and conservation	2022-2023	LG, GAEPD, DCA	LG, Public/Private Partnership, Grants	$$$
N.4.2	Update the Red Zone Water Management Plan to determine total usage and the region's capacity for growth	2022-2023	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Public/Private Partnership, Grants	$
N.4.3	Reinstitute and dedicate funding for the Chatham County Resources Protection Commission (CCRPC) to prioritize land conservation for the protection of potable water sources	2026	LG, MPC, GADNR, GA, GLT	LG, Public/Private Partnership, Grants	$$$
N.4.4	Update plans, policies, and regulations to adopt stringent best management practices regarding water usage and the protection of water sources during site development	2025-2026	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA	LG, Public/Private Partnership, Grants	$$

GOAL 5 — *Preserve and enhance scenic views*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
N.5.1	Conduct study of scenic views in the city and county to inform associated green space protection	2022-2023	LG, GA, GAEPD, GADNR, DCA	LG	$
N.5.2	Partner with the National Park Service to conduct a planning study that identifies opportunities to significantly improve access to the river, canals, and greenway connections	2025-2026	LG, GA, GAEPD, GADNR, DCA	LG	$
N.5.3	Partner with the National Park Service to pursue federal funding (such as a Federal Lands Access Program grant) to support implementation of trail connections to and along the historic areas of the county with connections to existing and future trails	2025-2026	LG, GA, GAEPD, GADNR, DCA	LG	$

GOAL 6	Conserve existing tree canopy and require planting of additional native trees during the development process to mitigate negative impacts of stormwater runoff, heat islands, reduced air quality, and loss of tree species from rising ambient temperatures				
	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
N.6.1	Develop policies and procedures to improve tree preservation and replanting during development	2022-2023	LG, GFC, MPC, STF	LG	ST
N.6.2	Propose a No Net Loss policy to protect existing tree canopy	2022-2023	LG, GFC, MPC, STF	LG	ST
N.6.3	Implement tree canopy coverage standards for new development and internal practices	2022-2023	LG, GFC, MPC, STF	LG	$
N.6.4	Complete a tree canopy inventory in each jurisdiction	2022-2026	LG, STF, GFC	LG, Public/Private Partnership, Grants	$$
N.6.5	Develop and implement urban forest management plans	2024-2026	LG, GFC, MPC, STF	LG, Public/Private Partnership, Grants	$$
N.6.6	Develop a program to reclaim lost tree lawns to start planting tomorrow's tree canopy	2024-2026	LG, GFC, MPC, STF	LG, Public/Private Partnership, Grants	$$

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
	GOAL 7 *Improve the ability of the community to adapt to changing natural and built environments*				
N.7.1	Identify ways to prepare for disruptive events and develop strategies for action in the face of uncertainty or unexpected events	2022-2023	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Public/Private Partnership, Grants	$$
N.7.2	Enact policies to reduce carbon footprints	2022-2023	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Public/Private Partnership, Grants	$
N.7.3	Increase the use of renewable energy sources—solar, wind, hydropower, geothermal heat, and biomass	2022-2023	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA	LG, Public/Private Partnership, Grants	$$$$
N.7.4	Acquire open space parcels of all sizes to convert to public parks, greenways, and conservation areas	2022-2023	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Public/Private Partnership, Grants	$$$$
N.7.5	Improve data collection, dissemination, and redundancy use of critical systems and services use to reduce hazard impacts	2022-2023	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Public/Private Partnership, Grants	$$$
N.7.6	Promote less energy-intensive industries, cleaner fuels, technologies, and build strong energy-efficient policies	2022-2023	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Public/Private Partnership, Grants	$
N.7.7	Introduce and support new work habits for municipal staff, such as full or partial remote work mode, and by promoting a healthy and green way of life in society	2022-2023	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Public/Private Partnership, Grants	$
N.7.8	Evaluate and address solid waste control and disposal on a regional basis to allow for a more thorough approach to management, reduction, and continued capacity for coastal areas	2022-2023	LG, GA, Private Partners	LG, Public/Private Partnership, Grants	$$

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
N.7.9	Explore composting alternatives for institutional, commercial, and residential areas	2022-2023	LG, GAEPD, Private Partners	LG	$
N.7.10	Implement best practices to reduce air pollution	2022-2023	LG, EPD	LG, Public/Private Partnership, Grants	$$

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
GOAL 8	*Resist the impacts of climate change they relate to land use and development through mitigation and adaptation measures*				
N.8.1	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	2022-2023	LG, MPC, GA, GADNR, GDOT, CEMA	LG, Public/Private Partnership, Grants	$
N.8.2	Coordinate land use and transportation infrastructure decisions and incorporate climate change projections into these decisions	2022-2023	LG, MPC, GDOT, CORE MPO	LG	ST
N.8.3	Ensure that public infrastructure is not designed for or constructed in areas prone to flooding or projected for future flooding	2022-2023	LG, MPC, GDOT	LG	ST
N.8.4	Reduce vehicle traffic by amending policies and regulations to remove barriers to movement between mixed uses in proximity of each other	2022-2023	LG, MPC, GDOT	LG	ST
N.8.5	Ensure that existing policies, plans, and regulations are consistent with best management practices of Smart Growth, energy efficiency and reduced greenhouse gas emissions. This can also help communities and their residents better cope with economic resiliency, drought, and extreme heat	2022-2023	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA	LG, Public/Private Partnership, Grants	$
N.8.6	Support compact and energy-efficient, green building techniques, which reduce emissions from both electricity generation and transportation	2022-2023	LG, MPC, GA, GADNR, GAEPD, DCA	LG, Public/Private Partnership, Grants	ST
N.8.7	Maximize the use of existing infrastructure and buildings while minimizing the costly conversion of undeveloped land at the periphery of a community	2022-2023	LG, MPC, GDOT	LG, Public/Private Partnership, Grants	$
N.8.8	Preserve green space and large, contiguous areas of open 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	2022-2023	LG, MPC, GA, GADNR, GDOT	LG, Public/Private Partnership, Grants	$$$

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
N.8.9	Restore and preserve wetlands to act as a buffer and allow for infiltration and runoff storage, thus protecting areas from flooding	2022-2023	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Public/Private Partnership, Grants	$
N.8.10	Maintain adequate and open floodplains to prevent property damage from floodwaters and natural shoreline migration due to sea level rise	2022-2026	LG, MPC, GA, GADNR	LG, Public/Private Partnership, Grants	$$

GOAL 9	*Develop brownfields for productive uses*				
	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
N.9.1	Integrate brownfields into infill and new development	2024-2026	LG, SEDA, Private Development	SEDA, Private Development	N/A
N.9.2	Define appropriate, productive reuse options, ranging from open space to mixed-use developments, that meet the needs of existing and future residents	2022-2023	LG, MPC, SEDA	LG, Public/Private Partnership, Grants	ST
N.9.3	Develop plan/strategy to identify all existing or potential brownfields	2022-2025	LG, GAEPD, SEDA, MPC	LG, Public/Private Partnership, Grants, GA	$$
N.9.4	Find funding sources to assist in the assessment, cleanup, and/or redevelopment of brownfield sites	2022-2023	LG, MPC, SEDA	LG, Public/Private Partnership, Grants	ST
N.9.5	Remove barriers to the redevelopment of brownfields and encourage their redevelopment in ways that meet the needs of residents and promote a healthy community and vibrant economy	2022-2023	LG, MPC, SEDA	LG, Public/Private Partnership, Grants	ST

GOAL 10 — *Proactively manage stormwater runoff*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
N.10.1	Manage stormwater runoff on a regional basis	2022-2026	LG, MPC, GA, GADNR	LG, Public/Private Partnership, Grants	$$
N.10.2	Implement a stormwater utility for the continued maintenance, management, and treatment of city and county stormwater systems	2025-2026	LG, MPC, GA, GADNR, GAEPD	LG, Public/Private Partnership, Grants	$$
N.10.3	Remove barriers to innovative and creative solutions to manage stormwater runoff	2022-2023	LG, MPC, GA, GADNR, GAEPD	LG, Public/Private Partnership, Grants	$
N.10.4	Coordinate local Open Space Plans with regional Green Infrastructure Plans	2025-2026	LG, MPC, GA, GADNR	LG, Public/Private Partnership, Grants	$
N.10.5	Upgrade stormwater systems to better manage heavier storm flows and expand the use of green infrastructure to reduce the amount of runoff from paved surfaces	2022-2026	LG, GAEPD	LG, Public/Private Partnership, Grants	$$$$
N.10.6	Raise stormwater systems to appropriately plan for future sea level rise projections	2026	LG, GAEPD	LG, Public/Private Partnership, Grants	$$$$
N.10.7	Implement incentives to protect wetlands from development and promote the expansion and reclamation of existing wetlands	2026	LG, MPC, GA, GADNR	LG, Public/Private Partnership, Grants	$$
N.10.8	Gather data and implement best practices to reduce illegal dumping and the related point source pollution throughout Chatham County	2022-2023	LG, PD, GAEPD	LG	ST

| | GOAL 11 | *Implement a municipal clean energy action plan* | | | | |

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
N.11.1	Implement policy to prohibit single use plastics within all municipally owned properties	2022-2023	LG	N/A	ST
N.11.2	Evaluate municipal buildings for clean–energy retrofits	2022-2023	LG	LG, Grants	$
N.11.3	Prioritize resources to train and hire local residents to participate in the energy conservation, energy efficiency, and clean energy workforce	2022-2023	LG, SEDA, STC	LG, Public/Private Partnership, Grants	$$
N.11.4	Facilitate energy efficiency upgrades	2022-2026	LG, GA	LG, Public/Private Partnership, Grants	$$$
N.11.5	Evaluate and implement opportunities for clean transportation	2022-2026	LG, GDOT, GA	LG, Public/Private Partnership, Grants	$$
N.11.6	Prioritize and fund clean energy retrofits/installations in low–income communities	2025-2026	LG, GA	LG, Public/Private Partnership, Grants	$$$
N.11.7	Gather information on incentives to support energy efficiency and natural resource protection in new construction	2022-2023	LG, MPC, GA, GAEPD, GADNR, DCA	LG	ST
N.11.8	Assess existing local and state policies to identify and address policy barriers and gaps to supporting municipal clean energy	2022-2023	LG, MPC, GA, PSC	LG	$$
N.11.9	Implement local policies that support municipal clean energy plan	2022-2026	LG, MPC	LG	ST

QUALITY OF LIFE

VISION
In 2040...
Unincorporated Chatham County & Savannah citizens achieve a superior quality of life within a safe, active, and healthy environment inclusive of the area's history, natural resources, public mobility, and efficient government

Historic Resources

Education

Community Health

Public Safety

Broadband & Fiber Optics

HISTORIC RESOURCES

GOAL 1 — *Survey culturally, historically, and architecturally significant sites, buildings, and structures in unincorporated Chatham County and Savannah*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
HP.1.1	Work with Chatham County to reinstate its status as a Certified Local Government	2022-2023	LG, MPC	LG, Grants	$
HP.1.2	Complete surveys in areas that have been identified as at-risk or historically underrepresented	2024-2026	LG, MPC, SHF	LG, Grants	$
HP.1.3	Update the Historic Site and Monument Commission's Master Plan and Guidelines and provide on-going updates to the maps and lists of the monuments, markers, and public art within Chatham County and Savannah	2022-2024	LG, MPC	LG, Grants	$
HP.1.4	Establish on-going outreach initiatives to engage with and educate the community on the importance of historic preservation efforts	2022-2023	LG, MPC, SHF	LG, Grants	$
HP.1.5	Align City of Savannah historic protection efforts with the Forsyth Master Plan	2022-2023	LG, MPC, SHF, FOF	LG, Grants Public/Private Partnerships	$

GOAL 2 — *Incorporate affordable housing strategies into current and future preservation plans*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
HP.2.1	Broaden partnerships with community planning and housing agencies in Chatham County and Savannah to combine preservation and affordable housing efforts	2022-2023	LG, MPC, HAS, CHSA, LBA, SHF	LG, Grants, Public/Private Partnerships	$
HP.2.2	Identify where increased flexibility in preservation practices is appropriate to retain existing affordable housing and promote additional affordable housing	2022-2023	LG, MPC, HAS, CHSA, LBA, SHF, HPD	LG, Grants, GA, Public/Private Partnerships	$

GOAL 3
Identify and address community health issues that impact historic preservation efforts and encourage healthy communities through historic preservation

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
HP.3.1	Identify and address potential public health threats to preservation efforts	2025-2026	LG, MPC, HAS, CHD, SHF	GA, LG, Grants, Public/Private Partnerships	$$$
HP.3.2	Create contingency plans to address the economic, operational, and social impacts on historic preservation associated with a public health emergency event	2022-2023	LG, MPC, HAS, CHSA, LBA, SHF	LG, Grants, Public/Private Partnerships	$$
HP.3.3	Promote and support reinvestment in older and historic places as a key component of community resiliency	2022-2026	LG, MPC, HAS, HPD, SHF	GA, LG, Grants, Public/Private Partnerships	$

GOAL 4
Identify and address climate resiliency strategies and incorporate them into a climate resiliency plan for unincorporated Chatham County and Savannah's historic and cultural resources

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
HP.4.1	Incorporate historic and cultural resources into disaster planning strategies	2022-2023	LG, MPC, HPD, SHF, CEMA	GA, LG, Grants, Public/Private Partnerships	$
HP.4.2	Identify and address strategies for increasing the resiliency of historic and cultural resources	2022-2023	LG, MPC, HAS, HPD, SHF, CEMA	GA, LG, Grants, Public/Private Partnerships	$$$
HP.4.3	Establish a clear process for the protection and management of historic resources in the result of a natural disaster	2022-2023	LG, MPC, CEMA	GA, LG, Grants, Public/Private Partnerships	$

GOAL 5
Broaden historic preservation efforts to highlight and include historically underrepresented stories, sites, and communities

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
HP.5.1	Review and modify practices that impede the identification, nomination, and designation of historic places meaningful to underrepresented communities	2022-2026	LG, MPC, HPD, SHF	GA, LG, Grants, Public/Private Partnerships	ST
HP.5.2	Develop and implement new tools for the identification of intangible resources	2023-2026	LG, MPC, HPD	GA, LG, Grants, Public/Private Partnerships	$
HP.5.3	Follow and expand upon the recommendations of the Savannah Civil War Memorial Task Force	2022-2023	LG, MPC	GA, LG, Grants, Public/Private Partnerships	$

	GOAL 6	*Create new and support existing heritage tourism programs in unincorporated Chatham County and Savannah in order to highlight their cultural and historic heritage*			
	STRATEGY	**PROJECT TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
HP.6.1	Expand heritage tourism programming in Chatham County	2022-2023	LG, MPC, SHF, COC, SEDA	LG, Grants, Public/Private Partnerships	$$
HP.6.2	Promote the economic and place-based benefits of heritage tourism to the public	2022-2023	LG, MPC, HPD, SHF, COC, SEDA	LG, Grants, Public/Private Partnerships	$$
HP.6.3	Align with the vision of the Savannah Ogeechee Canal Trail to expand the site's heritage tourism and preservation program	2022-2026	LG, MPC, HPD, SHF, COC	LG, Grants, Public/Private Partnerships	$

	GOAL 7	*Promote the preservation and public awareness of culturally and archaeologically significant sites in unincorporated Chatham County and Savannah*			
	STRATEGY	**PROJECT TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
HP.7.1	Survey, identify, and protect archaeological resources through legislation and other means	2025-2026	LG, MPC, SHF, HPD	LG, Grants, Public/Private Partnerships	$$
HP.7.2	Develop partnerships with community groups to develop an ethical process for discovery, storage, and ownership of archaeological artifacts	2022-2023	LG, MPC, SHF, HPD	LG, Grants, Public/Private Partnerships	$
HP.7.3	Develop interpretive and educational materials, programs, and signage for identified cultural landscapes, prioritizing those that lack interpretive elements to include smartphone applications	2022-2023	LG, MPC, HPD, SHF	LG, Grants, Public/Private Partnerships	$

EDUCATION

GOAL 1 — *Ensure equitable access of critical life skills including soft skills, financial, social, and conflict resolution skills are available to parents/legal guardians and taught to all students through the use of technology, community partnerships, and counseling*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
E.1.1	Integrate financial literacy into curriculum throughout all aspects of learning to include schools, clubs, and youth serving organizations	2022-2023	SCCPSS, JA, CGIC	Grants, Private/Public Partnership	$
E.1.2	Facilitate comprehensive child development skills from birth through age five	2022-2026	DECAL, CGIC, SCCPSS	Grants, Private/Public Partnership	$$
E.1.3	Expand Georgia's BEST curriculum (incorporation of soft skills, communication, and leadership skills) in all middle and high schools and consider expansion into post-secondary education courses	2022-2026	DOL, SCCPSS, CGIC	Grants, Private/Public Partnership	$$
E.1.4	Implement school safety curriculum (including conflict resolution, peer mediation, bullying, social media, and cyber safety) across the school district	2024-2026	SCCPSS, CGIC	Grants, Private/Public Partnership	$
E.1.5	Reduce discipline referrals resulting in out-of-school suspensions and address the racial disparity in out-of-school suspensions by utilizing peer mediation referrals	2022-2023	SCCPSS, CGIC, DJJ	Grants, Private/Public Partnership	$
E.1.6	Expand conflict resolution and peer mediation in all schools for students and teachers	2022-2023	SCCPSS, DJJ, CGIC	Grants, Private/Public Partnership	$
E.1.7	Provide equitable access to continuous education	2022-2023	SCCPSS, CGIC	Grants, Private/Public Partnership	$
E.1.8	Offer budgeting and financial management courses to adults	2022-2023	CCCS, UGAE	Grants, Private/Public Partnership	$

GOAL 2
Implement career track, internship, and mentorship programs between employers and students, while increasing leadership development programs between community organizations, businesses, and public schools to prepare students for employment and promote upward mobility

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
E.2.1	Increase number of opportunities for youth and young adults to access job shadowing, apprenticeship programs, and internships to include "green-friendly" approaches to agriculture and infrastructure	2022-2023	SCCPSS, JA, CGIC, UGAE, LG	Grants, Private/Public Partnership	ST
E.2.2	Expand and enhance existing mentorship programs (peer mentors and adult mentors)	2022-2023	SCCPSS, JA, CGIC, COC	Grants, Private/Public Partnership	ST
E.2.3	Explore and encourage expansion of classroom lab opportunities for hands-on experience in middle and high school, to ensure equal opportunities at all campuses	2022-2023	SCCPSS	Grants, Private/Public Partnership	$
E.2.4	Maintain at least 17 career clusters/pathway models of training opportunities that align with career demand and career occupations for all middle and high school students	2025-2026	SCCPSS, CGIC, SEDA, COC	SCCPSS, Grants, Private/Public Partnership	$$
E.2.5	Establish method and process for volunteer engagement with public schools	2022-2023	SCCPSS	SCCPSS	ST

GOAL 3
Plan for changing populations, capacities, and overcrowding and increase the quality of education and performances at SCCPSS

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
E.3.1	Work with local governments and local planning agencies to ensure new development and expansion of schools are strategically developed with future growth in mind	2022-2023	SCCPSS	N/A	ST
E.3.2	Increase teacher funding and support	2022-2023	SCCPSS	SCCPSS, GA, Private/Public Partnership	$$
E.3.3	Increase standards for teachers seeking licenses and raise standards in areas where student outcomes are lowest	2022-2023	SCCPSS	SCCPSS, GA, Private/Public Partnership	$

	GOAL 4	Incentivize and promote parental involvement in schools by teaching parents to advocate for their child(ren), facilitating better communication between parents and school leadership, and eliminating barriers to parent engagement				

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
E.4.1	Increase understanding and diversification of parental engagement to include assessment of family needs and resources	2022-2023	SCCPSS	SCCPSS, Grants, Private/Public Partnership	$
E.4.2	Coordinate service and resources between youth serving organizations for better integration and reduce silos	2022-2023	SCCPSS, UWCE	SCCPSS, Grants, Private/Public Partnership	$
E.4.3	Increase parental understanding of school attendance and ensure enforcement of truancy policies and facilitate broad awareness of barriers to school attendance	2022-2023	SCCPSS, DJJ	SCCPSS	ST
E.4.4	Encourage employers to provide incentives such as transit vouchers, paid "leave" time for parents to attend/participate in school functions	2022-2023	SCCPSS, UWCE, COC, SEDA, LG	SCCPSS, Grants, Private/Public Partnership	$
E.4.5	Assess and expand resource allocation to increase access to affordable quality childcare	2022-2026	SCCPSS, UWCE, DECAL	SCCPSS, Grants, Private/Public Partnership, GA, DECAL	$$
E.4.6	Expand and maintain cultural diversity, equity and inclusion training and practices	2022-2026	SCCPSS, UWCE	SCCPSS, Grants, Private/Public Partnership	$
E.4.7	Create parental support groups within community and faith-based organizations	2022-2023	SCCPSS, UWCE	SCCPSS, Grants, Private/Public Partnership	$

GOAL 5	*Ensure families and community members have the ability to promote and reinforce literacy and numeracy instruction that takes place in a student's learning environment*				
	STRATEGY	**PROJECT TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
E.5.1	Promote early reading and vocabulary development beginning at birth	2022-2023	SCCPSS, UWCE, DECAL	SCCPSS, Grants, Private/Public Partnership	$
E.5.2	Promote reading and numeracy achievement on grade level through early intervention and comprehensive development	2022-2023	SCCPSS, LIB, LH, UWCE	SCCPSS, Grants, Private/Public Partnership	$
E.5.3	Increase availability of children's books that promote reading and numeracy in health care settings, faith-based organizations, non-profit settings, and neighborhoods	2022-2023	SCCPSS, UWCE, LH, LIB, COC, LG	Grants, Private/Public Partnership	$
E.5.4	Provide access for early childhood professionals to utilize community resources for reading and numeracy	2022-2026	SCCPSS, UWCE, LIB, LG	SCCPSS, Grants, Private/Public Partnership	$

COMMUNITY HEALTH

GOAL 1	*Effectively address mental health by educating the public and reducing stigma, increasing early intervention programs, removing gaps and barriers, and increasing access to treatment including returning and detained residents, children, adolescents, and the homeless*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
C.1.1	Expand network of providers to meet regularly and provide better coordination of services and leveraging of resources	2022-2023	UWCE, CGIC, LH, LG, PD, SBHU, DJJ, CCSD, BHU, GCSB	Grants, Private/Public Partnership, GA	ST
C.1.2	Increase access to recovery and crisis services and increase capacity of service providers to provide for those who lack resources	2022-2023	UWCE, CGIC, LH, LG, PD, SBHU, DJJ, CCSD, BHU, GCSB	Grants, Private/Public Partnership, GA	$$
C.1.3	Advocate for high quality transitional care management services, and advocate for expanded health insurance funding to equip supportive and rehabilitation housing services	2022-2026	UWCE, CGIC, LH, LG, PD, SBHU, DJJ, CCSD, BHU, GCSB	Grants, Private/Public Partnership, GA	ST
C.1.4	Integrate behavioral health screening with primary care assessments and services	2022-2023	UWCE, CGIC, LH, LG, PD, SBHU, DJJ, CCSD, BHU, GCSB	Grants, Private/Public Partnership, GA	$
C.1.5	Enhance accessibility to behavioral health services by developing community-based and school-based behavioral health/counseling centers that operate on a sliding fee scale	2025-2026	SCCPSS, UWCE, CGIC, LH, LG, PD, SBHU, DJJ, CCSD, BHU, GCSB	Grants, Private/Public Partnership, GA	$
C.1.6	Identify an organization with a steward who will create and maintain an online resource directory specific to behavioral health services	2022-2023	UWCE, CGIC, LH, LG, PD, SBHU, DJJ, CCSD, BHU, GCSB	Grants, Private/Public Partnership	$
C.1.7	Increase employer and employee awareness and training regarding health insurance coverage to facilitate a broader understanding benefits of behavioral health services and Employee Assistance Program (EAP) resources	2022-2023	UWCE, COC, CGIC, LH, LG, PD, SBHU, GCSB	Grants, Private/Public Partnership, GA	ST
C.1.8	Increase suicide prevention efforts to include safety and resilience training	2022-2023	UWCE, CGIC, LH, PD, SBHU, DJJ, CCSD, BHU, GCSB	Grants, Private/Public Partnership, GA	$
C.1.9	Advocate increased access to health care through a variety of resources	2022-2023	UWCE, CGIC, LH, LG, PD, SBHU, DJJ, CCSD, BHU, GCSB	Grants, Private/Public Partnership, GA	ST

GOAL 2	Invest in community-based health resources to increase health equity by providing access to preventive health services, health education, and strategies to encourage individuals and families to adopt healthy behaviors

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
C.2.1	Expand availability of preventative services while including screening tests, counseling services, preventative medicine, and treatment that medical providers employ to identify and prevent illness before symptoms or problems associated with the illness occur	2022-2026	DCH, CHD, HS, CGIC, LH, LG, UWCE	Grants, Private/Public Partnership, GA	$$$
C.2.2	Improve access to and enrollment in affordable health insurance, including Peach Care and Medicaid, and connection with primary care providers	2022-2023	DCH, CHD, HS, CGIC, LH, LG, UWCE	Grants, Private/Public Partnership, GA	$
C.2.3	Assist healthcare providers and patients with opportunities for successful implementation of clinical guidelines to prevent and manage chronic illness, including but not limited to cancer, diabetes, weight management, heart disease, asthma and other significant community illnesses and diseases	2022-2026	CHD, HS, CGIC, LH, LG, UWCE	Grants, Private/Public Partnership, GA	$$
C.2.4	Provide consumer preventive education programs free (participatory education) including tele-medicine programs at school-based health centers and facilitate public recognition of success stories to encourage and motivate others to provide incentives	2022-2023	CHD, HS, SCCPSS, CGIC, LH, LG, UWCE	Grants, Private/Public Partnership, GA	$$$

GOAL 3	Instill healthy practices in schools by providing comprehensive health education, nutrient-rich foods, opportunities for physical activity, and prevention education including but not limited to violence prevention

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
C.3.1	Provide health and wellness educational programming specific to adolescents regarding risky behaviors	2023-2024	SCCPSS, HS, UWCE, CHD	Grants, Private/Public Partnership, GA	$$
C.3.2	Implement 30 minutes a day of physical exercise that fosters leadership, sportsmanship, and social skills for all students	2024-2026	SCCPSS, HS, UWCE, CHD	Grants, Private/Public Partnership, GA	$
C.3.3	Request that employers provide health enrichment and wellness programs to all employees	2022-2023	SCCPSS, HS, UWCE, CHD, COC, LG, CGIC	Grants, Private/Public Partnership, GA	ST
C.3.4	Increase healthy snack options at public and private school events	2022-2023	SCCPSS, HS, UWCE, CHD	Grants, Private/Public Partnership, GA	$

GOAL 4	Increase access to healthy food for populations that are most likely to be food-insecure such as older adults, children, those in poverty, and those who live in food apartheids				
STRATEGY		**PROJECT TIMELINE**	**LEAD PARTNER**	**FUNDING SOURCE**	**COST ESTIMATE**
C.4.1	Explore policy and funding mechanisms to eliminate food apartheid via a rotating schedule	2022-2023	SCCPSS, HS, UWCE, CHD, LG, CGIC	Grants, Private/Public Partnership, GA	$
C.4.2	Create farmer support programs to support and expand community gardens, urban farmers, and educational programming for residential sharing, cooking, learning, etc.	2022-2023	HS, CHD, UGAE, LG	Grants, Private/Public Partnership, GA	$$
C.4.3	Provide educational programming and nutritional counseling specific to healthy cooking (serving sizes, use of local-home ground foods and herbs), health eating habits	2022-2023	SCCPSS, HS, UGAE, CHD, LH, LG	Grants, Private/Public Partnership, GA	$
C.4.4	Create incentives with local grocery and convenience stores regarding product placement of healthy food options	2022-2023	HS, UGAE, CHD, LG	Grants, Private/Public Partnership, GA	$
C.4.5	Request local institutions to examine their procurement policies to create a long–range plan for buying and using local produce	2022-2023	SCCPSS, HS, CHD, LG	Grants, Private/Public Partnership, GA	ST
C.4.6	Create and expand community gardens, education, and programing for the residential sharing, learning, cooking, etc.	2022-2023	HS, UGAE, CHD, LG	Grants, Private/Public Partnership, GA	$
C.4.7	Expand urban agriculture to promote healthy eating as well as to encourage personal sustainability	2022-2023	HS, UGAE, CHD, LG	Grants, Private/Public Partnership, GA	$

PUBLIC SAFETY

GOAL 1	Ensure better quality of life through multifaceted strategies of public safety. The strategies include reducing crime by focusing on asset building; meeting community needs; expanding visibility and capacity of resources and programs provided by first responders; and building trust between law enforcement and residents

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PS.1.1	Increase capacity of "diversion" programs across all jurisdictions in Chatham County for first-time offenders to reduce case load, providing case management, restorative justice programs, and wrap around services via community partners	2025-2026	PD, DJJ, GA, CCSD, LG	LG, Grants, Private/Public Partnership, GA	$$$
PS.1.2	Provide continuous evaluation on enhanced trainings and screenings for First Responders in all jurisdictions specific to trauma responsiveness, cultural sensitivity, confidentiality, and behavioral health, as well as ensuring these processes/procedures are made transparent to the community	2022-2023	PD, FD, EMS, LH, CCSD, LG	LG, Grants, Private/Public Partnership, GA	ST
PS.1.3	Expand, market, and engage community-based organizations with police actively through citizen engagement programming. Develop opportunities for law enforcement and families/children to interact peacefully at community events	2022-2026	PD, UWCE, CCSD, LG, CGIC	LG, Grants, Private/Public Partnership, GA	$$
PS.1.4	Re-institute waiting periods to purchase guns, limit local gun shows, and explore gun buy-back programs to reduce access to guns	2022-2023	PD, GA, CCSD, LG	LG, Grants, Private/Public Partnership, GA	$$$
PS.1.5	Implement Project Step Forward (taking guns off the streets, breaking up gangs and groups).	2025-2026	PD, GA, CCSD, LG	LG, Grants, Private/Public Partnership, GA	$$$
PS.1.6	Explore and develop criteria and implement recognition and award programs to further incentivize law enforcement who complete additional training towards best practices including categories such as de-escalation, implicit bias, trauma responsiveness, and other emerging fields	2022-2023	PD, CCSD, LG	LG, Grants	$
PS.1.7	Develop domestic violence case worker teams so that social workers respond to domestic violence calls with law enforcement	2022-2023	PD, BHU, FD, EMS, LH, DJJ, DFACS, CCSD, LG	LG, Grants, Private/Public Partnership, GA	$$$
PS.1.8	Increase capacity to improve re-entry programs including expungement, housing, employment, behavioral health services, and connection to additional wrap-around services	2022-2026	PD, DJJ, GA, CCSD, LG, HAS, DOL, UWCE, CGIC	LG, Grants, Private/Public Partnership, GA	$$$

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PS.1.9	Explore and expand victim, witness, and whistle blower programs to meet evidence-based practices ensuring information is confidential and those who report information feel safe	2022-2026	PD, FD, EMS, LH, CCSD, LG	LG, Grants, Private/Public Partnership, GA	$
PS.1.10	Hold continuous community education and feedback sessions regarding the ongoing process of enhanced trainings and screenings for First Responders, where community members are able to be forthcoming about whether or not these trainings and screenings are effective	2022-2023	PD, CCSD, FD, EMS, LG, CGIC	LG, Grants, Private/Public Partnership, GA	$
PS.1.11	Assess external and internal public safety policies with community input that can be created, reviewed, changed, and/or removed at the local level to ensure policies are implemented through an equitable lens	2022-2023	PD, DJJ, GA, CCSD, LG	LG, Grants, Private/Public Partnership, GA	$
PS.1.12	Implement a pre-trial release texting service to ensure a return to court to end unnecessary stays in jail	2022-2023	CCDA, LG	LG, Grants, Private/Public Partnership, GA	$$
PS.1.13	Audit the internal culture within law enforcement/emergency management agencies for best policies and incentivize first responders into complying with those policies	2022-2023	PD, FD, EMS, DJJ, GA, CCSD, LG	LG, Grants, Private/Public Partnership, GA	$$
PS.1.14	Integrate environmental design elements that discourage criminal behaviors into the planning and construction of public space	2022-2023	PD, MPC, LG	LG, Grants, Private/Public Partnership, GA	ST

		GOAL 2	*Develop local and regional collaboration among organizations to improve the delivery of social services and to expand resources including but not limited to behavioral health and public health services*		

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PS.2.1	Provide additional resources for residents with a behavioral health disorder through a continuum of care facility rather than jail	2025-2026	UWCE, CGIC, LH, LG, PD, SBHU, DJJ, CCSD, BHU, GCSB	Grants, LG, Public/Private Partnership, GA	$$$
PS.2.2	Consider development of new and existing community-based facilities for use of a multi-agency resource centers to include behavioral health, wellness, adolescent development, learning center, computers, and senior activities	2026	UWCE, CGIC, LH, LG, PD, SBHU, DJJ, CCSD, BHU, GCSB	Grants, LG, Public/Private Partnership, GA	$$$
PS.2.3	Develop a community information exchange between mental health, healthcare, public safety, and social services for clear collaboration	2025-2026	UWCE, CGIC, LH, LG, PD, SBHU, DJJ, CCSD, BHU, GCSB	Grants, LG, Public/Private Partnership, GA	$$
PS.2.4	Locate and maintain community centers in low wealth and under served districts with expanded operating hours, diverse services, and resources	2026	UWCE, CGIC, LG	Grants, LG, Public/Private Partnership, GA	$$$
PS.2.5	Host an annual meeting of local funders and community residents to review community needs and outcomes	2022-2023	LG, UWCE, CGIC	Grants, LG, Public/Private Partnership, GA	$
PS.2.6	Create a community resource and common platform for funders, to ensure accessibility for organizations	2026	UWCE, CGIC, LH, LG, PD, SBHU, DJJ, CCSD, BHU, GCSB	Grants, LG, Public/Private Partnership, GA	$$
PS.2.7	Establish working relationships between planning departments of neighboring jurisdictions to ensure alignment on long term projects and goals	2022-2023	MPC, CORE MPO, LG, PD	LG	ST

GOAL 3	*Provide effective and efficient government services while ensuring that processes and procedures are planned and executed with transparency*				
	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
PS.3.1	Create clearer processes of the use of SPLOST funding regarding neighborhood improvements, infrastructure, parks, and community centers	2022-2023	LG, CGIC	LG	ST
PS.3.2	Conduct a countywide review of current policies and ordinances to consolidate and update where applicable	2025-2026	LG	LG	
PS.3.3	Convene representatives of neighborhood and homeowner associations countywide semi-annually and provide consistent feedback on projects	2022-2023	LG, CGIC	LG	ST
PS.3.4	Explore innovative methods of marketing and communicating with residents; implement use of smart phone notification methods that are neighborhood and community specific	2022-2023	LG, CGIC	Grants, LG, Public/Private Partnership, GA	$
PS.3.5	Establish an asset life cycle replacement schedule for local public entities	2022-2023	LG	LG	ST

BROADBAND & FIBER-OPTICS

GOAL 1	*Ensure all of Chatham County has access to broadband service*

	STRATEGY	PROJECT TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
BB.1.1	Improve broadband services in unserved Chatham County	2022-2026	LG, Public/Private Partnerships, GA	Grants, Private/Public Partnership, GA	$$$
BB.1.2	Make the necessary investments in broadband infrastructure to address the "digital divide" so that service reliability meets or exceeds National Telecommunications and Information Administration (NTA) upload and download speeds	2022-2026	LG, Public/Private Partnerships, GA	Grants, Private/Public Partnership, GA	$$$
BB.1.3	Research Public/Private Partner agreements to add small cell sites and smart city components in under served areas to improve cellphone and broadband coverage and expand digital equity	2022-2026	LG, Public/Private Partnerships, GA	Grants, Private/Public Partnership, GA	$$
BB.1.4	Incorporate Virtual and Augmented Reality planning and as-built documents into the municipal review and planning process	2024-2026	LG, Public/Private Partnerships, GA, PD, FD, EMS	Grants, Private/Public Partnership	$$$
BB.1.5	Implement strategies to decrease costs so all households have access to broadband services	2022-2023	LG, Public/Private Partnerships	Grants, Private/Public Partnership	$$

ONGOING ACTIVITIES

STRATEGIES	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
Continue the use of historic preservation as an economic driver	Ongoing	LG, HSF, SEDA	LG, Grants, Private/Public Partnerships	ST
Reference the Context Sensitive Design Manual when designing streets and roads	Ongoing	LG, CAT, CORE MPO	LG	ST
Allow new infrastructure (roads, water, sewer, hospitals, housing) only in areas where new growth is appropriate	Ongoing	LG, MPC	LG	LG
Educate residents on undertaking mitigation projects on individual properties	Ongoing	LG, GA, STF, GADNR	LG, Grants, Public/Private Partnership	$
Prevent private or public investments in areas most at risk of damage	Ongoing	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Grants, Public/Private Partnership	$
Guide new development away from current or future climate change high-risk areas	Ongoing	LG, MPC, GA, GADNR	LG, Grants, Public/Private Partnership	$$
Promote resiliency and addressing the impacts of climate change on naturally occurring hazards (i.e., hurricanes, etc.)	Ongoing	LG, MPC, GA, GADNR	LG, Grants, Public/Private Partnership	$
Ensure that at least 45% of the tree canopy is collectively maintained in each jurisdiction within Chatham County	Ongoing	LG, GFC, MPC, STF	LG, Grants, Public/Private Partnership	$
Ensure residents and businesses plant diverse tree species to ensure tree canopy is varied to limit damage due to disease and pests	Ongoing	LG, GFC, MPC, STF	LG, Grants, Public/Private Partnership	$
Educate property owners about the importance of trees to the community, the need to protect the region's tree canopy, and their value in maintaining property values	Ongoing	LG, GFC, MPC, STF	LG, Grants, Public/Private Partnership	$
Reduce human activities that make effects of climate changes worse through education, policies, and regulations	Ongoing	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Grants, Public/Private Partnership	$
Provide support and safety nets for the residents with the fewest resources so they can respond and adapt to disruptions	Ongoing	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Grants, Public/Private Partnership	$$$

STRATEGIES	ANNUAL TIMELINE	LEAD PARTNER	FUNDING SOURCE	COST ESTIMATE
Reduce heat island effect on neighborhoods	Ongoing	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Grants, Private/Public Partnerships	$$$
Preserve and protect threatened and endangered plant and animal habitats	Ongoing	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Grants, Private/Public Partnerships	$$$
Promote that buildings should be designed with adaptation and resilience in mind	Ongoing	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Grants, Private/Public Partnerships	$
Encourage data and resource sharing across jurisdictions	Ongoing	LG, MPC, GA, GADNR, GDOT, GAEPD, DCA, CEMA	LG, Grants, Private/Public Partnerships	ST
Promote that homes, jobs, stores, parks, schools, and other destinations be placed close to each other so that people can easily walk, bike, use public transit, or drive shorter distances	Ongoing	LG, MPC, GDOT	LG	ST
Encourage green roofs, parks, street trees, and other elements that can reduce ambient air temperatures and filter pollutants from stormwater runoff and the air	Ongoing	LG, MPC, GA, GADNR, GFC, STF	LG, Grants, Private/Public Partnerships	$
Support the City of Savannah's 100% Savannah Resolution	Ongoing	LG	N/A	ST
Advocate for state policies that support municipal clean energy plans	Ongoing	LG, MPC	LG	ST
Promote and educate the community about federal and state preservation tax incentives for rehabilitation	Ongoing	LG, MPC, SHF	LG, Grants, Private/Public Partnerships	$
Balance the goals of heritage tourism with local concerns	Ongoing	LG, MPC, SHF, COC, SEDA	LG, Grants, Private/Public Partnerships	$
Support projects that educate the public about archaeology and important Savannah and Chatham County cultural sites and resources	Ongoing	LG, MPC, SHF, COC, HPD	LG, Grants, Private/Public Partnerships	$
Promote parental involvement in their child(ren)'s education	Ongoing	SCCPSS, CGIC	Grants, Private/Public Partnership	$
Provide for all children from birth to age five receive ample opportunities for language rich adult-child interactions for critical brain development	Ongoing	SCCPSS, UWCE, DECAL, LH, LIB	SCCPSS, Grants, Private/Public Partnership, GA	$$

REPORT OF ACCOMPLISHMENTS

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
ECONOMIC DEVELOPMENT							
	Promote mixed-use development where appropriate with densities higher than 25 units per acre to encourage safe, sustainable neighborhoods		✓			Ongoing	
	Propose a policy to prioritize active transportation infrastructure to facilitate walking, biking, and transit to commercial corridors		✓				
	Evaluate a policy to reduce regulatory barriers for new businesses by establishing "code-light zones"		✓				
	Evaluate flexible corridor-specific design standards to create attractive, functional, and harmonious buildings and public spaces		✓				

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
	ECONOMIC DEVELOPMENT						
	Improve access to education and trades to help the working poor, ex-offenders, and those with mental illness by providing a scholarship program or similar incentive		✓			Ongoing	
	Increase capacity of case management to provide employment, wrap-around and support services for families, and provide case management with education		✓			Ongoing	
	Increase awareness and use of tax incentives for those employers serving and employing specific populations		✓				
	Explore funding mechanisms to provide more financial support to a more diverse economy and establish action steps that will promote regional innovation		✓				
	Increase efficiency of permitting and licensing policies for businesses through streamlining procedures, education about the process		✓			Ongoing	
	Expand capacity of formal and informal support system to sustain and expand current, growing business throughout the county while considering the establishment of a program for existing business to mentor start-ups		✓			Modified to be included in similar strategy	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
ECONOMIC DEVELOPMENT							
	Create a network of employers and training providers, through incentives to align training programs with opportunities for jobs		✓				
	Increase the number of opportunities for job shadowing, apprenticeship programs, and internships to include "green" careers, particularly targeted to youth and young adults		✓			Ongoing	
	Increase capacity and opportunities for individuals to receive skills that lead to employment		✓			Ongoing	
	Continue to facilitate the establishment of minority and women-owned businesses (M/WBE) as defined by the United States Small Business Administration Federal Contract Program		✓			Ongoing	
	Identify and remove obstacles to existing and proposed businesses in targeted redevelopment areas		✓			Ongoing	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
	LAND USE						
	Provide for pedestrian-oriented, mixed-use development options in the Zoning Ordinance	✓				Updated Savannah Zoning Ordinance	2019
	Refine policies to reduce on-site parking requirements and enhance walking and bicycling infrastructure		✓				
	Refine policies to extend Complete Streets design principles into land development		✓				
	Implement urban development plans for areas affected by the removal of the I-16 flyover and the construction of a new arena and canal district master plan			✓		I-16 flyover removal delayed	
	Establish new public realm, consistent with that of the town plan, in areas adjacent to downtown Savannah		✓			Ongoing	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
	LAND USE						
	Review and consolidate policies, procedures where appropriate countywide		✓			I	
	Consider consolidation of local government				✓	Ongoing	Removed due to insufficient support
	Use principles of ecology to establish a minimum percentage of the total land area within Chatham County to be maintained as open spaces		✓				
	Prioritize transportation projects that link parks and open spaces by walking, biking, and public transit		✓			Ongoing	
	Develop a set of criteria to determine which neighborhoods can benefit from action plans that address issues such as housing, vacant property, transportation, and quality of life		✓				
	Assemble stakeholders within neighborhoods and develop action plans to inform land use, housing, transportation, and economic development priorities		✓			Ongoing	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
	TRANSPORTATION						
	Identify opportunities to create multi-modal transportation that links employees to employers		✓			Ongoing	
	Continuously evaluate opportunities for road diets and traffic calming on existing streets and implement cost-feasible projects		✓			Ongoing	
	Propose a policy to prioritize pedestrian infrastructure improvements (such as sidewalks and crosswalks) near schools, bus stops, and commercial corridors		✓			Working on the updates to the Complete Streets Policy for Savannah that will include direction to prioritize pedestrian (and bicycle) improvements equitably and accommodations for people with disabilities, both on sidewalks/ crosswalks as well as during construction phases. Savannah is working on sidewalk implementation with SPLOST funding, to include sidewalk implementation plans based around Title I schools.	
	Propose a Complete Streets policy for Chatham County	✓				Policy developed	2015

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
TRANSPORTATION							
	Work with municipalities in order to explore funding options to expand public transportation in Chatham County		✓				
	Identify funding to provide convenient pedestrian and bicycle access from public transportation termini to employment centers, institutions, commercial areas, schools, and recreational facilities		✓				
	Refine policy to accommodate people with disabilities on all sidewalks and crosswalks		✓			Multi-jurisdictional funding efforts and expansion efforts being discussed	
	Evaluate enhancing the transit system to make it more frequent and reliable on corridors with high densities of residents and jobs		✓			Ongoing	
	Prioritize the placement of bus route and schedule information at every stop and provide real–time bus location and arrival information		✓			Currently in-progress by CAT	
	Identify funding to enhance the usefulness and appearance of bus stops by adding shelters, lighting, benches, wastebaskets, and other amenities		✓			Currently in-progress by CAT	
	Evaluate new partnerships to expand transit service beyond current district and ridership		✓			Currently in-progress by CAT	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
	TRANSPORTATION						
	Evaluate road construction projects to ensure they are compatible with local characteristics and transportation amenity corridors		✓			Ongoing	
	Evaluate the impact of Sea Level Rise on proposed transportation systems, particularly relating to improvements of existing roads, bridges and related infrastructure		✓			Ongoing	
	Explore alternate routes for heavy equipment, trucks and those carrying hazardous materials countywide		✓				
	Consider policy and infrastructure recommendations from the Freight Transportation Plan to enhance safety and efficiency		✓				
	Reference the Context Sensitive Design Manual when designing roadways		✓			Currently implemented by GDOT	
	Consider policies that maintain and enhance an intermodal transportation system which sustains economic activity by linking trucking facilities, rail terminals, airports, and seaports with limited access roads		✓				

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
	HOUSING						
	Refine policies to encourage the preservation and rehabilitation of existing housing units		✓				
	Gather information on best practices to encourage and improve housing counseling programs		✓				
	Evaluate and consider policies that increase the range of approved home occupations		✓				
	Develop a regional housing plan		✓			Countywide Affordable Housing Team Developed	
	Evaluate an Inclusionary Zoning policy as a way to increase the supply of affordable housing		✓				
	Propose policies to allow for a wider variety of housing types to be built in existing neighborhoods		✓				
	Evaluate policies that allow infill development using unconventional housing styles such as "tiny homes" and prefabricated homes		✓				

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
HOUSING							
	Create clearer process of use of SPLOST funding in regards to neighborhood improvements, infrastructure, parks, and community centers		✓			Ongoing	
	Adopt and implement "complete streets" ordinance to include appropriate roads (new, expanded and resurfaced) countywide restripe while adding traffic calming improvements and green space where appropriate	✓				Policy originally developed and adopted in 2015 for Savannah. Working on the updates to the Complete Streets Policy for Savannah	2015
	Provide public/private incentives to encourage an array of transit opportunities to include car pool, park and ride sites, public transit, cycling, etc		✓				
	Conduct a feasibility study in order to provide a more efficient safe, well-maintained parks and recreation facilities in all areas, with special focus on high crime areas		✓			Ongoing	
	Evaluate the vulnerability of proposed residential and commercial developments to increased flooding due to sea level rise		✓			Ongoing process development	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
NATURAL RESOURCES							
	Propose policies limiting allowable impervious coverage for new development		✓				
	Gather information on incentives to support energy efficiency and natural resource protection in new construction		✓			Savannah established an Office of Sustainability where information can be accessed	
	Identify funding for the Chatham County Resource Protection Commission and its land conservation efforts that include protecting high priority habitats			✓		Delayed due to funding	
	Develop a plan to repurpose publicity owned natural areas and open spaces to provide permanently protected habitat areas and public recreational areas		✓			Ongoing	
	Develop policies to facilitate coastal ecosystem migration through the maintenance and restoration of open space		✓			Ongoing	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
NATURAL RESOURCES							
	Develop a long-range regional plan for sea level rise that evaluates multiple adaptation methods		✓			Development of a Coastal Empire Resiliency Network has begun with next steps being regional collaboration	
	Develop policies and procedures to improve tree preservation and replanting during development		✓			Ongoing	
	Propose a No Net Loss policy to improve tree preservation and replanting during development		✓				
	Develop policies to reduce the volume of waste entering Chatham County landfills through increased recycling and material use		✓			Ongoing	
	Gather data on best practices to reduce illegal dumping throughout Chatham County		✓				
	Explore feasibility of composting for institutional, commercial, and residential areas		✓			Ongoing—changes at the State/ GA EPD level are needed for larger expansion	
	Explore the feasibility of economic development activities utilizing locally sourced recycled materials		✓			Ongoing	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
	NATURAL RESOURCES						
	Gather information on all sources of air pollution and best practices to reduce air pollution		✓				
	Propose policies that will protect air quality and benefit human health		✓			Ongoing—Savannah's 100% Clean Energy Policy will assist in bettering air quality for the region	
	Amend existing wetlands protection regulations to include protection for functional wetlands and functional isolated wetlands		✓				
	Gather information and best practices and procedures that integrate sea level rise into land use planning		✓				
	Propose policies and procedures that integrate sea level rise into land use planning		✓			Development of a Coastal Empire Resiliency Network has begun with related efforts to include policy recommendations	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
	QUALITY OF LIFE: HISTORIC PRESERVATION & CULTURAL RESOURCES						
	Continuously identify culturally and historically significant resources		✓			Ongoing	
	Refine policies to conserve and enhance the distinguishing characteristics of historic neighborhoods, including intangible characteristics such as language, art, music, and foods		✓			Ongoing	
	Propose a policy regarding the ownership, treatment, and curation of archeological artifacts		✓			Savannah adopted and archaeology ordinance in December 2019. County Resource Protection Commission (RPC) awaiting to identify funding. RPC includes associated policy implementation efforts	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
QUALITY OF LIFE: HEALTH							
	Expand availability of preventative services while including screening tests, counseling services, preventive medicine, and treatment that medical providers employ to identify and prevent illness before symptoms or problems associated with illness occur		✓			Ongoing	
	Improve access to and enrollment in affordable health insurance, including Peachcare and Medicaid, and connection with primary care providers		✓			Ongoing	
	Assist healthcare providers and patients with promising opportunities for successful implementation of clinical guidelines for chronic illness including but not limited to cancer, diabetes, weight management, heart, respiratory and other significant community illnesses and diseases		✓			Ongoing	
	Develop a comprehensive parks & recreation plan that address the special needs of families, the obese, elderly, and disabled citizens while providing multi-use facilities including swimming pools, improved access to water for boating and fishing, and an improved bikeways		✓			In development	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
QUALITY OF LIFE: HEALTH							
	Encourage network of providers to meet regularly and provide better coordination of services and leveraging of resources		✓				
	Increase access to crisis services and increase capacity of service providers to provide for those who lack resources		✓			Ongoing	
	Advocate for high quality transition service for specifically targeted population, and advocate for expanded health insurance funding to equip supportive and rehabilitative housing services		✓			Ongoing	
	Integrate behavior health screening with primary care assessments and services		✓				
	Enhance accessibility to mental health services by developing community-based and/or school-based mental health/counseling centers		✓				
	Identify an organization or steward who will create and maintain an online resource directly specific to mental health services		✓			Ongoing	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
QUALITY OF LIFE: HEALTH							
	Provide health and wellness educational programming specific to adolescents regarding risky behaviors		✓			Ongoing	
	Implement 30 minutes a day or physical exercise that fosters leadership, sportsmanship, social skills for all students		✓				
	Encourage employers to provide health enrichment and wellness programs to all employees		✓			Ongoing	
	Provide additional resources for the mentally ill through a continuum of care facility rather than jail		✓			Ongoing	
	Consider community based facilities for use of a multi-agency resource center (MARC) to include behavioral health, wellness, and child development	✓				Front Porch established	2018
	Expand the collaboration effort through the use of a common platform for social services registration		✓				
	Create and maintain community centers in low-income with expanded operating hours and diverse services and resources		✓			Ongoing	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
QUALITY OF LIFE: HEALTH							
	Explore policy and funding mechanisms to increase access to produce to various "food deserts" on a rotating schedule		✓			Continued expansion of Farm Truck 912 into Chatham County's jurisdictions	
	Create farmer support programs to support and expand community gardens, urban farmers, and educational programming for residential sharing, cooking, learning, etc.	✓				The local Chatham County UGA Extension Agency has developed supportive programs specific to farmers, cooking, and home gardens	2016
	Provide educational programming and nutritional counseling specific to healthy cooking (serving sizes, use of local-home ground foods and herbs), health eating habits		✓			Ongoing	
	Propose policy to support the development and maintenance of community gardens and reduce regulatory barriers to urban agriculture	✓				Chatham County and Savannah's policies allow for community gardens	Savannah last updated in 2012

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
QUALITY OF LIFE: EDUCATION							
	Integrate financial literacy into curriculum throughout all aspects of learning to include schools, clubs and youth serving organizations		✓			Ongoing	
	Facilitate comprehensive child development from birth through age three		✓			Ongoing	
	Expand Georgia's BEST curriculum in all middle and high schools, and consider expansion into postsecondary education courses		✓			Ongoing	
	Implement school safety curriculum (include conflict resolution, bullying, social media safety)		✓			Ongoing	
	Reduce discipline referrals resulting in out-of-school suspensions and address the racial disparity in out-of-school suspensions		✓			Ongoing	
	Promote reading and numeracy achievement on grade level		✓			Combined with similar strategy	
	Increase number of opportunities for youth to access job shadowing, apprenticeship programs, and internships to include "green" careers		✓			Ongoing	
	Promote early reading and vocabulary development		✓			Combined with similar strategy	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
QUALITY OF LIFE: EDUCATION							
	Increase understanding and diversification of parental engagement and involvement to include assessment of family dynamic and supports needed		✓				
	Coordinate service and resources between youth serving organizations for better integration and reduce silos		✓			Ongoing	
	Increase parental understanding of school attendance and ensure enforcement of truancy policies and facilitate broad awareness of barriers to school attendance		✓			Ongoing	
	Encourage employers to provide incentives such as transit vouchers, paid "leave" time for parents to attend/participate in school functions		✓				
	Increase and diversify use of alternative methods of communication with parents; implement use of smart phone notification methods to all parents - school specific		✓			Ongoing	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
QUALITY OF LIFE: PUBLIC SAFETY							
	Increase capacity of "diversion" program for first-time offenders to lower case load; providing case management, restorative justice program and wrap around services via community partners and/ or multi-agency resource center (MARC)	✓				Front Porch established	2018
	Provide training for law enforcement specific to cultural diversity confidentiality and sensitivity to reporting as well as to mental and behavioral health issues in the community		✓			Ongoing	
	Expand market and engage community based organizations with police activity through programs such as: Citizens Academy; Police Activity League. Develop opportunities for law enforcement and families/children to interact peacefully		✓			Ongoing	
	Reduce access to guns by re-instituting waiting periods for purchase, limited local gun shows, explore gun buy-back programs		✓				
	Implement Project Step Forward (taking guns off the streets, breaking up gangs and groups)		✓			The "Show Us Your Guns" program, being developed by the Chatham County District Attorney's Office is set to be funded in 2021	

TASK NUMBER	ACTION/ IMPLEMENTATION STRATEGY	COMPLETED	UNDERWAY	POSTPONED	NOT ACCOMPLISHED	EXPLANATION	COMPLETION DATE
QUALITY OF LIFE: PUBLIC SAFETY							
	Implement environmental design practices shown to discourage criminal activities		✓			Ongoing	

APPENDIX

Q1 First things first ... where do you live?

Answered: 1,406   Skipped: 0

Unincorporated Chatham County 29.7% (417)
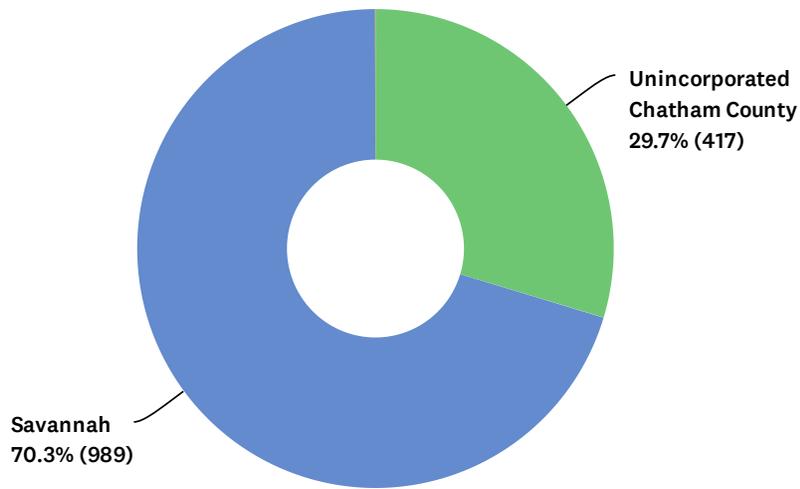
Savannah 70.3% (989)

ANSWER CHOICES	RESPONSES	
Unincorporated Chatham County	29.7%	417
Savannah	70.3%	989
Garden City	0.0%	0
Pooler	0.0%	0
Other/I don't know	0.0%	0
TOTAL		1,406

Q2 How strongly would you agree with the following statements about the quality of life topics in Chatham County?

Answered: 333   Skipped: 1,073
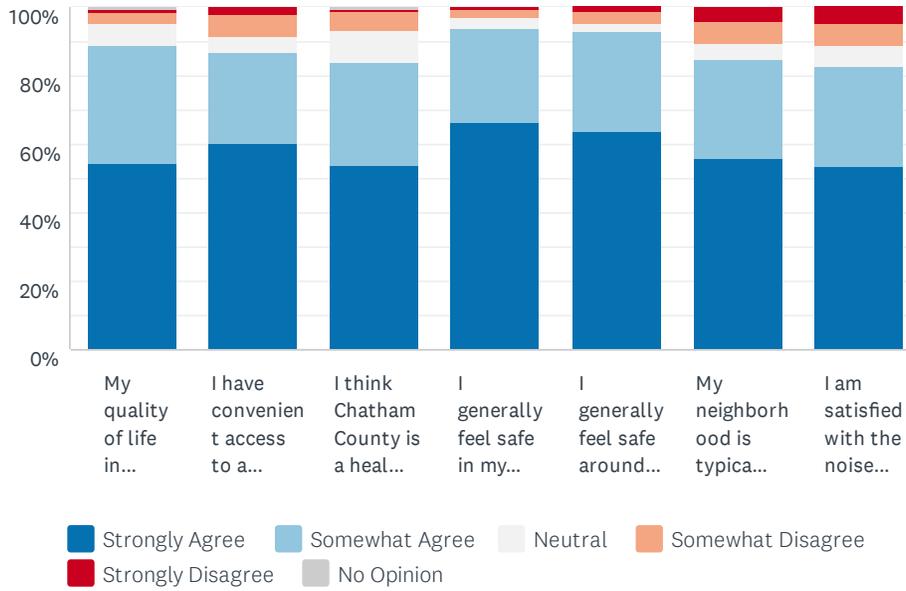
	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	NO OPINION	TOTAL	WEIGHTED AVERAGE
My quality of life in Chatham County is good	54.35% 181	34.83% 116	6.31% 21	3.00% 10	0.90% 3	0.60% 2	333	1.60
I have convenient access to a range of food options, including access to healthy and fresh food	60.42% 200	26.59% 88	4.53% 15	6.65% 22	1.81% 6	0.00% 0	331	1.63
I think Chatham County is a healthy place to live	54.24% 179	30.00% 99	9.39% 31	5.45% 18	0.61% 2	0.30% 1	330	1.68
I generally feel safe in my home	66.67% 220	27.58% 91	2.73% 9	2.42% 8	0.61% 2	0.00% 0	330	1.43
I generally feel safe around my neighborhood	64.24% 212	28.79% 95	2.42% 8	3.64% 12	0.91% 3	0.00% 0	330	1.48
My neighborhood is typically clean and free of litter	56.06% 185	29.09% 96	4.24% 14	6.67% 22	3.94% 13	0.00% 0	330	1.73
I am satisfied with the noise level in my neighborhood	53.47% 177	29.61% 98	5.74% 19	6.65% 22	4.53% 15	0.00% 0	331	1.79

Q3 Please rate your satisfaction with the following public amenities and services in your community.

Answered: 333   Skipped: 1,073
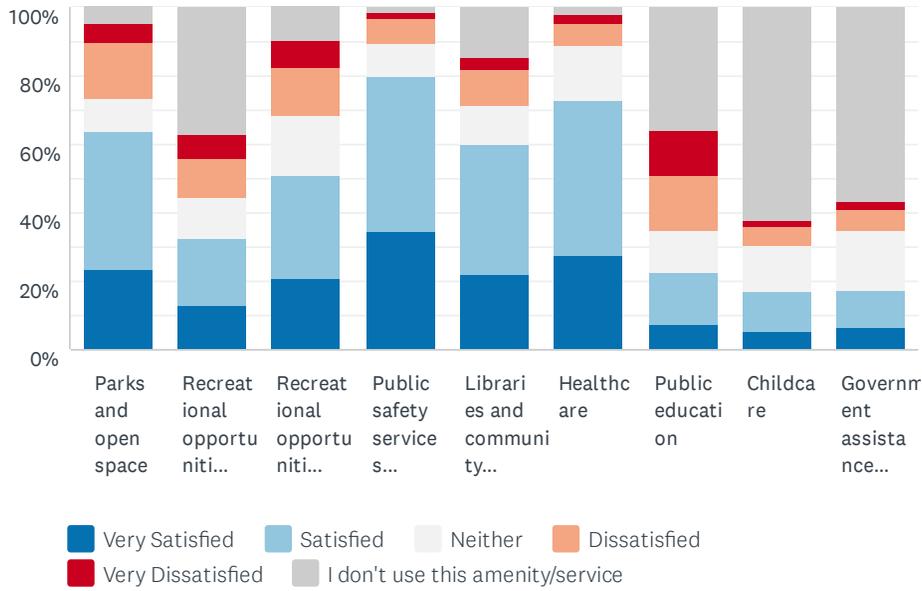
	VERY SATISFIED	SATISFIED	NEITHER	DISSATISFIED	VERY DISSATISFIED	I DON'T USE THIS AMENITY/SERVICE	TOTAL	WEIGHTED AVERAGE
Parks and open space	23.62% 77	40.18% 131	9.51% 31	16.87% 55	5.21% 17	4.60% 15	326	2.
Recreational opportunities for children	12.77% 42	19.76% 65	11.85% 39	11.55% 38	7.29% 24	36.78% 121	329	2.
Recreational opportunities for adults	21.04% 69	30.18% 99	17.38% 57	14.02% 46	7.93% 26	9.45% 31	328	2.
Public safety services (police, fire, EMS)	34.34% 114	45.48% 151	9.64% 32	7.53% 25	1.51% 5	1.51% 5	332	1.
Libraries and community centers	21.88% 72	37.99% 125	11.55% 38	10.64% 35	3.34% 11	14.59% 48	329	2.
Healthcare	27.74% 91	45.43% 149	15.85% 52	6.71% 22	2.13% 7	2.13% 7	328	2.
Public education	7.60% 25	14.89% 49	12.46% 41	16.11% 53	12.77% 42	36.17% 119	329	3.
Childcare	5.50% 18	11.62% 38	13.46% 44	5.50% 18	2.14% 7	61.77% 202	327	2.
Government assistance programs and services	6.71% 22	10.98% 36	17.38% 57	5.79% 19	2.44% 8	56.71% 186	328	2.

Q4 In your opinion, what are the most important historic preservation actions for Chatham County? (Select up to three.)

Answered: 336   Skipped: 1,070
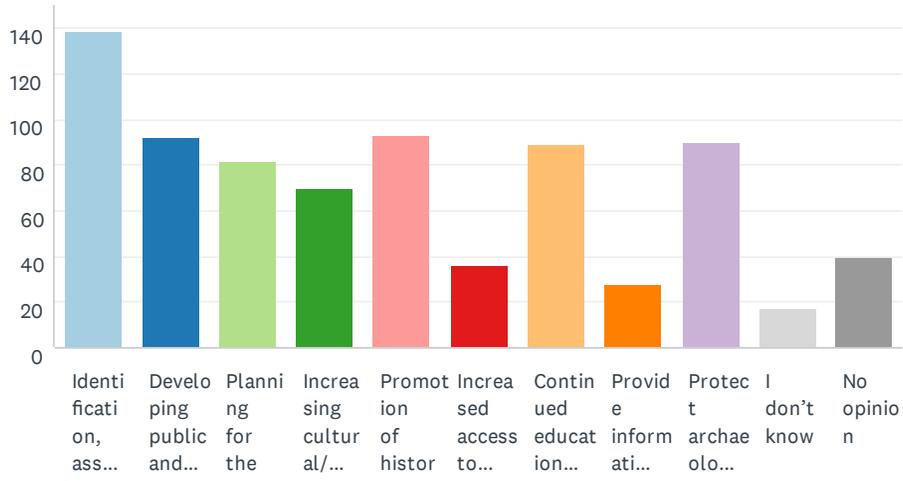
Q5 Who is your fire protection provider?

Answered: 334   Skipped: 1,072
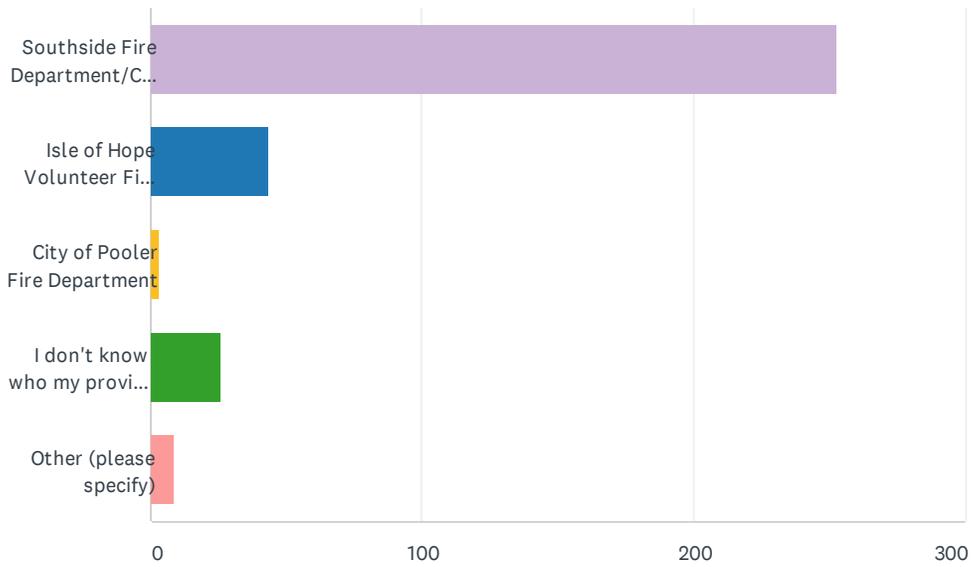
#	OTHER (PLEASE SPECIFY)	DATE
1	Chatham Fire	2/5/2021 12:22 PM
2	Port Wentworth Fire Department	2/1/2021 4:47 AM
3	West side fire department	1/4/2021 5:21 AM
4	Chatham Emergency Services	12/4/2020 4:04 PM
5	Islands Fire Dept	11/19/2020 1:09 PM
6	We pay to Southside annually but also have IOH Volunteer FD	11/18/2020 4:30 AM
7	WIlmington island	11/13/2020 3:06 PM
8	Unincorporated	10/31/2020 11:48 AM
9	Chatman Co Emergency Station # 4	10/29/2020 1:14 PM

Q6 Are you aware that Unincorporated Chatham County has a subscription-based fire protection service?

Answered: 334   Skipped: 1,072

No

Yes
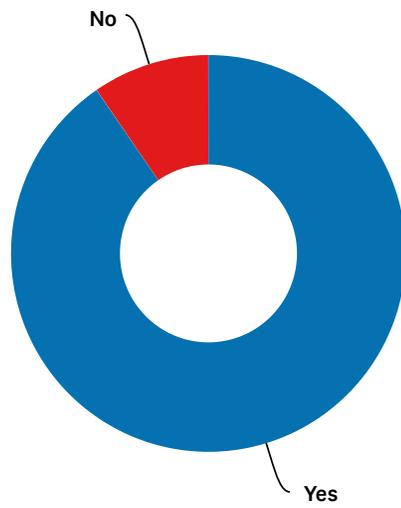
Q7 How do you pay your invoice for fire protection services each year?

Answered: 334   Skipped: 1,072
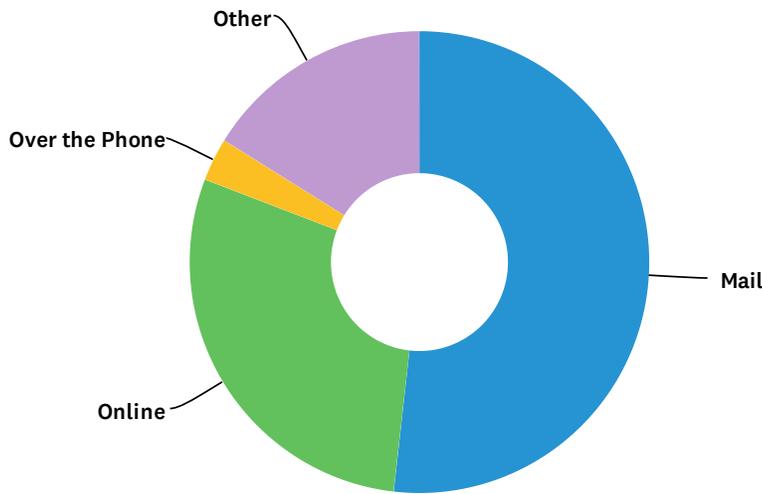
#	OTHER (PLEASE SPECIFY)	DATE
1	Do not	2/6/2021 6:51 PM
2	Check	2/5/2021 12:22 PM
3	I do not yet	2/5/2021 4:55 AM
4	not sure	2/4/2021 12:56 PM
5	through HOA fees	2/1/2021 11:10 AM
6	Don't know.	2/1/2021 4:47 AM
7	I don't think I have any	1/15/2021 12:36 PM
8	we are covered by apartment management	1/15/2021 10:10 AM
9	Online or In-Person	1/14/2021 3:17 PM
10	Don't know	1/5/2021 8:36 PM
11	HOA	1/4/2021 1:24 PM
12	Included in rent.	1/2/2021 5:21 PM
13	I don't in particular. Live in an apartment complex in Berwick.	12/31/2020 12:37 PM
14	No idea	12/4/2020 12:00 PM
15	Rent	11/27/2020 8:26 PM
16	Firefighter	11/23/2020 8:12 PM
17	dd	11/19/2020 3:34 PM
18	Included in rent.	11/19/2020 1:09 PM
19	don't	11/19/2020 10:30 AM
20	na	11/19/2020 9:43 AM
21	Unaware	11/19/2020 8:32 AM
22	Through POA	11/19/2020 7:15 AM
23	I wasn't aware of a required invoice until just now!	11/18/2020 6:23 PM
24	Unknown	11/18/2020 5:31 PM
25	Apt complex pays it	11/18/2020 3:56 PM
26	i guess i'm not covered	11/18/2020 2:07 PM
27	We are firefighters and get a credit	11/18/2020 7:05 AM
28	I am a renter	11/17/2020 9:44 PM
29	Rent	11/17/2020 8:14 PM
30	unknown	11/17/2020 5:43 PM
31	Condo	11/17/2020 5:21 PM
32	Condo	11/17/2020 5:14 PM
33	N/A	11/17/2020 5:11 PM
34	Through insurance co	11/17/2020 3:55 PM
35	HOA dues	11/17/2020 2:26 PM

36	Gated community that arrange for coverage	11/14/2020 8:59 PM
37	First time bill	11/13/2020 8:47 PM
38	I live in a condo assoc	11/13/2020 3:06 PM
39	Through hoa dues	11/13/2020 2:36 PM
40	?	11/10/2020 7:32 PM
41	Live in an apatment	11/9/2020 3:18 PM
42	Retires for the Southside fire dept asa volunteers after 34years our fire protection is No Charge this was benfit for me for my serivce.	11/5/2020 4:47 PM
43	I do not pay.	11/5/2020 9:02 AM
44	I don't	11/3/2020 10:48 AM
45	In person	11/3/2020 5:48 AM
46	Haven't received first bill yet.	10/30/2020 6:41 PM
47	HOA	10/29/2020 1:45 PM
48	I didn't know there was one	10/29/2020 1:14 PM
49	I don't know- my spouse pays	10/29/2020 12:39 PM
50	Explain why you need to know this. This is big brother prying!	10/29/2020 12:32 PM
51	through HOA	10/29/2020 12:19 PM
52	I don't	10/29/2020 11:55 AM
53	I didnt know I needed one!	10/28/2020 11:28 AM
54	HOA dues	10/28/2020 10:59 AM

Q8 Would you prefer to have the cost of fire protection services included on your County tax bill?

Answered: 334   Skipped: 1,072
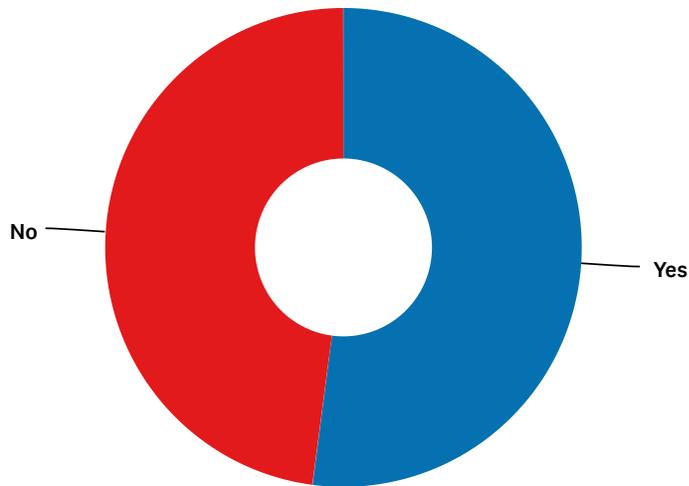
Q9 Do you have any additional comments about the quality of life in {{ Q1 }}?

Answered: 135   Skipped: 1,271

#	RESPONSES	DATE
1	Trash and illegal dumping is out of control. County does shit. Transfer station and employees suck. Transfer station policies need revised.	2/6/2021 6:51 PM
2	It's great on Wilmington island, where I live, but that doesn't hold true for all of unincorporated Chatham County.	2/5/2021 7:35 PM
3	I have a neighbor that has been on generator power since hurricane Matthew. Hellen stone isn't helpful and the county has refused to intervene. Great times. Jason Moore 9128440326	2/5/2021 5:39 PM
4	Most people here do not respect others	2/5/2021 12:22 PM
5	No	2/5/2021 4:55 AM
6	I would like to see more libraries and free community spaces. Modeling after the library in Hoover, AL would be ideal.	2/4/2021 8:55 PM
7	Stop privatized fire protection	2/4/2021 3:55 PM
8	Many roads need work and there needs to be a bike lane on LaRoache Ave.	2/4/2021 12:56 PM
9	I live on Hwy 25 by the Ports and the trucks are horrible. Also I live in a house that was built in 1910 which we are renovating. But the trucks are getting worse.	2/1/2021 4:47 AM
10	I am fairly satisfied with the present quality of Life as it is now. I have seen changes through the time we have lived here 60+ years, but that is to be expected. I and others are fearful of what we would consider an intrusion into our neighborhood with Large warehouses preparing to intrude so close to our property. It is my hope that there will be adequate barriers to prevent the Decline in our quality of Life as we know it. If it continues as the developers plan, our mostly peaceful neighborhood will change for the Worst with 24x7 lights surrounding our property, devaluing our property, flooding and constant noise 24 x 7 which I am opposed to. I am not opposing the project as I know it will bring in revenue , but would please ask it not be such an Intrusion into our lives.	1/15/2021 9:22 PM
11	We need a playground at least. If not nature trails and rec center. Not more warehouses and semi trucks. With the opening of the new Benton extension. It takes almost an hour for me to get through the traffic to my home now. Before it was 15 minutes from ymca. And getting out of the neighborhood has increased from 5 minutes to 18 minutes to get to Jimmy deloach.	1/15/2021 12:36 PM
12	Our road ways are unacceptable. The money wasted refilling the same potholes every other week could go towards a more permanent solution, such as resurfacing our road ways that desperately need it. Also sidewalks are needed. The corridor between Staley Ave. all the back around to Chatham Parkway is the absolute worst! From sagging powerlines, roadways, need for sidewalks, and trash that area needs major attention. We have not had any luck over the years with our county commission representatives.	1/15/2021 9:50 AM
13	I love living here and having quick access to everything I need while still enjoying the peace of living more in the country. I wish people would stop dumping their trash on our road- it seems to be where everyone comes to drop furniture and tires. And I support warehouses and Savannah's ports- I'm just hoping that the commission takes quality of life in mind when it comes to the development plan of Rockingham Farms and that every consideration is made to create a berm and buffer between our properties so that I don't have trucks and lights in my backyard 24/7. I think a permanent change needs to be made to the buffer requirements between manufacturing and residential properties so that it's never an issue again for anyone because I don't think anyone would want a warehouse/ manufacturing building 40 feet from their home. It would relieve stress on both sides if it was not an issue ever again. Thank you for this survey and giving us a voice.	1/15/2021 9:40 AM
14	Pay too much for Fire Services. Unless County controls the rates, it should not be included on my tax bill.	1/14/2021 3:54 PM
15	The county crews do an excellent job of removing yard debris and bulk pick up. The LaRoche Avenue roundabout is really nice and they were very professional during the construction phase. I give them high marks.	1/8/2021 2:22 PM
16	Please create more big parks while there is still land left in west Chatham. Lebanon plantation as a prime candidate for great biodiversity and history. We can create multi use trails for recreation. Especially along the river. It's a unique area especially to be so close to a cosmopolitan city, it would be a truly unique park and offer great family recreation for families in West Chatham and Berwick.	1/6/2021 4:23 PM
17	None	1/3/2021 5:43 PM
18	All I ask is, please DO NOT bring more developments such as homes , public places or anything like that out to fort argyle road , ive lived out there all my life and i promise you none of us want that. We are just fine out here . Please dont turn it into pooler. Leave it alone .	12/15/2020 6:21 PM
19	It's great. Don't screw it up.	12/7/2020 3:49 PM
20	Southside fire is not good. They haven't ever been able to find my house anytime they have been called. Also, outsourcing our water was a horrible idea.	12/5/2020 9:35 PM
21	I live deep inside Southbridge. It is possible sometimes to forget that there is a busy, noisy, and dangerous world out there.	12/4/2020 8:51 PM

22	Would love to have lots of bike and hiking trails!	12/4/2020 4:04 PM
23	I like the life we have on the Isle of Hope and I don't want any more government than we already have.	11/29/2020 10:25 AM
24	I love the big new trail (Daffin to Lake Mayer) but there still should be sidewalks on Laroche and other places. Also, someone fenced off part of Saussy Avenue, blocking the access between LaRoche and Jasmine Avenue. Now delivery and emergency vehicles have no throughway.	11/28/2020 7:15 PM
25	Isle of Hope is a wonderful place, leave us alone	11/24/2020 12:48 PM
26	Don't screw it up with government interference.	11/24/2020 12:38 PM
27	Leave fire protection as is	11/24/2020 11:39 AM
28	We are doing just fine taking care of ourselves.	11/23/2020 8:46 PM
29	I want to keep our fire protection how it is	11/23/2020 8:33 PM
30	I have lived on and off of Isle of Hope and the Isle of Hope Fire Department has better resources and response.	11/23/2020 8:18 PM
31	Water system should be upgraded to provide adequate protection in the event of a fire. Many areas of unincorporated chatham county, do not have hydrants and the idea of charging for a service through taxes that cannot provide protection is ridiculous	11/23/2020 8:12 PM
32	I strongly disapprove of government interference through "planning" such as yours. Governmental planning is a beast that morphs and grows exponentially and can never get enough tax funding to feed its bureaucrats.	11/21/2020 10:14 PM
33	the islands area suffers from the lack or parks, public walkway, dog park, recreation facilities and poorly lighted streets. Government plantings (trees or shrubs) are not maintained well & can lead to visual impairment for motorists.	11/20/2020 8:44 AM
34	More police presence!	11/19/2020 9:34 PM
35	Love it here. Wish we could keep the "townies" and destructive youth off the Island.	11/19/2020 1:09 PM
36	Better enforcement of speeders	11/19/2020 12:45 PM
37	Do not move to incorporate us into the city of Savannah. Leave us as we are now!	11/19/2020 12:11 PM
38	I live near Sandfly, and there are dormant county roads that could be turned into paths like on Wilmington island, as well as lit to eliminate people getting into trouble on them. The bike trail work is great and the more you increase it the more it will be used. A continuous corridor to downtown is great for mild weather and the potential to commute.	11/19/2020 11:17 AM
39	Wish we didnt have to pay for trash service and private water companies	11/19/2020 10:30 AM
40	Need to maintain and increase protections of sensitive areas of the islands and southeast chatham	11/19/2020 9:43 AM
41	I LOVE the free County yard waste and bulky item pickup service. It's very generous as this can be quite expensive in other places. The utility company Water UM is very nice to deal with. I wish there was a central site with all the information you need to know about Unincorporated Chatham County. I still don't quite understand all the differences between living here vs. in the city, particularly with regard to who provides all your services. When I bought a house here and contacted the City to turn on my water and pick up my trash, that's the first time I heard about me now living in Unincorporated Chatham County (I'm not from here). This survey is the first time I even heard about having a subscription-based fire protection service. I'm not sure what other things I'm unaware of.	11/18/2020 6:23 PM
42	Isle of Hope Fire Department is a dedicated and awesome member of our community.	11/18/2020 6:14 PM
43	I would like to see a round about installed at the intersection of Diamond Causeway and McWhorter Rd. This is such a dangerous intersection with many accidents each year. There would need to be a bridge for cart traffic but I think this is warranted.	11/18/2020 6:05 PM
44	No	11/18/2020 5:08 PM
45	much better than the city of Savannah. The city is becoming a very scary place to live and do business	11/18/2020 2:07 PM
46	We love Isle of Hope Fire Dept! Outside the city needs more ballfields with good parking. We desperately need a building with many indoor courts for basketball and volleyball. I have visited these, which usually include an indoor track around the ceiling of the courts.	11/18/2020 1:34 PM
47	It takes too long for yard debris to be picked up after a hurricane. After the past hurricanes yard waste were at the street for over a month before being picked up. That created a problem with mosquitos .	11/18/2020 11:22 AM
48	PLEASE none of this diversity / green / political correctness crap. It really doesn't accomplish anything other than divisiveness.	11/18/2020 10:56 AM
49	I feel like the IOH Volunteer Fire Department, the regular Wednesday yard waste pickup and bulk trash monthly pickup, provide excellent service and value. The price of water and sewer service in the County is ridiculously expensive - it's my only complaint.	11/18/2020 8:04 AM
50	The new Truman bike trail is great but more parks, trails, and green spaces! Also the roads in my area are terrible. Montgomery crossroads, derenne and skidaway all news repairs, repaving, beautification, and BIKING/WALKING lanes Need pedestrian access in sandfly and pedestrian and bike access on and off isle of hope	11/17/2020 11:37 PM
51	n/a	11/17/2020 9:44 PM
52	Need to put artificial turf on rest of Ross fields and build more soccer / football / lacrosse fields.	11/17/2020 7:38 PM

53	Bike and pedestrian paths from downtown to Causton Bluff would be great.	11/17/2020 7:22 PM
54	Quality of life is good, not having a collective few deciding what citizens can and cannot do and not being micromanaged by a city government that believes they know what I need better than I know what I need	11/17/2020 6:40 PM
55	Need a dog park in Wilmingtob Island. The Jacyee park has room	11/17/2020 6:34 PM
56	There are several roads that need to be looked at. There are NUMEROUS sink holes on Sweet Gum Rd in Palmetto Cove.	11/17/2020 6:09 PM
57	We are fortunate bro have a wonderful quality of life, but that is a huge disconnect from the rest of the County and the City of Savannah. I don't think we can maintain this kind of separation and have any hope of addressing the true needs if the majority of people in our County esp the City	11/17/2020 5:54 PM
58	Permits are helter skelter. New biat tard will create a traffic nightmare at Bull River. Stirage aporoved on Johnny mercer way out if proportion to surroundings	11/17/2020 5:21 PM
59	Permits are helter skelter. New biat tard will create a traffic nightmare at Bull River. Stirage aporoved on Johnny mercer way out if proportion to surroundings	11/17/2020 5:14 PM
60	We need more jobs in the unincorporated areas.	11/17/2020 5:11 PM
61	Scott Stell Park is in terrible condition I would want to know the cost of fire protection before agreeing to add to my tax bill	11/17/2020 4:43 PM
62	Are there any community centers? If so I am unaware	11/17/2020 4:29 PM
63	Overall, I am satisfied. I wish the mayor had more say in our area. He is doing a great job, and I would like to be able to vote for him for mayor (or governor??).	11/17/2020 4:12 PM
64	Waste Management's Superior Land fill should be closed at the end of it's current permit in 10 years.	11/17/2020 4:11 PM
65	I am concerned about crime in the County. I am concerned about the new DA and the fact that she seems to have a record of being easy on criminals. The schools are terrible and waste so much of our tax money on District level jobs that aren't necessary.	11/17/2020 3:46 PM
66	The noise level on Quacco Road at the Willow Lakes subdivision is wayyyyyyy above the residential decibel level due to the clearing of trees in I—95! We cannot even use our backyard due to the noise level. We asked the state of Georgia if a sound barrier could be installed and they responded with "Absolutely not!" We residents have to come up with the money for this project even though we weren't the ones who caused the noise level to increase!!! If someone can help us please feel free to email or contact the Willow Lakes HOA board. I wish there were proper shade and benches on the Quacco Road bus line!!! A	11/16/2020 11:00 PM
67	the cost of sewer service is exhorbinant!	11/16/2020 3:43 PM
68	More speeder control. Way too many cars speeding on secondary roads and neighborhoods	11/15/2020 8:27 PM
69	I think we need to stop putting so much money into bran new top of the line/over the top buildings for schools, police and fire departments.	11/15/2020 11:10 AM
70	Especially lately, noise from the interstate.	11/15/2020 9:20 AM
71	The road noise from the interstate is annoying in Southbridge.	11/15/2020 9:10 AM
72	I would like to see better governance over the amount of semi trucks on Dean Forrest Road- there are so many terminals now and hardly a week goes by without a wreck.	11/14/2020 9:03 PM
73	There county should oversight over SSFD. They have no competition. They are not a govt agency. The assessment should be cost based and not based on assessed value and include land	11/14/2020 5:02 PM
74	Dissappointed in access to water is limited unless you own an expensive waterfront home around the island. No real public park areas on warerfront in marshes.	11/13/2020 11:58 PM
75	It is a delightful place to live . Very high class ! I feel we need more police protection from teenage boys !	11/13/2020 11:42 PM
76	New to area	11/13/2020 8:47 PM
77	love living hee.	11/13/2020 6:34 PM
78	Zoning for housing seems to have no influence in Chatham County. There are businesses being operated in neighborhoods that are zoned for housing, not businesses and nothing is being done to stop this practice. Some yards in housing developments are being turned into junk yards (vehicles that are unregistered) and are not driveable and improperly parked in yards.	11/13/2020 4:44 PM
79	I feel our taxes are high enough they should cover the cost of fire protection. Our taxes are higher than we paid in Cobb County, yet the services are fewer, i.e. fire and trash	11/13/2020 4:33 PM
80	Very odd to have fire protection be subscription based. Would like to see household trash pick-up centralized with 1-2 providers to improve service and reduce impact on roads.	11/13/2020 3:34 PM
81	Quit letting police officers take their patrol cars home that don't live in chatham County, the gas alone could employ st least 5 more officers. I see one of the cars parked in a abandoned mall in Darian. And more then 12 of them in liberty County. It's wasted money.	11/13/2020 2:40 PM
82	Less government is better in the long run	11/13/2020 2:36 PM
83	I would like to see more police presence in my neighborhood	11/13/2020 2:25 PM
84	Yes. Thank You. Restore/Replace Bus Stops on Whatley Avenue and Victory Drive, Thunderbolt, Georgia.	11/12/2020 7:22 PM
85	Would like to see improvements made to Scott Stell Park, including historic interpretation and	11/11/2020 12:52 PM

	better physical maintenance.	
86	We need more code inspections. Illegal parking on streets and property. Strict enforcement on property owners to maintain property and abandoned property. Better street lighting and sidewalks.	11/11/2020 10:26 AM
87	Better public parks and outdoor activity spaces in Port Wentworth north of 95	11/10/2020 7:32 PM
88	I don't like having to subscribe for services we should receive as county residents incorporated into our tax bills (fire protection, garbage and recycling collection).	11/9/2020 11:37 PM
89	You are not fair to the Islands' Happy you got a new country head	11/7/2020 9:28 PM
90	The Fire Protection for the Volunteers and retirees of Southside Fire Dept was at No Charge This was in the By-Laws when I joined in 1986 and still the By-laws as 2013 edition. How are the Chatham Country commissioners going to handle this?	11/5/2020 4:47 PM
91	We are not the City nor have the density of City quality of life issues, but we have the communities who care about their identity being lost. Our communities are rapidly changing because of development and are rapidly changing in ways that makes them disconnected, lack resilience and sustainability, and devoid of character including historic and natural environmental systems. Unfortunately without leadership prioritizing quality of life and physical planning we are losing the best of Chatham County. One very realistic goal is updating and/or instituting and implementing Community Plans (i.e. Southeast Chatham County Community Plan and others) for the unincorporated county. Without them, there is no basis for building public support and energy on what is truly important and special (environmental, character and/or historic) in our neighborhoods. Without public buy-in (and thereby political leadership), our communities' quality of life is sacrificed to private development and unthinking zoning text amendments. Leadership, community buy-in and a cohesive planning approach that updates Community Plans must also include policy updates, a community benefits approach and ordinances to protect what is unique and special about the unincorporated county.	11/5/2020 2:02 PM
92	Please continue to consider the need to upgrade Quacco Road to four lanes the entire length.	11/4/2020 4:05 PM
93	As a member of the unincorporated area, I feel strongly underrepresented on the county commission and on the MPC.	11/3/2020 9:54 AM
94	Ban all open burning of garbage, leaves, lawn debris, etc. Air quality suffers.	10/31/2020 9:20 PM
95	Great place to live.	10/31/2020 5:09 PM
96	Better lines of communication re: unincorporated issues	10/31/2020 9:08 AM
97	Bike trails, walking trails, and sidewalks would be appreciated. The number of commercial vehicles have greatly increased in southwest Chatham, especially trash and dump trucks; they speed, tailgate, and cross lines; it would be great if oversight were improved.	10/31/2020 8:44 AM
98	Concerns: minimal enforcement of laws, property taxes among the highest in the state vis-a-vis few county services, lack of communication from the county to its residents, failure to support water conservation mandates, nightmarish wait times for clearing accident scenes with no emergency alerts re blocked roads, urgent need to plan for rising sea levels/property inundation/saltwater incursion/extreme heat and drought.	10/30/2020 11:56 PM
99	Our life in 31411 is probably not indicative of life in much of Chatham Co as far as food availability, safety, health, litter control as our association takes on a lot of responsibility that the county does not.	10/30/2020 11:31 PM
100	No	10/30/2020 10:37 PM
101	I have lived on Skidaway Island for 25 years. Our traffic congestion has increased because of a new continual facility Thrive, and a Chase bank being build. We don't need anymore commercial buildings on our Island unless Diamond Causeway is widened to 4 lanes as well as the high rise bridge over the Intracoastal Waterway.	10/30/2020 9:20 PM
102	Glad that pompous Al Scott is off the county Payroll !!!	10/30/2020 7:23 PM
103	I am concerned that the new county ordinance that requires fire subscription can cause a decline in service while the rates up. An example is that CES Station 4 on Wilmington Island used to be a 2 person station and now they are making it a 1 person station. CES is moving staffing to Whitemarsh Island to run a ladder company, but the leaves only one person to respond to calls on Wilmington Island. Doesn't make sense if there are three units that are housed there.	10/30/2020 7:08 PM
104	I think it's just fine. No changes needed.	10/30/2020 5:18 PM
105	alternative water service provider	10/30/2020 3:19 PM
106	We art totally unprepared for the effects of climate change and our our county government seems unwilling to develop plans to mitigate causes of climate change.	10/30/2020 2:16 PM
107	Unincorporated Chatham encompasses a wide range of living conditions from the most affluent to the poorest citizens.	10/30/2020 1:46 PM
108	Far enough out to have quiet neighbor. Close enough to in town for shopping and dining.	10/29/2020 4:03 PM
109	Need to have master plan for saving open spaces. I believe fire protection would be better if contracted with City of Savannah. County needs better oversight of all the trash trucks operating in the county; they litter, speed, and contribute to air pollution. Out of county trucks and cars also contribute to litter in southwest Chatham co.	10/29/2020 2:53 PM
110	I love it here	10/29/2020 2:34 PM
111	I HATE the egregious cost for sewer service that is based on water usage, since over half that is watering my lawn. I understand and agree that I should pay for the water but you guys are robbing us with your blunt force billing for sewer.	10/29/2020 1:28 PM
112	No notice of tornados! 911 service? Something has to be done about getting emergency services to Tybee when a wreck blocks the causeway. The causeway really needs to be	10/29/2020 1:14 PM

improved.

113	It takes *years* to get road and sidewalk damage fixed	10/29/2020 12:43 PM
114	I would love to see sidewalks installed along LaRoache Ave, especially between Norwood Ave and the Riverview Health Rehabilitation Center. There is a lot of pedestrian and bicycle traffic along this stretch of LaRoache and also a lot of vehicle traffic. It feels very unsafe.	10/29/2020 12:39 PM
115	The lack of side walks in the sandfly area is troubling. There are several pepple, myself included, that are forced to walk in the busy roads (Norwood Ave, LaRoache, etc.). This is very dangerous, and I have feared for my life on multiple occasions due to proximity to traffic. Sidewalks should be installed as a matter of public safety.	10/29/2020 12:34 PM
116	Why was a choice not provided on the historic preservation section that stated none of the above?	10/29/2020 12:32 PM
117	no	10/29/2020 12:19 PM
118	Chatham County needs to do better on providing athletic and recreation programs for adults and youth - and if they currently offer programs, then they need to do better in advertising these opportunities.	10/29/2020 11:53 AM
119	I have used the Fire & EMS service several times. Chatham Fire is Great! They saved one of my neighbors life!	10/29/2020 9:18 AM
120	leave us alone, i moved where i moved because of how it was. if someone wants things not available in a certain area they are a fool to move to that area & should be ignored by government because they are a fool. LEAVE WELL ENOUGH ALONE	10/29/2020 9:12 AM
121	I am extremely happy and feel safe	10/29/2020 6:25 AM
122	noise from I-16 widening is not being properly mitigated. Noise study was not sufficiently done. Should check AFTER the road work is done and see how close the study was! Also, Chatham Emergency Services (Fire Dept) is a well run, professional Company. Especially compared to the cost of other Fire Deptartments.	10/28/2020 6:18 PM
123	Bike and walking access is in need of major investment. Chatham County is the least cyclist / pedestrian friendly place I have ever lived.	10/28/2020 3:54 PM
124	We need more passive greenspace and improved walk/bike infrastructure.	10/28/2020 2:40 PM
125	My Family has used the SSFD two times; excellent services. They also provide us with fire detection devices on a regular basis as needed. We have used the EMS two times also, same type services - very much appreciated!	10/28/2020 2:31 PM
126	Very satisfied with Fire and EMS services. They have been very efficient and timely when I have had to use them.	10/28/2020 2:24 PM
127	Love Southside Fire (Chatham) and 100% think that the county should include eon our tax bill and fund the department - GREAT value and excellent model!	10/28/2020 2:19 PM
128	I live in Southbridge and HATE the level of noise from I-95 and 16 after the trees were cut down. Even consider moving as a result. Also why isn't fire protection in property taxes?! The extra bill is rediculous.	10/28/2020 2:05 PM
129	Chatham Fire & EMS Services are Great! My house has been struck by lightnening twice. The fire department was there in just minutes and used an x-ray camera to look inside the house walls for any unseen fire. We've had to call ambulances three times. Again they were there very fast and took good care of my wife and myself.	10/28/2020 1:39 PM
130	Chatham Fire and EMS is an Excellent service!	10/28/2020 1:31 PM
131	Start to protect larger trees and large tracts of undeveloped land to create more parks in west Chatham, while there are still intact forests to create beautiful parks for families to visit and walk through and exercise in. Consider Lebanon Plantation or Keller Tract off Quacco for acquisition in whole or part. Truly unique land that can be a gem of the county and the whole state. Consider encouraging developers not to simply clearcut land, and leave some of the bigger oaks or other trees instead of planting little disposable non-native decorative shrubs and saplings. And not compact their root areas; preserve them correctly.	10/28/2020 11:23 AM
132	I did not comment on historic preservation - begs the question what is historic? Most have already been developed. However history keeps happening. I would prefer that little or no more development be permitted on the Island (Oatland, Talahi, Whitemarsh, Wilmington. I would remind the MPC to go back to the Islands Land Use Plan passed into Law in 2005 and see what residents wanted. Anything of historic value should certainly be preserved. But...we already have guidelines.	10/28/2020 10:59 AM
133	No	10/28/2020 6:33 AM
134	We need to create more bicycle paths so we can safely access the new trail from lake Mayer to Daffin Park. The trail is great (except it is full of trash and weeds between Scarborough and Eisenhower) but people need to safely get there. A path on Howard foss and Bonna Bella road would help expand access to the new path. Also, please plant native plants that will look nice and not require maintenance. Otherwise, the space will be full of weeds and look terrible! We need underground power lines. We butcher our trees every year and they look ridiculous. Having the lines underground would reduce impact related to storm damage. Maybe start with the lines on sallie mood so those trees could be trimmed correctly (bottom branches removed so people could walk underneath and the top can grow like a tree is actually supposed to grow!) Many streets need to be re-paved (Aimar Avenue and surrounding streets). Parks need to be safe. Dead trees/limbs and old broken playground equipment need to be removed (Bonna Bella Park on Carmel ave). We need to use the mulch from county tree trimming in our county parks (lake Mayer - the roots between parking lots and trails are terrible! Someone is going to really get hurt). We need to replace the old fitness equipment at lake Mayer with outdoor gym equipment such as that provided in the skidaway state park and statesboro Park. Ambuc and minick need to be overhauled. They are an embarrassment! If you put money in updating youth athletic fields, please stop locking them and keeping youth out. The fields at Scarborough are	10/28/2020 5:05 AM

a prime example. The whole point is to fix them up so kids have a place to play! Unused fields are a waste of money as they just sit there and go to crap all over again.and the street sign and "no turn on red" sign need to switch places at the new light on derenne and laroche. The "no turn on red" is on the left signal which makes no sense. The intention is for people turning right to not turn on red. However, they turn on red all the time because the sign is in the wrong place. There needs to be more lighting and a sidewalk on derenne between skidaway and laroche. People are always going to food lion and it's not safe at night as drivers cannot always see them in the road. It's only a matter of time before someone gets hit or killed.

| 135 | Please spend more time and effort communicating the provided services that impact quality of life (such as posting schedules and types of recreational opportunities for kids and adults, promoting education programs for adults or summer programs for kids, and sharing schedules of trash and yard services) - Maybe have a devoted page for COMMUNITY COMMUNICATION that can be our 'go to' place to find out what's going on.... | 10/27/2020 1:09 PM |

Q10 How strongly would you agree with the following statements about the quality of life topics in {{ Q1 }}?

Answered: 848   Skipped: 558
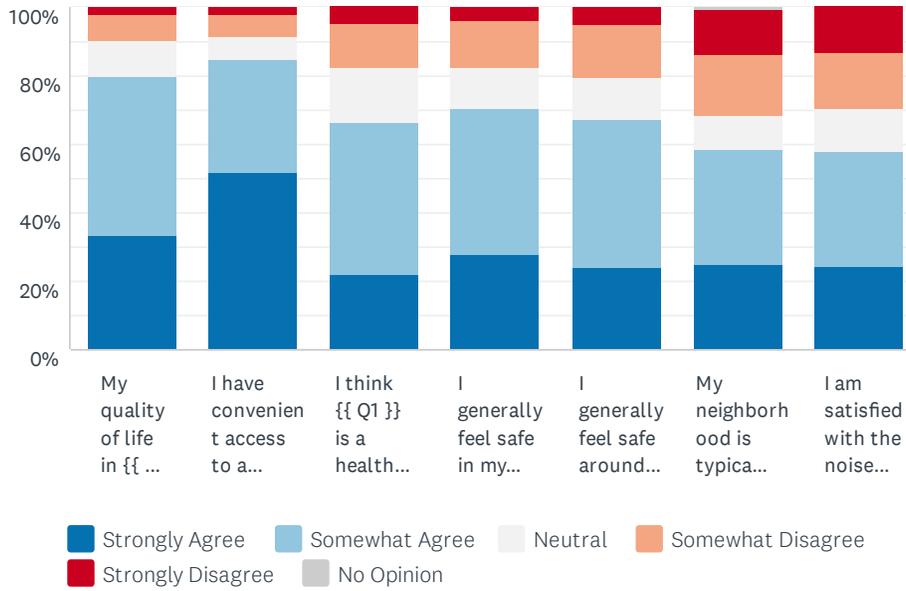
	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	NO OPINION	TOTAL	WEIGHTED AVERAGE
My quality of life in {{ Q1 }} is good	33.69% 283	46.55% 391	10.12% 85	7.62% 64	1.90% 16	0.12% 1	840	1.97
I have convenient access to a range of food options, including access to healthy and fresh food	52.18% 442	32.94% 279	6.14% 52	6.97% 59	1.53% 13	0.24% 2	847	1.72
I think {{ Q1 }} is a healthy place to live	21.95% 185	44.60% 376	15.78% 133	13.05% 110	4.51% 38	0.12% 1	843	2.33
I generally feel safe in my home	27.98% 235	42.74% 359	11.90% 100	13.81% 116	3.45% 29	0.12% 1	840	2.22
I generally feel safe around my neighborhood	23.85% 202	43.57% 369	11.92% 101	15.47% 131	5.08% 43	0.12% 1	847	2.34
My neighborhood is typically clean and free of litter	25.18% 213	33.57% 284	9.93% 84	17.97% 152	13.00% 110	0.35% 3	846	2.60
I am satisfied with the noise level in my neighborhood	24.29% 205	33.53% 283	12.56% 106	16.59% 140	12.80% 108	0.24% 2	844	2.60

Q11 Please rate your satisfaction with the following public amenities and services in your community.

Answered: 848   Skipped: 558
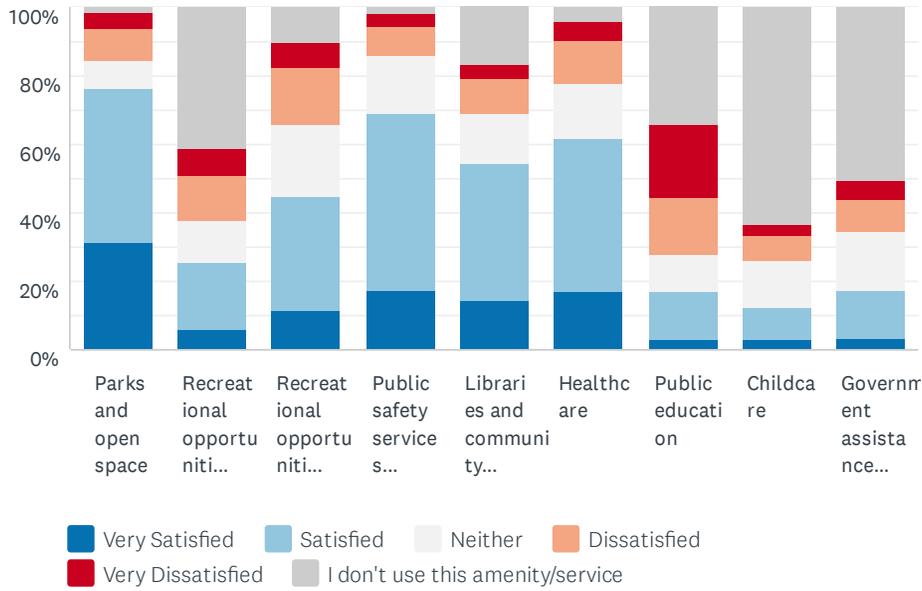
	VERY SATISFIED	SATISFIED	NEITHER	DISSATISFIED	VERY DISSATISFIED	I DON'T USE THIS AMENITY/SERVICE	TOTAL	WEIGHTED AVERAGE
Parks and open space	31.32% 264	45.43% 383	7.95% 67	9.37% 79	4.39% 37	1.54% 13	843	2.
Recreational opportunities for children	5.80% 49	19.88% 168	12.07% 102	13.37% 113	7.93% 67	40.95% 346	845	2.
Recreational opportunities for adults	11.69% 99	33.53% 284	20.78% 176	16.53% 140	7.32% 62	10.15% 86	847	2.
Public safety services (police, fire, EMS)	17.63% 149	51.60% 436	16.57% 140	8.52% 72	4.26% 36	1.42% 12	845	2.
Libraries and community centers	14.49% 122	39.90% 336	14.61% 123	10.45% 88	4.28% 36	16.27% 137	842	2.
Healthcare	17.12% 144	44.83% 377	16.17% 136	12.25% 103	5.83% 49	3.80% 32	841	2.
Public education	3.09% 26	14.15% 119	10.58% 89	16.53% 139	21.52% 181	34.13% 287	841	3.
Childcare	2.76% 23	9.84% 82	13.45% 112	7.44% 62	2.88% 24	63.63% 530	833	2.
Government assistance programs and services	3.32% 28	14.12% 119	16.84% 142	9.49% 80	5.81% 49	50.42% 425	843	3.

Q12 In your opinion, what are the most important historic preservation actions for {{ Q1 }}? (Select up to three.)

Answered: 849 Skipped: 557
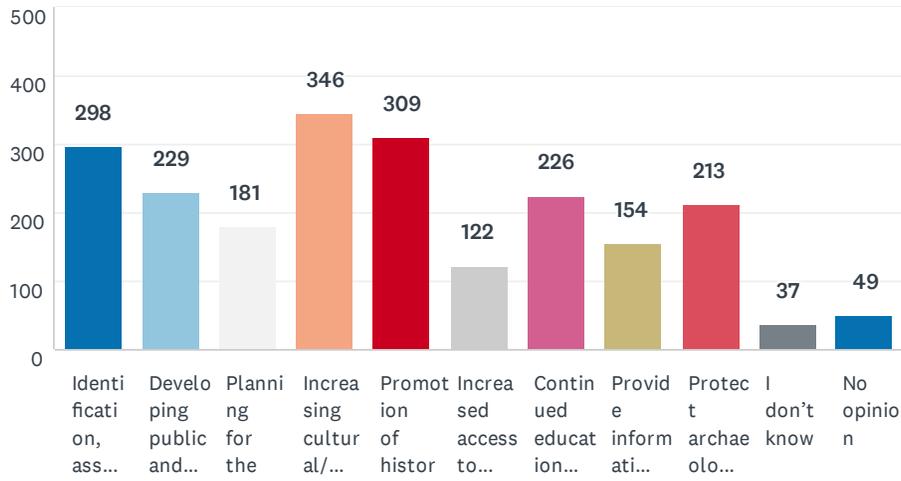
ANSWER CHOICES	RESPONSES	
Identification, assessment, and designation of historic resources	35.10%	298
Developing public and private preservation partnerships	26.97%	229
Planning for the impacts of natural disasters on historic resources	21.32%	181
Increasing cultural/ethnic diversity in the preservation movement	40.75%	346
Promotion of historic preservation through local planning and legislation	36.40%	309
Increased access to historic preservation information through online resources and local institutions	14.37%	122
Continued education and interpretation for the public	26.62%	226
Provide information on energy efficiency and alternative energy sources for historic buildings	18.14%	154
Protect archaeological sites	25.09%	213
I don't know	4.36%	37
No opinion	5.77%	49
Total Respondents: 849		

Q13 Do you have any additional comments about the quality of life in {{ Q1 }}?

Answered: 313   Skipped: 1,093

#	RESPONSES	DATE
1	I am not sure that the City of Savannah or the County of Chatham has totally recognized the historical levels of value of many of its assets and therefore will not be able to even recognize them to save them from destruction. The fact that Savannah has no Master Plan is probably one of it's biggest detriments- there are a lot of 'words' in this plan so far but no visual picture of our 'HOME' in the future. I think the people of Savannah need to SEE A VISION!!!!!!! What I see currently is a wave of greedy developers and hungry government letting 'anything go' that passes current or formerly passed zoning laws- many of which are out dated/and derelict. Borrowing from district to district without consideration to the actual neighborhood differences in character. This is absurd! The Victorian, Starland, Midtown, Live Oak, East Side Neighborhoods are currently under siege by private developers seeking personal gain for 'market rate/low income/affordable' housing without any transparency in their motive as proven with the MPC meeting held 2/2/2021. This is undoubtedly (quietly) happening throughout to the perimeters and outer limits of Savannah and Chatham County (Effingham County and beyond) as the country starts seeking other places to 'move to' -and developers see this migration from the North and West.... Crime on multiple levels is disgusting- 30 cars broken into over a weekend in the downtown/Victorian district?..... Lack of noticeable police presence???????? Street lights that the Neighborhoods have been asked to identify which ones are 'Out'- not our job!-- with a big 'x' of day glo tape.... For what we pay in taxes - I think the city owes more to the people who live here!! Let's be real. And if the city wants help from those who live here let's get it together and work together - communicate both ways... As far as the 2040 Plan I was there for the initial presentation and my reaction is that I want a 'real' plan- I want a 'vision' not a bunch of words and data- yes that's the back up- but I want the city to put its money where it's mouth is- let's 'walk the walk - not talk the talk... I want Savanians and tourists to look at a plan/bill board/ pamphlet and see a design that IS Savannah of the future that is all of its past and all of its future! That works it all together- What a SCAD/private/public architectual collaboration it could be be- think outside of the box! not a hob nob consortium of cheap stucco and blonde brick, Rose of Sharon/ Chatham Apartment version look a likes for 2040. 2040 plan should work towards protecting Savannah's Past, Present and Future- but there needs to be a visual vision of what that is for ALL to SEE. Pictures are worth a thousand words!	2/7/2021 11:49 AM
2	My neighborhood, Coffee Pointe, is relatively litter free, but once I leave my gate the streets have soooo much trash that needs to be picked up. White Bluff is a mess. I can't tell if people are intentionally throwing things out but something needs to be done! Looks so trashy!	2/6/2021 9:57 PM
3	Savannah is a beautiful community but there are definitely things that could be improved and tidied up. It is in the right direction though.	2/6/2021 8:25 PM
4	More density	2/6/2021 7:47 PM
5	paper factory smells like monkey ass	2/6/2021 7:00 PM
6	Crime is too high. Cops don't seem to investigate small crimes	2/6/2021 5:11 PM
7	People come to visit Savannah because we are a historic city. They don't come to see our history destroyed for the sake of new hotels and apartment buildings in the historic district. We must put more effort and money into the preservation of our historic city's buildings and archaeological sites! Once these are ignored and allowed to fall into decay or are destroyed Savannah will be a shell of her former historic charming getaway! We should proudly approach this head on and steadfastly!!!	2/6/2021 5:03 PM
8	I very much dislike the intermittent sulfur smell that I'm told is from the paper mill or sewage treatment plant. I dislike inequality and racism.	2/6/2021 1:10 PM
9	Savannah has done a wonderful job with the resources it has. Parks and places to get out of doors make a difference; walking trails is another option. Improving techniques for repairing potholes and surfaces on the Southside (and other areas) should be a priority. Alternative energy resources and solar energy for homes could be explored. Reassess homeless situation; why are so many homeless so attracted to Savannah; why are they panhandling on corners? This is really creepy to me. Are the homeless the source of a lot of problems in this area? Thank you for all you do and making Savannah a nice place to live.	2/6/2021 12:37 PM
10	cleaner rivers, better job filtering storm water canals. poor quality of life having by home eroded 4ft from a storm water canal.	2/6/2021 12:05 PM
11	crime is horrible	2/6/2021 9:32 AM
12	I think the education or lack of, a plays a huge role in our population and affects everything!!! From the expectations of our city and government, to the trash in our parks- it's the root of the problem. Is the poverty keeping the population down?	2/6/2021 12:18 AM
13	The cost of living is too high. Average citizens can not afford to rent in downtown or Ardsley. It's so ridiculous	2/5/2021 9:00 PM
14	Need better paying jobs	2/5/2021 7:15 PM
15	Panhandling is a major problem and must be stopped. There are simply too many homeless around the city of Savannah particularly at the major entrances such as at the corner of victory Drive and Abercorn. No matter how many resources or amenities the city offers, if it is excessively dominated by homeless on the streets, it is a nuisance that took a family degrade to the cities character. Stop the panhandling everywhere.	2/5/2021 4:57 PM
16	Crime, vagrancy and panhandling are of great concern in my neighborhood and throughout	2/5/2021 4:41 PM

Savannah. Without these issues being addressed with the benefit of our residents, families, children, elderly, etc as the priority, all else will be for naught. I have seen these "quality of life issues" absolutely destroy the fabric of my former city and it is extremely distressing to see us here in Savannah stumble down the exact same path. Homelessness, property crime, vagrancy and general civic neglect threaten ANY service that the city offers - from parks to summer camps to busing to libraries. We need to keep Savannah livable, affordable and vibrant. Families are the backbone of any great city and we need to do more to encourage families to live in the city. Schools as well as walkable and safe neighborhoods need to be front and center of any planning endeavor. Housing needs to be designed in keeping with our beautiful city's lovely charm and human scale character. Large apartment buildings made for young adults to sleep in for a couple years until they get married and move to the burbs is not what we need. We need affordable 3 bed townhomes with gardens and yards, off street parking and lits of kid friendly parks. In short, we need more of what Savannah already has in spades! Renovate and reuse dilapidated properties, construct new townhome complexes where the homes can't be saved. But please do not throw up monster complexes in the middle of a neighborhood that is for transient or student housing. These complexes kill neighborhoods and overrun our narrow streets with traffic as well as residents that have no interest in long term involvement with our city. Savannah has a good opportunity right now to really show how it's done. Don't blow it with greedy opportunistic developers who will trash our sweet little city and be gone with the $$ when the problems start down the pike. Families, families, families. We also need school choice. But that's another survey.

17	Time to move the Southside Precinct out of the mall and to a more efficient and visible site. (example; Old Rite Aid on Abercorn,)	2/5/2021 2:44 PM
18	Quality of life is highly correlated to where you live in Savannah and its proximity to resources. For example, my neighborhood of Parkside is especially well located, but many other neighborhoods are not so fortunate. Facilitating access across Savannah and not just into downtown is important. For example, more bike lanes and trails that serve all neighborhoods and connect them. Rather than sinking the vast majority of the city's and county's budget in high profile and expensive mega projects, channel more funds to small-scale neighborhood improvements – sidewalks, pocket parks, bike trails and lanes, playgrounds, bus stop shelters, etc. – things that will impact residents' lives every day. Regarding historic preservation, more than just three of those options should be a priority and they are not mutually exclusive. Education and outreach are critical, but the resources themselves must first be protected -- such as through tougher and more comprehensive local preservation ordinances and not just for buildings, but also landscape features (historic street signs, pavement, curbs, manhole covers, etc.) and, yes, archeological protections. This must involve identification, designation and protection. Once the resources have been identified, then the ordinances can be expanded. This will then require public input and involvement. That education piece will inform future expansion of protections and greater diversity of people involved. Preservation ordinances need to be more tailored to the specific neighborhoods. For example, in Cuyler-Brownville, the standards are too onerous and have motivated under-the-table repairs. Or for such neighborhoods, establish a grant program, along with aggressive outreach, to make preservation a welcome and positive effort. The preservation office should lead a task force to identify compatible ways for historic buildings to accommodate green energy technology, such as solar panels, solar shingles, etc. The city should pivot towards a more authentic history of recognizing slavery, segregation and the civil rights challenges of African Americans. The city should work with minority groups to identify historical figures and events that need recognition, such as the Weeping Time slave sale, the Montmillon Building as a slave sale site by Ellis Square, the homes of Virginia Kiah and W.W. Law (not only with plaques, but funding intervention to ensure those homes survive, let alone get recognition).	2/5/2021 12:52 PM
19	When it comes to redevelopment projects (i.e. Starland Village, SCAD's Victory Village on Victory Drive., etc.), the presence of mature trees needs to stop being discarded by the MPC and made a priority. The only trees that seem to be cared about by the city are the live oaks that line the parks. Those that line most heavily traveled roads (Victory Drive, Washington Ave., etc.) aren't even tended to until it's too late, then are just marked for removal. Very sad, and easily fixable.	2/5/2021 12:03 PM
20	Contemporary buildings and additions to existing buildings in the historic district needs to stop. Five and a half years ago when being interviewed for a position on a board, I warned about this and I was ignored. A few months later the Nations Parks warned Savannah that they were close to losing their historical designation. Keeping the historic district intact and in keeping with other historical buildings is essential to keeping bits integrity.	2/5/2021 9:49 AM
21	More dedicated community seniorcenter for windsor forest. Being colocated in the elementary school limits time and activities we can do there. The Windsor Forest senior center is one if the largest in Savannah. It would be nice to have their own building so hours and activities do not have to work around the school kids	2/5/2021 8:33 AM
22	lifetime local - great concern with high poverty level & lack of results in public education - City too committed to hotels / tourism & SCAD - disgusted with race polarization in government & dismal results .	2/5/2021 7:07 AM
23	The crime rate is a negatively affecting quality of life.	2/5/2021 6:03 AM
24	Nothing on the Southside except abandoned buildings, cheap discount stores, and payday lenders	2/4/2021 11:38 PM
25	No	2/4/2021 11:26 PM
26	Focus on crime downtown Reduce blight in areas downtown Solutions for homelessness and elimination of panhandlers at downtown intersections. Increase parking availability downtown. Bring trolley service back to downtown and river street. Invest in new downtown trolley loop on Broughton and MLK.	2/4/2021 9:51 PM
27	Better leave the "Stand your Ground" alone!	2/4/2021 9:47 PM
28	More grocers and churches needed. Tax incentives could help that.	2/4/2021 8:08 PM
29	More neighborhood farmers markets for fresh produce would be awesome	2/4/2021 6:58 PM
30	Too much crime. Taxes too high for services provided, especially school taxes.	2/4/2021 4:05 PM

31	Southside 911 doesn't work. Southside needs more opportunities for young people to have a safe space to hangout. Like a teen center or a skatepark or something like a YMCA with programs. The southside is being left behind. I also believe the new arena is a giant waste of money. Hundreds of millions of dollars that should have gone to education!	2/4/2021 3:44 PM
32	Let's start handling the return of the panhandlers on Major intersections such as Abercorn and DeRenne and Abercorn and Vixtory	2/4/2021 3:20 PM
33	Please do something about the homeless situation which is creating more beggers therefore crime increase and just an overall unsanitary situation for all.	2/4/2021 3:06 PM
34	Tell our Mayor to start abiding by the constitution and abusing his power. St. Patrick's canceled, MLK festivities can continue?!? Way to divide your city. Now attempting to repeal castle doctrine? And keeping public buildings closed or REQUIRING masks? Worst excuse for a mayor I've seen in my lifetime.	2/4/2021 2:22 PM
35	Please dedicate the resources to make our city more walkable and bike able, especially outside of downtown. I would love to see the tide to town path finished ASAP.	2/4/2021 2:15 PM
36	We just moved to Savannah within the past six month, so we haven't had the opportunity to participate in many of the available amenities due to either time or the pandemic. However, historic preservation, outdoor recreation, quality education, and the ability to safely traverse the area, including outlying areas, on foot or bicycle and unmotorized watercraft are all important to us.	2/4/2021 2:10 PM
37	Crime, litter, noise are all a black eye on this community. It overshadows the positive aspects.	2/4/2021 1:56 PM
38	I believe if it was easier to utilize the County and City dumps more people would actually take their items there. Currently it is easier for me to buy liquor than it is to drop off large amounts of yard debris.	2/4/2021 1:47 PM
39	There are areas of the city that I don't go to especially after dark. Unfortunately most of that shootings and other bad behavior happen in the same neighborhood over and over again I don't know what can be done to address that issue.	2/4/2021 1:23 PM
40	There is a lot of crime, such as thefts and gunshots, that is not reported on the news, probably to avoid scaring tourists. The same goes for car crashes. The level of unsafe driving in Savannah is appalling and needs to be curtailed. Many people don't report petty crimes because they don't believe anything will be done, and we get more information from rumors than from reliable sources. We need good investigative reporters.	2/4/2021 1:06 PM
41	If the city could address the obscene amount of trash on the streets that would be great. The police department could do a far better job. Roy Minter needs to go and a qualified candidate should be hired. The Revenue Department / Water Dept staff needs to be replaced. Everyone of them. The city should stay out of "woke" politics.	2/4/2021 12:16 PM
42	I know we rely on tourism for a lot of revenue but sometimes it feels like that's all the city cares about. More trash receptacles downtown. I run downtown on Sunday mornings and it is a mess.	2/4/2021 12:15 PM
43	Make public recreational areas free from cussing and obey rules and speed limits is areas. Coffee Bluff Villa Rd. Especially.	2/4/2021 11:52 AM
44	Hate the trash from panhandles. Most staff need customer service training.	2/4/2021 11:51 AM
45	If you're serious about increasing revenue, tax all the SCAD properties, as it's a private for profit institution, like any other business.	2/4/2021 11:40 AM
46	Crime and personal safety. I would like to go down town but I don't feel safe.	2/4/2021 11:23 AM
47	Strongly disagree with contemporary buildings and additions to buildings in the historical district.	2/4/2021 11:13 AM
48	There is a huge inequity between neighborhoods. I would like to see w. Savannah given more resources to build that community up.	2/4/2021 10:59 AM
49	Not enough police on Streets. People driving don't obey rules of the road which Need to be enforced, Streets & Truman littered with trash. Ramps off Truman over grown. Shootings still an issue. Stop building contemporary buildings in the historical areas of town.	2/4/2021 10:41 AM
50	The crime is pretty bad, and I'm afraid to use some of the parks and amenities near me.	2/4/2021 10:38 AM
51	I would live to be able to access all of savannah safely either by sidewalk or bike paths but so many areas aren't accessible without having to take a very very long way round! Examples Georgetown to Southside 1 Mile distance but can't go up 204 have to go all the way down chèvis to ogeechee almost to downtown 10-15 miles just to get to what is really only 5 minutes away, so many other examples of this same disconnect unless you're in a car!! Better planning when building roads & bridges would be appreciated	2/4/2021 10:35 AM
52	Keep the confederate monuments , it's our history everyone's history here. If anything add to them don't take away .	2/4/2021 10:34 AM
53	I'm a senior raising a 5 year old. Our parks and playgrounds are pitiful compared to other community's. Safety from gangs and drug deals keeps us away.	2/4/2021 10:31 AM
54	I think HAAF could adjust their night flying schedule/routes to minimize noise in our neighborhood when our kids (and us) are sleeping.	2/4/2021 10:30 AM
55	no	2/4/2021 10:29 AM
56	The litter and the unbelievably loud car stereos have degraded quality of life. Wear headphones in my own home. Also, in my east side neighborhood it is a food desert.	2/4/2021 10:04 AM
57	I think we need historic preservation efforts that are aimed at maintaining and repairing the homes of those in lower and middle income. The homes are one of our cities greatest assets, but they are often neglected because of the coat of preserving their historic elements.	2/4/2021 9:18 AM
58	This city really needs to get a handle on the litter, noise, crime, speeding etc. All the minor	2/4/2021 9:15 AM

items mentioned, loitering, litter, noise, etc simply lays down the groundwork for more elaborate crimes. If the city does not crack down on these items, it will continue to see the three years and done for people relocating here - fact.

59	Higher wages are needed and a real limit to tourism numbers.	2/4/2021 9:10 AM
60	I would like to see more focus on homeless and animal advocacy.	2/4/2021 6:13 AM
61	Quality of life is highly correlated to where you live and its proximity to resources. Parkside is especially well located. Facilitating access across Savannah and not just into downtown is important. For example, more bike lanes and trails that serve all neighborhoods. Regarding historic preservation, more than just three of those options should be a priority and they are not mutually exclusive. Education and outreach are critical, but the resources themselves must first be protected -- such as through tougher and more comprehensive local preservation ordinances and not just for buildings, but also landscape features (historic street signs, pavement, curbs, manhole covers, etc.) and, yes, archeological protections. This must involve identification, designation and protection. Once the resources have been identified, then the ordinances can be expanded. This will then require public input and involvement. That education piece will inform future expansion of protections and greater diversity of people involved.	2/3/2021 10:47 PM
62	The Mayor is running the city into the ground	2/3/2021 1:19 PM
63	We moved out of Savannah's Landmark Historic District specifically because City of Savannah waited too long to address the overrun of tourism in our downtown neighborhoods. It was us as residents, both wealthy and not, who stabilized our owned structures and assisted in their visual appeal for all of us, not just outside visitors. I loved my home, and I had to give her up because I was living in a block full of strangers, too many of whom treated my block as a typical middle income available resort. I was not resort staff hired to pick up after thoughtless weekend warriors. I was not there to fight for my own parking. I was not there to be denigrated by thoughtless, overly loud visitors who woke me up at night. Downtown has been ruined for the very residents who made it so appealing. Shame on those who allowed that. What you can do now is NOT ALLOW that to happen in our outer historic districts. You can start paying closer attention to your citizens' needs and our city's needs. And for chrissakes, FIRE Savannah River Utilities before you start any more large or small infrastructure work! PLEASE. Find a more responsible option. They are liars and cheats and have been proven as such. INFRASTRUCTURE repair and correction really should be JOB #1.	2/3/2021 11:33 AM
64	Infrastructure such as roads and streets is dismal and needs improvement	2/3/2021 8:39 AM
65	Increasing crime impacts quality of life for all citizens. There is a subtle increase in anxiety when I hear gunshots. Also, concerns about help/support services for the homeless.	2/3/2021 7:23 AM
66	Remove the confederate racist statues!!!!! Do it now, stop spreading hate	2/2/2021 8:46 PM
67	Walking and biking areas that are not just downtown. Community gardens in neighborhoods providing Food share possibilities, learning, work with the library seed program.	2/2/2021 3:05 PM
68	I think the issue of crime/safety needs to be addressed, particularly gang violence. I also think more community gardens would be great.	2/2/2021 3:03 PM
69	We need extensive investment in bicycle infrastructure. Given the topography and residential concentration, this city should be a model for bike transportation. And please finish the bike connector trail btw midtown and southside!	2/2/2021 11:27 AM
70	We need more cooperation with police in solving crimes. We need for the confederate memorial in Forsyth Park to be removed from open space public viewing and put in a museum for those that are interested.	2/2/2021 11:26 AM
71	Fireworks should be illegal in residential areas.	2/2/2021 10:33 AM
72	High crime, blighted houses/structures everywhere, don't feel safe, eye sores, homeless population, lots of drugs	2/1/2021 9:52 PM
73	I am new to Savannah and I have never been to a city where people litter from their cars so much. There is so much garbage on the sides of our roadways. Maybe some signs with possible fines for littering and a threat to ticket would help keep our city cleaner. Maybe people would be willing to donate funds for signs if it ment the streets would be cleaner and funds would come in for the city from fines.	2/1/2021 9:12 PM
74	Savannah needs to focus on all areas of the city not just the tourist areas. We need to be reaching out to the community more often to help build LOCAL businesses. Bringing in more corporate business vs a larger support of locally owned business is taking away from what makes Savannah special. Money is better preserved within the community when we work with our locals. Corporations drive up market costs and push out businesses that have brought so much more to the city than a corporate brand that does not hold the same values as a business that will have a better impact on the community. Stop putting big money 1st.	2/1/2021 2:32 PM
75	There is a litter problem in downtown Savannah, and around Forsyth Park and the Streetcar district. I see trash and food scraps on the ground *daily*. I also would like to see more parks and trails that are dog-friendly (although this may be more of an issue with County facilities than the City of Savannah specifically). Greater access to affordable *healthy* food options are needed. Public education needs to be greatly improved, but I don't know how to do that since the board of education already seems to be well-funded.	2/1/2021 1:07 PM
76	My husband and I have lived here for 25 years since graduating from SCAD. We love our city but have seen Savannah lose much of it's charm. Many of the homes and buildings constructed in the last several years do not go along with the overall historic aesthetic. In particular downtown and those awful homes on East Victory. We have also noticed a closing of many cornerstone institutions due to sky high rents downtown, mostly due to a select few developers/buyers wanting to monopolize. We live in Parkside and Daffin Park needs attention. The Robert Espinoza running trail is in dire need of repair and is a danger to folks using it. The parks lighting at night was almost non-existent for almost 5 months and we had to keep calling 311, over 5 times in 3 weeks. Finally some bulbs were changed but not all fixed. We would love for the park to be utilized for more events. We need to focus on cleaning up/re-purposing	2/1/2021 11:14 AM

the old Johnny Harris and Wicklow Farms. Yet more pieces of history gone and nothing but empty and overgrown lots and fields left behind. Disgusting. PLEASE take back fireworks being allowed within the city limits. This right has been abused at the sacrifice of many folks with PTSD, not to mention our pets. It's simply noise pollution.

77	More attention needed on pollution: trash, illegal dumping, noise. Fireworks are a real quality-of-life concern for me.	2/1/2021 10:34 AM
78	It is good but difficult for people permanently disabled and under the age of 65 in some ways	2/1/2021 10:09 AM
79	I love our lanes. They are a unique recreational and natural resource. Compliance officers should be more proactive in code enforcement of these important areas. Residents should be fined for nom compliance and crews should be assigned to remove debris and garbage.	2/1/2021 10:01 AM
80	Need to stop gang violence and shootings. Need reasonably priced self defense and gun classes for citizens.	2/1/2021 9:43 AM
81	We need to protect neighborhood from development, becoming short term rental. Reduce noise levels from loud trucks, fire works, and storage units	2/1/2021 9:33 AM
82	Don't harm the charm! It is my opinion that recent shifts in the type of commercial development allowed, specifically in the larger scale projects within the city, will threaten the lifestyle that residents enjoy and that people travel to Savannah to experience. The commercial trappings are starting to make it look like any other city; too new, too shiny, too corporate.	2/1/2021 9:30 AM
83	Keep working on good redevelopment on Eastside. Increase police presence, keep installing street lights, work on public/private partnerships to encourage rehabilitation of structures on Waters Avenue	1/31/2021 9:21 PM
84	Savannah needs to get a grip on the gun violence. It is ridiculous. Quit sweeping stuff under the rug and own it. We have issues.	1/31/2021 8:56 PM
85	There needs to be street parking passes for downtown employees and business owners. We bring in a lot of the city's revenue and paying outrageous amounts for street parking and garage parking isn't fair to those of us who are an instrumental part of making Savannah a tourist destination in the first place	1/31/2021 7:21 PM
86	Lack of governments and agencies that substantively solves big problems, e.g. poverty, homelessness, affordable housing, and finding new sources of revenues, and making big business and large nonprofits, especially tourism and educational institutions, pay a fairer share of taxes.	1/31/2021 6:14 PM
87	My husband and I moved here almost 5 years ago. In that time frame we have purchased our home and it has been a complete let down. The crime is out of control, the litter is worse, panhandling is every street, we have a bum living next to our house and we hear gunshots daily.	1/31/2021 5:38 PM
88	It's a tough city to get around in because of the lack of sidewalks. Also, please make efforts to improve the public schools, I'm considering moving solely based not this.	1/31/2021 3:50 PM
89	I strongly believe sidewalks should be put on both sides of Delesseps Avenue between Waters Avenue and the Truman overpass. Residents in that area have NO safe place to walk. The new children's playground in that neighborhood is lovely.	1/31/2021 3:28 PM
90	Southside residents are always forgotten in the cities plans. We can't even get proper groundskeeping. Our restaurants and stores are dieing off. The southside has little parks and the ones that do have no public restrooms. We have also become a parking lot for homeless campers and semis. The city needs to work in a plan for these businesses. While the city does a lot for the historic district the southside is forgotten.	1/31/2021 3:15 PM
91	Please work on the houses in the communities to the east & west of Savannah :)	1/31/2021 2:31 PM
92	Caters to the lower economic tier Middle class pays for these services ans benefits they receove. Can not enjoy open-spaces majority of the time due to fear/safety for the same demographic group we pay for.	1/31/2021 1:50 PM
93	If you live in Savannah, you are two or three blocks from a medium to high crime area. We need very early intervention in families to assist with basic needs but also early, early child development support	1/31/2021 1:38 PM
94	The crime rate is high	1/31/2021 1:28 PM
95	Crime has become a big issue. I generally don't feel safe out after dark or downtown.	1/31/2021 12:08 PM
96	Need to connect a bike path/sidewalk between the east side/Gordonston & downtown to support healthy activities & spending money in our locally owned businesses to stimulate the economy.	1/31/2021 10:54 AM
97	Increase in homelessness and littering since 2020. Don't feel safe in parks or public spaces.	1/31/2021 10:44 AM
98	The main issues appear to be voting into office individuals who lack the expertise and common sense to see how their actions negatively impact the taxpayer & citizens of our City down the road. Elected officials and administrators should be elected based on expertise and leadership abilities not race or gender. We have a unique City with a huge cross section of society, yet we have sat still while those in power, have shutdown a large section of our economy AND they have NOT created offsets for the lack of tax revenue. We ignore or 'work around' the established plans, the very plans enacted to protect out historic structures, to appease those with deep pockets or political agendas. MPC has a HUGE duty to serve and protect the structures as we find them, all structures, statues and edifices. We cannot destroy our history, good or bad, for political or a skewed sense of social justice. We learn byt our mistakes.....	1/31/2021 10:36 AM
99	The public schools need help in the city of Savannah. I believe that should be everyone's top priority.	1/31/2021 10:20 AM
100	Increased focus on solving the homeless problem. Also, the street flooding during heavy rains is a public safety issue.	1/31/2021 9:57 AM

101	Hotel prices too high conventions & other activities crime too high, defac services are terrible	1/31/2021 9:51 AM
102	Need more walking and bike riding paths connecting different neighborhood and parks	1/31/2021 9:41 AM
103	Tourism has grown to almost overtake the city. Too many hotels, Too expensive parking. Too much traffic. I think locals should have priority over tourists.	1/31/2021 8:59 AM
104	I live in ardsley Park area and there is not a week that goes by that I do not hear gunshots.	1/31/2021 8:49 AM
105	Crime continues to be a concern for residents of Savannah with theft being the major issue and gun violence a close second.	1/31/2021 8:22 AM
106	Crime (and the underlying socioeconomic issues that cause it) is the biggest issue that hinders the quality of life in Savannah. From the sounds of gunshots in our neighborhood to porch pirates, it's always a concern in Savannah. Two more highly annoying issues are: 1. The pungent smells from the paper companies. It's 2021... this kind of air pollution is still acceptable? Really? 2. The ongoing drone of the horns from the trains. It's 2021... street crossing gates were likely invented more than 60 years ago. Is it too much to ask that Savannah acquire them to spare us the nightly sounds of the 4am train horns???	1/31/2021 8:08 AM
107	Crime, homelessness and panhandling and the overwhelming amounts of litter everywhere are the things that make living here terrible.	1/31/2021 8:02 AM
108	We need more public walking, biking, and greenway paths like most other cities. We are very behind the times in this area. The small path that was created from Lake Mayer to Jenkins is great, but we need these all over Savannah.	1/31/2021 7:57 AM
109	More real recycling and green initiative. Plastic bag ban is needed, incentives for glass and plastic recycling, more produce markets.	1/31/2021 7:56 AM
110	The amount of black on black crime, excessive gun discharging, and the extreme number of trash cans left on the street are oppressing. To the point that it is embarrassing to host my many friends from around the world, so I always put out the caveat to be aware of these things	1/31/2021 7:42 AM
111	Get the schools OPEN!!!	1/31/2021 7:26 AM
112	The roads in the city are terrible. Derenne is a bumpy nightmare as are other common thoroughfares.	1/31/2021 12:50 AM
113	There needs to be more checks done on older homes for the purposes of mold and things which affect those that have respiratory conditions, such as allergies and asthma or COPD...	1/30/2021 11:01 PM
114	We need a solution for our homeless residents. We need better schools. We need better infrastructure to meet the level of growth we're seeing. We need more job opportunities for young college graduates.	1/30/2021 10:37 PM
115	This area needs more opportunities for careers outside of tourism, and salaries should be raised. Also healthcare in this state is not quality. Savannah and Georgia as a whole should have more tenant protections.	1/30/2021 9:41 PM
116	City services are subpar at best. Trash and recycling come inconsistently and police/911 are sometimes unreachable or slow to respond. Violent crime is outrageous and there's very little police presence anywhere downtown. Our alley is a constant disaster and I have called the code compliance office more than 6 times to report trash in alley with little to no response. I pay 5x the taxes here and get 10x worse services than I did in Charleston where we moved from a year ago.	1/30/2021 9:34 PM
117	Sccpss needs an overhaul. The waste of resources to promote the segregation of children is abhorrent. We have 12 high schools😬😕 One way to swiftly, effectively and beneficially alter this issue is to relocate Savannah Arts, Woodville-Thompkins, Savannah Classical and Early College all to the newly named The Savannah Liberal and Cultural Arts High School, formerly Savannah High. Groves High School should just close, not be rebuilt and it's students relocated to existing high schools. The K-8 students that would have attended the proposed new Groves would attend the newly established Woodville-Thompkins K-8. By doing this, Savannah could consolidate, invest and focus its funds better. It would also eliminate program duplication, ie: WT medical program integrated into AE Beach rigorous medical magnet program. The arts school would benefit from it's proximity to SCAD and the revitalized east river complex. If we truly want Savannah to grow and succeed, we need to make our children's public education a priority. It should not be that parents must go into financial straits or worse, pray that their child's athletic prowess, or ethnicity is worthy of scholarship to a private school to ensure a decent (I'd even say basic) education. We can and must do better. These suggestions are a starting point. If nothing else, it's the fiscally responsible course of action.	1/30/2021 9:31 PM
118	Good! But more and more being taken over by developers and lack of residential options downtown due to tourism/short term vacation rentals	1/30/2021 9:23 PM
119	Can we do something about the poverty, please?	1/30/2021 9:03 PM
120	Do something about the gun violence! Also, the fireworks at all hours any day is a definite quality of life issue.	1/30/2021 9:01 PM
121	How about the traffic lights down Abercrombie be in sink with one another... around the parks step up police presence... build arcades for the kids... make more businesses aimed for kids to go and learn... do we need all the clothing stores or restaurants...	1/30/2021 8:51 PM
122	As with anything, you get what you put into it.	1/30/2021 8:51 PM
123	Traffic within neighborhoods is getting worse with traffic calming backed up. Also the police are very dismissive when trying to file complaints like with hit and run	1/30/2021 8:45 PM
124	If services and location are offered for public usage they need to be maintained. Parks and playgrounds are built and then seemingly forgotten - equipment ages. Also, this is a big part of quality of life - infrastructure such as complete streets which are sidewalks, bike lanes, reduced speeding and general ability to go to and from locations. Sidewalks are *awful* in this city, especially in shopping areas. And let's talk about food deserts. I live right near 2 dedicated grocery stores but there's areas with no easy access to them. Also, for quality of life	1/30/2021 7:57 PM

issues - we need better wages. Tourism is our lifeblood but it doesn't support it's own workers with livable wages.

125	The county should help the city with services, they have not been helping for eons.	1/29/2021 6:06 PM
126	I think Savannah's quality of life could be greatly enhanced by better land-use planning. The planning document SDRA produced in 2019 might be a good place to start. There are some good solid obtainable ideas in it and they seem to be being ignored by the MPC and City Council. Read it if you haven't; re-read it if you have.	1/18/2021 1:44 PM
127	The homeless wandering the downtown and the historic district is a problem and Savannah only need look at San Francisco and Portland Oregon to see what will happen if this element is not dealt with. Most of the litter in our square is left by homeless people right after the soup kitchen provides the free lunch.... plastic utensils, napkins and styrofoam food trays left in benches and on the ground where the food was consumed. The shelters and kitchens don't come and clean up after these people.... the City employees and the neighbors have to. The local library is a very poor community library .... homeless taking up the reading chairs and using the restrooms and the digital options fall short of other communities that I have resided in. Savannah is a great place to live.... so the above is offered as opportunities for improvement.	1/17/2021 10:29 PM
128	The trash and litter where I live is simply disgusting. (West Victorian District). Public assistance housing is also a concern in this area.	1/17/2021 8:20 PM
129	The use of Bay Street for heavy trucking is a travesty!	1/17/2021 7:28 PM
130	Crime!!! Crime!!! Crime !!!	1/17/2021 8:42 AM
131	Maybe think about adding some kid friendly museums. We need more things to do with kids in, the children's museum is outside and hard to go in the summer with the heat. Interactive History museum? Interactive children's museum? Science center or museum?	1/15/2021 10:19 PM
132	The homeless population and population of citizens in poverty or near-poverty situations is astounding in Savannah, even before the pandemic began. I moved here from Charlotte, NC in 2019 and have never seen anything quite like Savannah in terms of the homelessness and the poverty-stricken neighborhoods in the same few blocks as affluent homes. Something needs to be done to help those fighting poverty in Savannah, which I've noticed to be primarily people of color.	1/15/2021 9:49 PM
133	We definitely need more affordable sports programs for youth. Partnerships with businesses to increase the number of tech jobs for youth and adults. We also need to examine laws/restrictions that are tied to people with felonies that prevent them from affordable housing and applying for above minimum wage jobs. Implement conflict resolution and financial literacy in our public schools starting in Elementary.	1/15/2021 8:12 PM
134	Housing . Affordable housing. Fees that the locals, the homegrown folk can afford to pay. Rental fees cap	1/15/2021 8:00 PM
135	Recycling Program is not publicized, not enforced, and poorly managed. Parks, bike lanes, sports programs, and parks are poorly managed. No coordination with County programs & departments. City Ordinances/Quality of Life issues are not being addressed by City Departments. The only Alderman that seems to be aware of what is important and what's going on in the City is Alderman Palumbo. I wish I lived in his district!	1/15/2021 6:44 PM
136	Lower income home (East and West Savannah) needs to have their community updated.	1/15/2021 5:54 PM
137	We need Park on Highland Blvd area, more activities for kids, to keep some green areas, to save some forest areas	1/15/2021 3:42 PM
138	Vacation rentals have destroyed the quality of life in our neighborhoods.	1/15/2021 3:38 PM
139	When I say that I am in Savannah, I am talking about The Highlands off of Highlands and Benton Blvds. We are forgotten about back here and have nothing for our kids. The amenity center is grossly small for the thousands of homes/residents and there are zero recreation fields, courts, or even programs for kids.	1/15/2021 3:26 PM
140	I prefer that we return to not having parking fees downtown after 5:00.	1/15/2021 3:05 PM
141	when will savannah start pushing more clean energy in the area for homes apartments and transportation. we need more playgrounds, more gyms, more grocery stores or farmers markets, more vegan options	1/15/2021 12:05 PM
142	The Highlands needs help. Both in terms of traffic and parks.	1/15/2021 11:25 AM
143	Savannah has a bad LITTERING problem. Racial diversity is lacking in our first responder occupations. SPEEDING is a major problem in my community.	1/15/2021 11:15 AM
144	We need more outdoor recreational spaces in the Highlands area.	1/15/2021 11:08 AM
145	Increase patrols for speeding and unsafe driving on the Truman and the south side.	1/15/2021 11:07 AM
146	Increase patrols for speeding and unsafe driving on the Truman and the south side.	1/15/2021 10:56 AM
147	No	1/15/2021 10:55 AM
148	recreational activities for children are missing in many neighborhoods that are not in inner city. The same is true for adult/senior activities.	1/15/2021 10:15 AM
149	More needs to be done for homeless populations. I'm very concerned about the decline in the businesses on the Southside.	1/15/2021 9:38 AM
150	Need more recreational spaces on the Southside for all ages. Downtown is beautiful and the residents of all areas should be able to go downtown and feel safe; work to get the locals downtown; many feel like the tourists are the ones catered to and not the ones who live and work here. Safety and parking are issues that I hear my friends discuss.	1/15/2021 9:34 AM
151	I continue to believe that the Southside has largely been left out of community services. We have a large community of seniors and little resources. (although we have many empty	1/15/2021 9:29 AM

buildings that could be used) A regular farmer's market on the Southside as well as indoor exercise facilities for seniors would be nice. How about batting cages for recreation? Better tennis courts?

152	Savannah is a beautiful town. But the limits on building sizes and ordinances is out of hand. I can understand it in the historic district but we should be building up so more people can live closer to downtown.	1/15/2021 9:26 AM
153	Stop cancelling St. Patrick's Day! The city NEEDS it! I don't usually go to the parade, but I know the economical impacts it will cause. We do not want Downtown Savannah to become a ghost town! Support our local shops and restaurants!	1/15/2021 9:21 AM
154	The City should assist tax paying citizens in code compliance issues with regards to property violations instead of dragging them into court and giving them fines they can't afford. This would help a lot of people to improve their quality of life	1/15/2021 8:31 AM
155	Please stop building hotels. Charleston is now glutted and ugly and I fear savannah is on the same path. Keep the architecture historic on new development in historic district- apartments going up downtown are an abomination. Bring better stores back to broughton. Tourist T-shirt shops moving in and upscale stores closing shifts the feel of broughton. Support more local shops. Bring in a Trader Joe's. More police presence. More historic preservation. More money spent on our underprivileged communities.	1/12/2021 5:49 AM
156	I wish that the Ardsley Park/Chatham Crescent area was more diversified. I lived in Atlanta for 25 years and most every neighborhood had diversity. Savannah is VERY segregated which overall doesn't make for a healthy community. I absolutely love all the parks. My dogs and I walk them all the time. Wish recycling was picked up consistently but that's not a huge deal. Definitely wish there were more street lights. The city is very dark at night and it can be difficult driving. But overall the people are friendly and I love all the historic eye candy everywhere I look:)	1/12/2021 1:24 AM
157	Train noise is unacceptable , crosswalks need to be upgraded with reflective cat eyes and pedestrian signs. discharge from paper mill is very bad, litter and dumping along roadways and open lots is deplorable	1/9/2021 9:09 PM
158	Air pollution from paper mill is awful. Litter and dumping on vacant lots is very bad. Train crossing/ crosswalk at Victory Dr and Bull street is not safe	1/9/2021 8:50 PM
159	no	1/9/2021 8:17 PM
160	Too much crime! Not enough police to patrol. Judicial system too lenient.	1/9/2021 11:18 AM
161	All the tax money paid by the residents go to low income areas and leave the areas paying the taxes vulnerable to high crime.	1/9/2021 10:27 AM
162	Yes. From East 56th street south to Derenne all East-West and North-South running streets need sidewalks before we repair any other sidewalks in the city or pay to put in crosswalks in places where people will never use them.	1/9/2021 10:09 AM
163	Too much crime	1/9/2021 3:21 AM
164	I am very dissatisfied with the amount of trash and panhandling that occurs in Savannah. The streets and parks look dirty and on every corner someone begs for money!	1/8/2021 1:02 PM
165	Crime is out of control.	1/7/2021 8:39 AM
166	It would be so nice if local legislation, development planning, and partnership efforts focused on what would be advantageous to residents of Savannah rather than to tourists and the hospitality industry. We don't need more restaurants, bars, and hotels. We need their advocacy in family friendly engagement opportunities like science centers, art camps (beyond Jepson), and low cost community events. And for the love of god, clean up the major thoroughfares and take care of the dilapidated strip malls from DeRenne through the south side. Spread the resources beyond downtown.	1/6/2021 8:47 PM
167	No	1/3/2021 10:05 PM
168	No	1/2/2021 9:26 PM
169	more than you would care to read	12/29/2020 6:26 AM
170	There is a big divide between the haves and the have nots	12/27/2020 12:47 PM
171	Need for better public transportation and side walks in West Savannah.	12/21/2020 9:45 AM
172	Our area has been identified as one of the newest and fastest growing areas of the city, We are closer to Pooler, Bloomingdale and Port Wentworth as opposed to downtown Savannah. As such, we are about 30 miles from the nearest hospital and police department. Our fire department is finally nearing the time when they can move into their permanent building structure, having occupied a moldy, deteriorating portable unit for over the decade that I have been in residence. We have no library or area where city services can be requested or obtained, without driving miles into the center city. We have no public recreational areas for children or adults. No public garden areas, no public dog parks, no stores within walking distance, and as the City of Pooler has no inter-city transportation service, those without cars are at quite a disadvantage as food access can be problematic. The one elementary school in the area was overcrowded before it ever opened. There was once talk of opening the school during the summers to provide activities for area children but that never happened as egos got in the way. We used to have access to the school for community meetings as this was the only large space available in the neighborhood for gatherings when City, County or State officials needed to ramrod their proposals through, otherwise, the building is unavailable for community use. We have been waiting for over 14 years to see a return on our investment. As building continues around us, we have yet to see any promise met in regards to concessions residents made, that either the city, state, county or developer followed through on.	12/21/2020 2:02 AM
173	Greatest concerns: Need a hotel moratorium in the downtown area ASAP, incentivize affordable housing through local legislation, do not replace Johnny Mercer Theater because new civic center will run the well dry.	12/20/2020 5:43 PM

174	Assistance for the elderly; especially those who live alone.	12/20/2020 12:10 PM
175	no	12/19/2020 3:21 PM
176	No	12/18/2020 8:33 PM
177	The quality of life in Savannah is wonderful. I would like to see the Historic Victorian district support African Americans entrepreneurial-ship.	12/18/2020 12:04 PM
178	I am very sorry when I see long-term residents having to make way for short-term buyers/builders/investors. As redevelopment continues to move east and west, shrinking historically affordable residential options, I hope will be in the interests of Savannahians over those of absentee investors.	12/17/2020 7:27 PM
179	As a resident, I would like to see a huge decrease in hotels. I also get annoyed when certain large developers are allowed to break the building rules. For example, allowing some hotels to have a bumper story. If the rule is 4 stories, everyone should follow it downtown. And with all the tour buses and trolleys and cargo ships, I do worry about the air quality here. Not to mention that distinctive "paper mill smell." I would like to see more information about our air pollution.	12/17/2020 4:45 PM
180	Ongoing, tragic division between the wealthy and the poor. SCAD should be taxed on their incredible wealth to help support our failing school system.	12/17/2020 9:06 AM
181	For a city of its size, natural park space for walking dogs, observing nature, and perhaps picnicking, such as one might do in Central Park or Prospect Park in New York, is overly limited, and too much space is oriented toward particular sports or activities, rather than just natural, open space on a large scale that is accessible. Our abundant city squares, and extensive marshes give the false impression of a natural abundance.	12/16/2020 4:37 PM
182	I've lived in Savannah for 14 years. I get defrauded every time I turn around.	12/11/2020 7:24 PM
183	Convert Henry Street and Anderson Street to two way traffic which would bring those streets back into neighborhood character. If not, at least enforce the speed limits or install speed bumps.	12/9/2020 10:46 PM
184	I would love to see the one way streets turned back to two way Speeding in Henry Street needs to be controlled Fireworks should not be permitted in residential neighborhoods. I had one land in my windshield. It cracked it. This happened while we were pulling into our driveway. Glad it didn't land in a person When folks steal from you , and get caught. I think they should make it right. My son list $2,000. In a burglary. Person was caught. My son did not get re imbursed. Because it was a teen (do the teens know they can get away with this). If so, it's no wonder there is a problem Savannah does not need anymore tax exempt properties. So many churches. Why aren't they interested in helping with crime.They should. To get their tax exemption	12/9/2020 10:11 PM
185	Clean up the streets both literally and figuratively.	12/4/2020 4:09 PM
186	I think the level of life quality is very uneven due to inequity between income and wealth between classes and races.	12/4/2020 11:04 AM
187	I think my quality of life here is as good as it is because I am not poor. The large poor population takes the brunt of danger, noise, pollution, below par public schools,and crappy food choices	12/3/2020 5:20 PM
188	Live in Highlands city has done little, pick up trash,have build new fire station, NO PARKS, Haven't miss sending tax bills.	12/1/2020 6:05 PM
189	I live in district 1 of Savannah and often in my community there is a fowl smell in the air I assume from the paper company. I am concerned for the my and my communities well being as I'm sure the chemicals we are breathing are not conducive to good health and longevity.	12/1/2020 9:55 AM
190	None	11/30/2020 6:17 PM
191	I wish speed limits on side streets were lower or better enforced.	11/30/2020 5:11 PM
192	Savannah has so much potential. Alas, it shoots itself in the foot by not properly funding public education, especially for poor children and children of color. Our own kids attended public schools K-12, and though their schooling was adequate (though often hampered by a monolithic teach-to-the-test mentality), they went to magnet schools that essentially functioned as private schools, with far too many privileged white children and far too few poor and working class minority children. Until we solve this problem, nothing will change in Savannah. We need more neighborhood schools, more funding to reduce class sizes, and more summer options for kids who suffer from the summer slide. (Increasing funding for the nonprofit Horizons Savannah would help the latter immensely, while also teaching students to swim--a major problem for Savannah's poor youth.) Having happy, healthy kids and teenagers would greatly enhance the quality of life in neighborhoods like ours (Baldwin Park), where gun violence far too often puts residents, especially children, at risk. As for historic preservation, my family has been involved in that movement since the 1950s and 1960s. So I know that it desperately needs to diversify--like, yesterday! We need more public funds to help struggling families fix up their older homes and stay in them if we want to prevent more gentrification. We also need to recognize and respect the significance of 20-century structures (churches, homes, business, etc.) and stop the veneration of what I call Ye Olde Crappe all over town. Yes, Savannah has many stunning structures built in the 18th and 19th centuries. But the loss of the incredible Johnny Harris restaurant (which used to be a wonderful supper club back in the day) to me was as catastrophic as the loss of the old DeSoto Hotel, the City Market or the old train station in the 1950s and 1960s. By focusing on 20th-century gems along Waters Avenue, for instance, we could create a whole revitalized part of town that allows people to enjoy a coffee with friends or a trip to a grocery store without getting in a car. Speaking of transportation, being able to safely bike and walk around neighborhoods other than the landmark historic district would vastly improve Savannah's quality of life. We need far more dedicated bike and pedestrian lanes, ideally ones that are protected from auto traffic by guardrails or concrete barriers. Savannah is flat and rarely experiences snowy or icy winters, so we have no excuse not to become the bike-, skate- and walking-friendliest town in America. We also need to get real about climate change. People love Savannah for its beauty, its warmth and its	11/29/2020 6:13 PM

friendliness. But we are at risk for a major hurricane swamping much of our county, which would devastate local businesses, fisheries, homes and tourism, not to mention the real estate industry. We should pledge to be carbon neutral by 2050 and join carbonneutralcities.org. Think about how much energy we could save, how much great media and press we could generate and how many people we might empty if we put our money and our resources towards a green future?

193	It would be nice to see some limitations or restrictions put in place to the abundance of construction/ expansion projects taking place in Savannah	11/29/2020 11:35 AM
194	I worry about the continuing increase of construction of high rise hotels in the historic district.	11/28/2020 3:22 PM
195	I moved to The Highlands in Pooler, GA and now I am Savannah and the taxes are outrageous!!! My taxes went up $1000 from last year. With COVid I lost my job and I am concerned with how much taxes are going up at this rate!! This is too much to bare!	11/27/2020 6:18 PM
196	Traffic noise is very bad on new road built behind my house. No barriers or fences built	11/27/2020 3:17 PM
197	Reduce blight. Help poor maintain homes. Ban leaf blowers and/or limit times of use so we can enjoy our beautiful green spaces without noise pollution.	11/27/2020 1:27 PM
198	Stop or limit Public Buses & Sightseeing Vehicles around the squares. They can approach from a feeder street, make one short turn to see the square & historic site and drive onto the street without going almost all around the square.	11/27/2020 10:10 AM
199	I live in the Spring Lakes community by Godley Station school. The traffic on Benton Boulevard is horrible already, and getting worse as people discover that it is now open all the way to Highway 30. Between 5 and 6:00 PM, it is as bad as the Derenne is. (One day last week it took me 15 minutes to get from the Light at Home Depot up to Jimmy DeLoach. This was at 5:50 PM.). We need a much larger library in this area. Ours is inadequate and the parking there is very limited. Also, our area could very much use more recreational opportunities and parks on this side of the county. We would love to see the county build something like Splash in the Boro.	11/26/2020 11:45 PM
200	Traffic Congestion on Pooler Parkway, Benton Blvd, Highlands Blvd. Truck Bans Enforcement in Residential Areas.	11/26/2020 7:07 AM
201	There needs to be more equitable plans for preventing displacement of low income and especially black communities in Savannah neighborhoods through funding the repair of homes without allowing developers to swoop in and flip or demolish houses.	11/24/2020 2:09 PM
202	Housing is very expensive and of a low quality. I moved here from a much larger city and pay more for rent here. My house is in very bad shape and was the best I could find for my budget.	11/23/2020 9:17 PM
203	A major focus should be put on providing housing for the homeless. People should not be allowed to abandon buildings and just leave them to fall apart. Georgia should also be trying to get funding to help people convert to solar energy... and providing incentives for electric cars, etc. restrictions should be put on companies that pollute the air and water.... savannah's air stinks and our beaches gets so polluted that people can't get in the water... imagine the fish we eat out of that water.	11/22/2020 10:32 PM
204	The rent is so high, and it keeps going up. It's forcing residents out of the city.	11/22/2020 2:33 PM
205	Many sidewalks in the city are graced by magnificent trees whose roots nonetheless destroy sidewalks and create terrible hazards for pedestrians, especially the disabled and the elderly. A program of assessment and remediation to make these safer is in order.	11/22/2020 8:00 AM
206	With the increase removal of the large oak trees due to disease and natural disasters of the last few year, it would be nice to see additional trees being planted in their space.	11/21/2020 10:09 AM
207	We need more bike path connectivity	11/21/2020 9:49 AM
208	Half the population has a hidden history we only hear half the story. Historic Savannah needs to feature the contributions of 110 years if enslaved people who built this city. Let Savannah set the example of how to embrace the past.	11/21/2020 5:18 AM
209	Noise levels are painfully high and constant in our neighborhood, basically from these two sources: gas-powered leaf blowers (daily) and Hunter AAF jets flying low and closeby.	11/20/2020 9:52 AM
210	I would like to have less noise pollution: from gunfire, from fireworks, and from music amplification. Although my specific neighborhood doesn't have much litter, most of Savannah and Chatham County does have too much litter. Also, the historic area has become oversaturated with tourists and VRBOs.	11/19/2020 1:53 PM
211	no	11/19/2020 12:58 PM
212	I think the Commission should follow Savannah's lead and begin design and implementation of a Chatham 100% Clean Energy plan for the county. We will increasingly face serious consequences from continued climate disruption our municipal leadership needs to act NOW on work to mitigate the worst impacts.	11/19/2020 12:12 PM
213	No	11/19/2020 10:55 AM
214	I'M NOT SURE MY SURVEY WAS SENT... PLEASE DON'T TRY TO CHANGE MIX OF FULLY DEVELOPED HISTORIC NEIGHBORHOODS	11/19/2020 10:01 AM
215	MUST MAINTAIN AND ADD TREES	11/19/2020 9:48 AM
216	I live on the cusp of savannah and Pooler, 31407, benton Blvd. Technically savannah but all the misery of Pooler.	11/18/2020 8:37 PM
217	The guns are completely out of control. The level of inequality that drive the divides in our community must be addressed across all levels of our city.	11/18/2020 8:24 PM
218	Tired of the gun shots every night. Tired of cars being broken into. Tired of homes burglarized.	11/18/2020 6:29 PM
219	Historic districts are threatened by hotel and large apartment building developers.	11/18/2020 10:14 AM

220	I live downtown. We need public trash receptacles ON EVERY CORNER. I am sick of stepping out my door near Drayton and Jones to find litter everywhere, daily. There are no public trash cans anywhere and with the foot traffic we get, there should be.	11/18/2020 12:41 AM
221	Preservation of forest areas for recreation or enjoyment is not keeping pace with rapid development.	11/18/2020 12:20 AM
222	I would like to see more community and city dept collaboration. Particularly property maintenance codes and street maintenance.	11/17/2020 11:37 PM
223	I'd love to see more walking/biking trails in Savannah and Chatham County	11/17/2020 10:12 PM
224	Way too many shootings	11/17/2020 8:02 PM
225	Much love	11/17/2020 7:18 PM
226	Your should have qualified your questions with regard to the pandemic.. Answers might be different and now people have to guess whether you REALLY want answers about NOW or pre-pandemic.	11/17/2020 6:29 PM
227	To be healthier, more sidewalks and bike lanes. For safety, exercise, and environmental reasons.	11/17/2020 6:24 PM
228	More freedom for private property - less regulation on what windows we can use. We are in a climate crisis and requiring us to keep 100 year old windows is a step in the wrong direction.	11/17/2020 5:31 PM
229	I would like to address my dissatisfaction with the noise level in my neighborhood. This is specifically regarding the train in the Thomas Square/Starland neighborhood. The trains come at all hours of the day and night with no regard to quiet hours or the fact that it's a residential area. The horn is often well above the acceptable decibel level. I know the trains are not subject to local noise ordinances and I know that the city has been working on this but COVID has interrupted the effort. I do hope the improvement of the crossings becomes a priority soon so that quiet hours can be established with the railway. It is negatively impacting the quality of life in our area.	11/17/2020 5:15 PM
230	The noise issues in my neighborhood are primarily related to cars with loud bass driving through. We are a cut through neighborhood and we need more stop signs and traffic calming in general. Please help!	11/17/2020 4:40 PM
231	The mayor is great	11/17/2020 4:04 PM
232	No	11/17/2020 3:48 PM
233	No.	11/17/2020 1:32 PM
234	Questiobs about police relations should be included in survey.	11/16/2020 8:48 PM
235	I live in the Highlands, so many of the above services that I use and have access to are in the city of Pooler, not in Savannah.	11/16/2020 3:51 PM
236	Trains come too early in the morning and are very loud.	11/16/2020 1:02 PM
237	It has decreased over the decades I've lived here—schools have deteriorated substantially; poverty, crime and racial divisions are worse; social services are understaffed, underfunded and overwhelmed; the pandemic has laid bare and in many cases, increased these problems. Mayor Johnson is doing his best, but a minority of council members stymy him whenever possible, and the pontificating and divisiveness will drive away talented city staff and possible future city managers. It's disheartening, and has stepped up our plans to relocate elsewhere.	11/16/2020 8:32 AM
238	Savannah needs to have more options for people of color for resources for education for history.	11/15/2020 9:57 PM
239	Any changes to the city you make, wont fix anything so long as you have continued problems with black youth crime, and the homeless transients in the streets. Until you fix that you're not really doing anything. And the sad truth is a 'kind and gentle' approach will never work.	11/15/2020 2:19 PM
240	Yes, I recommend that fire services should be merged into Chatham County paid services	11/15/2020 10:30 AM
241	No	11/14/2020 10:42 PM
242	Taxes are too high for what we get.	11/14/2020 8:45 PM
243	Stay Blue. More will be done.	11/14/2020 1:11 PM
244	None!	11/14/2020 12:10 PM
245	you can't expect much Quality of Life on the pay scale this Area have for all these Service Jobs here.Then Rent is through the Roof.Two service jobs may be able to make it.	11/13/2020 6:35 PM
246	We need to do more for the underserved populations in Savannah in the way of job training, personal health education, and healthy food service to better impact their quality of life and help break the chain of poverty and its side effects.	11/13/2020 6:31 PM
247	We love living here, but the healthcare system here in the Savannah area is absolutely terrible. My primary care physician is a great individual, but I have never seen such a backwards way of getting information to and from that physician. We come from a healthcare community in Pennsylvania. if I have a test done today, by midday tomorrow those results will be available on a website for me to see. Not 7 to 10 days later.	11/13/2020 3:13 PM
248	Cost of living is higher compared to wages.	11/13/2020 2:06 PM
249	Maintaining a clean city that also promotes recycling, bicycling, walking is very important. More emphasis needs to be placed into these categories. Separate recycling containers need to be placed in areas where people congregate to promote recycling. More painted bicycle lanes need to be placed throughout the city. More programs to pick up litter and involve the community need to be made.	11/12/2020 10:42 AM
250	The increasing tourist industry, while very important to Savannah's economy, should be closely monitored to protect the quality of life for local full time residents.	11/11/2020 1:19 PM

251	There is LOTS MORE HERE than folks told me about... took a long time to find a bunch of stuff out, and still learning... we NEED to CELEBRATE all our history (for everyone) [good, bad, ugly doesn't matter, but we need to know all]	11/11/2020 12:30 PM
252	There is way too much gun violence in Savannah and in the Black community. It is unacceptable.	11/10/2020 12:38 PM
253	no	11/10/2020 11:09 AM
254	crime and trash in streets remain the biggest problems	11/10/2020 10:12 AM
255	Public resources, services, and facilities are not equitably distributed, too concentrated in downtown Savannah.	11/9/2020 9:55 PM
256	Trains are a nuisannce. high noise levels.	11/9/2020 7:55 PM
257	CAT Transit Buses should only run during daylight hours. The city's 10,000 chronic homeless over use the buses for shelter. The chronic muggings at bus stops has to stop.	11/9/2020 6:32 PM
258	CAT transit should be limited to daylight hours so the city's 10,000 chronic homeless do not use it for shelter while local residents wait for a bus that says something other the man "Bus Full." These local residents at bus stops are victims of muggings, drive by shootings, and child abductions while taking their children to school.	11/9/2020 6:14 PM
259	no	11/9/2020 6:09 PM
260	Public transit should be limited to daylight hours so the city's 10,000 chronic homeless do not use the public transit system for shelter.	11/9/2020 5:54 PM
261	Our quality of life in Savannah will decline if tourism is not limited. Too many visitors are coming here and being drunk, loud and unruly -- and very few are following our rules about face coverings. Savannah should be focusing on attracting other types of industry.	11/9/2020 5:21 PM
262	Our quality of life will decline if tourism is not limited. Too many people coming here to be loud, drunk, unruly -- and most not wearing masks. There should be more focus on attracting other types of industry.	11/9/2020 5:18 PM
263	I believe the permitting of the 'slow ride' vehicles that dispense beer and encourage loud singing has degraded the quality of life in the areas where they are allowed.	11/9/2020 4:08 PM
264	no	11/9/2020 2:58 PM
265	More bike paths! Less emphasis on cars and speed.	11/9/2020 1:58 PM
266	Savannah needs to severely curtail their preservation activities. While once needed Historic preservation has evolved into government overreach becoming one of the most undesirable aspects about living in the historic district	11/9/2020 1:43 PM
267	I would like to see more money spent on social programs for people in need, especially free counseling for mental illness.	11/9/2020 1:34 PM
268	Better balance of downtown residences and tourists. Limit and enforce trolleys and tours.	11/9/2020 1:32 PM
269	Savannah should be a foodie Mecca. It is not. There needs to be more specialty food stores, butchers, fishmongers, etc. and while I recognize the restaurant industry is suffering right now, Savannah should be welcoming all kinds of new, young chefs and culturally diverse food options.	11/9/2020 12:26 PM
270	I love Savannah. Something has to be done about the noise levels, from motorcycles and "muscle car" exhaust sounds, to the train that runs through the city and has increased not just the amount of passings through, but the noise level is UNHEALTHY for a vibrant, residential community. I would also like to see more affordable housing and apartment style living in downtown, Thomas Square, and around side by side. Many of the homes that are available for rent have been so neglected by the owners.	11/9/2020 12:25 PM
271	Increased police patrols and visibility would be useful. Enforcement of littering ordinances. Increased attention to historic preservation.	11/9/2020 12:21 PM
272	Reduction of traffic on downtown access streets, especially Drayton and Whitaker. Reduction of tourist buses especially with public address systems; why can't tourists wear wireless headphones?	11/9/2020 12:19 PM
273	It would be really nice if MPC stopped allowing and/or approving that apartment complexes can be built in single family residential neighborhoods. Perhaps they could incentivize land developers to rejuvenate the ghetto downtown. Using a fire station which is a municipal safety, a park and a church as a reason to justify "mixed land use" is not in the best of interest of the citizenry. The metropolitan planning commission needs to re-engage any zoning approval that is against the advisement of the MPC staff recommendation as well as against the wishes of the residents in the area.	11/6/2020 11:43 PM
274	The completion of a walking trail and bike trail in Savannah in all neighborhoods throughout the city,	11/6/2020 7:31 AM
275	They need to take a look at the roads	11/6/2020 1:32 AM
276	There is so much littering and so few trash or recycling receptacles, especially between Forsyth Park and Victory Dr. People drive way too fast in the city, and there are not nearly enough protected facilities for people walking and bicycling.	11/5/2020 4:07 PM
277	air smells	11/5/2020 1:28 PM
278	More bike lanes. Slow traffic down.	11/4/2020 7:12 PM
279	I wish the trains weren't so loud.	11/4/2020 4:42 PM
280	I've lost tens of thousands of dollars in personal belongings including a vehicle, the contents of my garage and all the food in my freezer to theft. No follow up. police and a felon marched up and down the side of my house with guns drawn less than 5 feet from my window at 4:30 AM.	11/4/2020 4:13 PM

A city tree fell on my perfectly maintained Volvo and crushed it after the city had been called to do maintenance on the tree. They compensated with $250.00 WTF! I have had stray bullets hit my home 3 times since we have been here. No Real equity in home after 20 years. Horribly underperforming schools and sanctimonious leaders who accomplish nothing but forming committees, overspending on extraneous crap and mismanaging budgets when not outright lying to the public and infighting in council chambers while trying to justify their own inexcusable behavior as a public servant. Nice weather some months.

281	I like the trails to tides project. I hope that there will be more of things like this coming for Savannah.	11/4/2020 3:25 PM
282	Quality of life in Cuyler Brownsville is very limited.	11/4/2020 3:08 PM
283	No.	11/4/2020 11:12 AM
284	Water utility dept sucks -- billing is unreliable. Should be able to pay bills online	11/3/2020 3:58 PM
285	I live in the Savannah Annex area, Godley Station. The city makes us feel like a step child. We do not have any city buildings there, no park, no recreation center. Just lots and lots of trucks, warehouses, and apartments. We did not spend hundreds of thousands of dollars to have to drive to another part of town to enjoy a walking trail or park. We should have a park, walking trail, recreation/cultural center, and other public facilities like every other part of town.	11/3/2020 3:12 PM
286	The quality of life in Savannah has different meanings to social-economic groups. With that said, there needs to be a way to help all peoples in historic district Savannah.	11/2/2020 7:00 PM
287	No	11/2/2020 1:11 PM
288	The homeless population seems to be increasing, or else there is more visibility as witnessed in intersection begging and public gathering/sleeping. Unlawful use of firearms by unlicensed individuals, increasing - and brazen daylight robberies of homes/businesses/individuals.	11/1/2020 11:36 AM
289	Horse carriages in downtown are a disaster on multiple fronts. In the heat of the summer the urine stains/smells leave a negative impression of the City not a romantic, quaint one. Animal cruelty may be another negative impression for folks during the hot months which can last for more than half a year in this climate.	10/30/2020 4:20 PM
290	Transportation opportunities,other than auto use, is very poor. Bus routes and scheduling is very limited, bicycle and pedestrian access to streets is very limited. For Savannah to be a truly quality city, we must provide viable alternatives to the auto.	10/30/2020 4:14 PM
291	I have the economic resources for a good quality of life, but that is not always that same for someone of lower economic status.	10/30/2020 3:31 PM
292	I love living in Savannah. I am very concerned about housing segregation in the City. This needs to be addressed.	10/30/2020 12:23 PM
293	I am concerned about the continued construction of the nuclear site west of the city. SC voted to discontinue construction on their sire. What is the matter with GA? We need to spend money on solar SOON	10/30/2020 10:50 AM
294	The quality of life in Savannah and surrounding areas is greatly diminished by the amount of litter and trash thrown from cars into the roadsides, marshes, and parks. I've never lived in such a dirty city. No matter how much we "clean up" the volunteer activities there seems to be a growing amount of litter everywhere. Air pollution too is a problem, mostly autos, no emissions controls or restrictions. This lack of concern by people about the natural environment is appalling and outright disgusting.	10/30/2020 10:28 AM
295	Too much development and traffic in the Highlands area where I live.	10/30/2020 9:39 AM
296	The open container policy downtown is a constant source of litter, excessive noise, and general destruction of residential life. It needs to end.	10/30/2020 9:38 AM
297	Really seems like the police only exist to give speeding tickets because our crime rates are not great	10/30/2020 9:06 AM
298	I live in a community that has just reached the age to qualify to designated a Historic Community. Our community, however, has been so neglected and allowed to fall into disarray. We are striving to improve Cloverdale but the red tape makes certain necessities hard to obtain. WE have a speeding problem but have been told we don't qualify for speed tables. What do we do in the mean time. We have few sidewalks so walking on the side of the road is the only alternative.	10/29/2020 10:58 PM
299	We seem to be about 10 years behind the rest of the country in terms of recycling and green initiatives. Public education is abysmal in my neighborhood.	10/29/2020 10:18 PM
300	The old railroad tracks should be turned into a safe bike path so people from the east side have a safe way to visit downtown. The downtown parking app should also have a discount option for locals or a parking pass option so we're not penalized for shopping locally. Downtown is dying and local parrons are a long term solution when tourists are unreliable in a pandemic & recession.	10/29/2020 6:47 PM
301	I am very concerned about the ongoing construction of the nuclear energy facility north of Savannah on the Savannah River. It should be voted down like SC did. What is the matter with Georgia?	10/29/2020 5:36 PM
302	no	10/29/2020 4:32 PM
303	Bicycle infrastructure and mass transit should be of higher priority!	10/29/2020 4:24 PM
304	would like vehicle noise to be reduced and enforced. So many very loud vehicles has a very negative impact on quality of life.	10/29/2020 4:18 PM
305	the Historic District needs more protection from degradation by tourism	10/29/2020 4:17 PM
306	Would be nice if there were more affordable options for neighborhoods to pursue historic status under the National Registry for Historic Landmarks.	10/29/2020 3:40 PM

307	More walking trails, nicer playgrounds in parks, adding water play into parks. More recreational opportunities for families (bike paths, fun runs, affordable ferries to run to islands) So much emphasis is on tourism here in the downtown area. It's time to beautify our residential neighborhoods and parks.	10/29/2020 3:08 PM
308	Crime is too high. Tired of hearing shootings.	10/29/2020 2:05 PM
309	Savannah is a tourist city, ppl outside the city seem to appreciate it more than those living here. We are behind compared to our sister city, decent income so families can live in a decent neighborhood, have affordable and quality childcare, schools which the students can be proud of and teachers that are paid for awesome services they render. You don't appreciate anything until you have no longer. Covid 19 is a prime example of this.	10/29/2020 1:40 PM
310	Just cleaning up the streets and sidewalks would help- the weeds, litter, trash and unkept look is a negative mark on the place. Beautify not just downtown but ALL	10/29/2020 12:41 PM
311	Vacation rentals are destroying the residential areas of the Historic District. Traffic, loud groups in the homes and streets, constant turnover, lack of respect for historic areas, littering. All of these things are making it difficult to want to live in the downtown area.	10/29/2020 12:08 PM
312	Savannah needs more natural greenspace and more opportunities for recreation in a natural environment. Stop selling wooded undeveloped property and allow the citizens to use it.	10/28/2020 3:28 PM
313	I'd like to stop demolition through neglect. Buildings which are in need of maintenance to stay safe should be maintained and the cost added as a tax lien. Other possibilities is to reduce property taxes for owner occupied properties or conversely increase taxes for non-owner occupied properties.	10/17/2020 6:39 PM

Q14 Which category describes you? (Select all that apply.)

Answered: 1,103   Skipped: 303
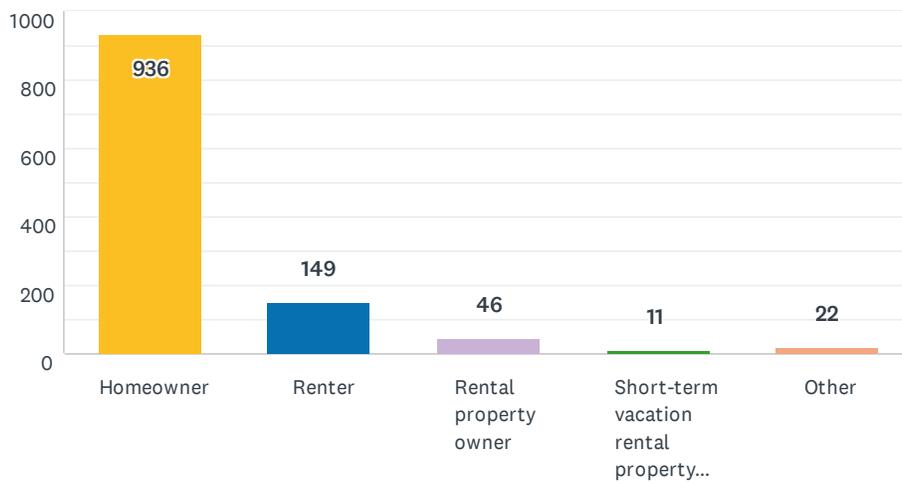
ANSWER CHOICES	RESPONSES	
Homeowner	84.86%	936
Renter	13.51%	149
Rental property owner	4.17%	46
Short-term vacation rental property owner	1.00%	11
Other	1.99%	22
Total Respondents: 1,103		

#	OTHER (PLEASE SPECIFY)	DATE
1	Live with mother	2/8/2021 10:46 AM
2	I'm 19 and I live with my parents	2/8/2021 10:37 AM
3	Live with my father	2/8/2021 10:13 AM
4	Commercial Property Owner	2/5/2021 12:05 PM
5	Live with parents	2/4/2021 3:44 PM
6	Resident	2/2/2021 1:34 AM
7	Spouse	2/1/2021 10:18 AM
8	church rectory	1/31/2021 9:58 AM
9	I'm currently homeless	1/30/2021 11:18 PM
10	W	1/15/2021 6:46 PM
11	Property that's owned by family in which I'm working to get refined.	12/18/2020 12:13 PM
12	Homeowner who rents outside workspace	12/17/2020 7:35 PM
13	I rent here but own property elsewhere.	12/10/2020 10:46 AM
14	I live with my parents who are home owners	12/1/2020 9:58 AM
15	Live at home with family that owns their home	11/27/2020 11:06 AM
16	Live with family	11/19/2020 10:59 AM
17	student on campus	11/18/2020 5:08 PM
18	parsonage	11/17/2020 5:45 PM
19	Fine Art Business	11/10/2020 3:06 PM
20	Parents home	11/6/2020 1:36 AM
21	Live with someone	11/5/2020 12:59 PM
22	I own a house that is that is considered historic	11/4/2020 3:24 PM

Q15 How strongly would you agree with the following statements about housing in {{ Q1 }}?

Answered: 1,102   Skipped: 304
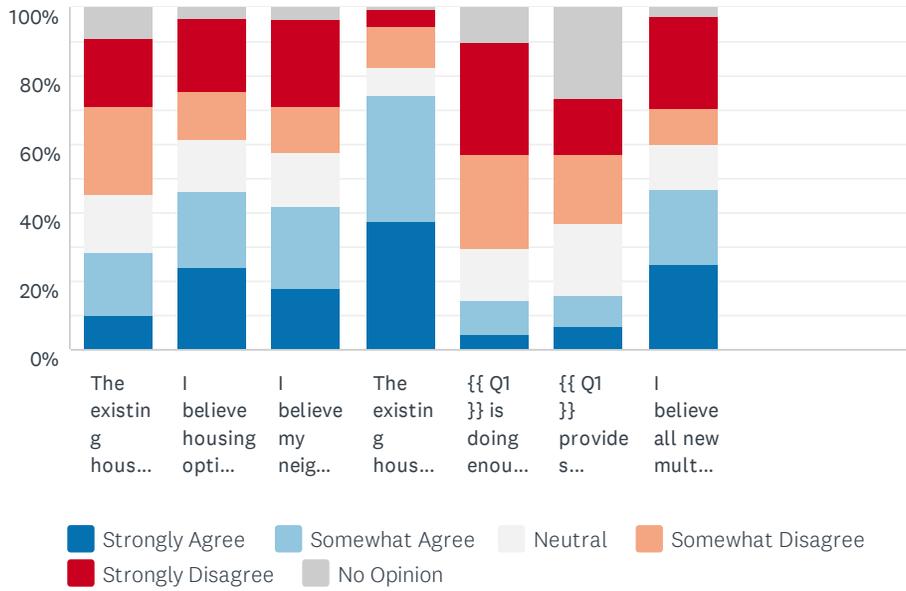
Legend:
- Strongly Agree
- Somewhat Agree
- Neutral
- Somewhat Disagree
- Strongly Disagree
- No Opinion

	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	NO OPINION	TOTAL	WEIGHTED AVERAGE
The existing housing options in {{ Q1 }} meet the community's needs	10.02% 110	18.58% 204	16.94% 186	25.32% 278	19.95% 219	9.20% 101	1,098	3.29
I believe housing options in my neighborhood should be available to people of all income levels	23.86% 261	22.76% 249	14.99% 164	13.99% 153	21.57% 236	2.83% 31	1,094	2.86
I believe my neighborhood should have a mix of housing types	17.97% 197	23.81% 261	15.78% 173	13.23% 145	25.91% 284	3.28% 36	1,096	3.05
The existing housing in my neighborhood is well maintained and of good quality	37.41% 410	37.32% 409	7.85% 86	11.95% 131	4.93% 54	0.55% 6	1,096	2.09
{{ Q1 }} is doing enough to alleviate homelessness	4.48% 49	10.05% 110	14.81% 162	27.79% 304	32.63% 357	10.24% 112	1,094	3.82
{{ Q1 }} provides sufficient supportive/transitional housing options	7.05% 77	8.88% 97	21.06% 230	20.24% 221	16.21% 177	26.56% 290	1,092	3.40
I believe all new multi-unit private residential developments should be required to set aside a certain percentage of units for lower income residents	24.95% 273	22.21% 243	12.61% 138	10.88% 119	26.87% 294	2.47% 27	1,094	2.92
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00

Q16 Please rank the following housing options in order of how they should be prioritized in {{ Q1 }} in the next 5 years, with 1 being the highest priority and 5 being the lowest.

Answered: 1,070   Skipped: 336
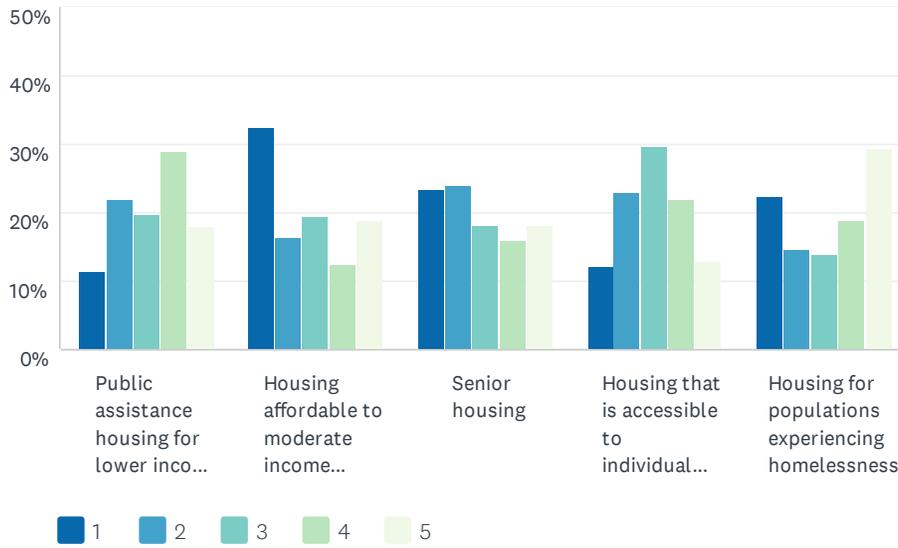
	1	2	3	4	5	TOTAL	SCORE
Public assistance housing for lower income residents	11.39% 116	22.10% 225	19.65% 200	28.88% 294	17.98% 183	1,018	2.80
Housing affordable to moderate income residents	32.55% 334	16.57% 170	19.49% 200	12.38% 127	19.01% 195	1,026	3.31
Senior housing	23.44% 240	23.93% 245	18.26% 187	16.02% 164	18.36% 188	1,024	3.18
Housing that is accessible to individuals with disabilities	12.18% 125	23.10% 237	29.73% 305	22.03% 226	12.96% 133	1,026	3.00
Housing for populations experiencing homelessness	22.55% 237	14.84% 156	13.89% 146	19.12% 201	29.59% 311	1,051	2.82

Q17 In your opinion, does {{ Q1 }} need more, less, or about the same of the following housing types?

Answered: 1,091   Skipped: 315
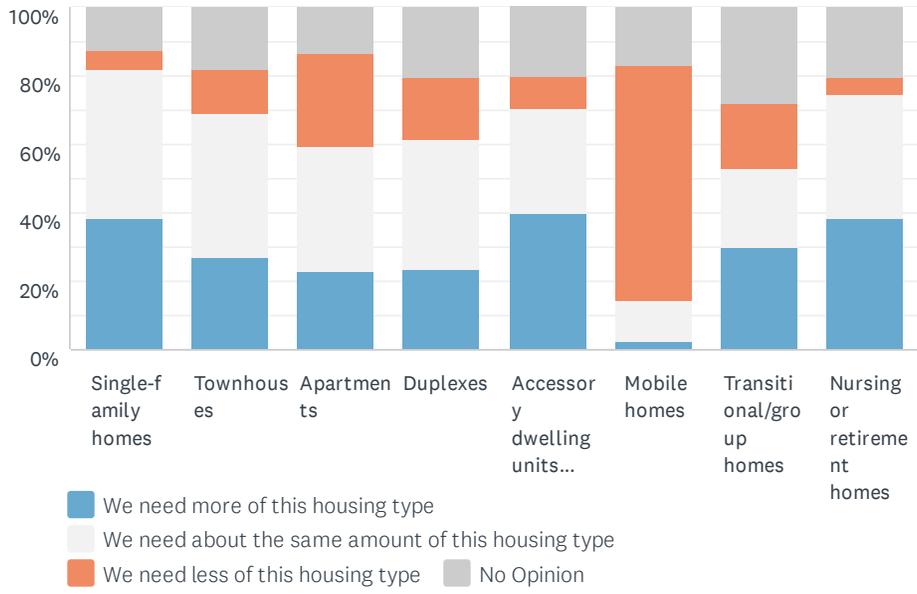
	WE NEED MORE OF THIS HOUSING TYPE	WE NEED ABOUT THE SAME AMOUNT OF THIS HOUSING TYPE	WE NEED LESS OF THIS HOUSING TYPE	NO OPINION	TOTAL	WEIGHTED AVERAGE
Single-family homes	38.70% 416	43.07% 463	5.86% 63	12.37% 133	1,075	1.63
Townhouses	27.25% 291	41.85% 447	12.73% 136	18.16% 194	1,068	1.82
Apartments	23.03% 248	36.49% 393	27.02% 291	13.46% 145	1,077	2.05
Duplexes	23.68% 255	37.60% 405	18.11% 195	20.61% 222	1,077	1.93
Accessory dwelling units (e.g., mother-in-law suites, carriage houses)	39.91% 431	30.46% 329	9.54% 103	20.09% 217	1,080	1.62
Mobile homes	2.32% 25	11.99% 129	68.77% 740	16.91% 182	1,076	2.80
Transitional/group homes	29.85% 320	23.13% 248	18.84% 202	28.17% 302	1,072	1.85
Nursing or retirement homes	38.46% 415	36.14% 390	5.10% 55	20.30% 219	1,079	1.58

Q18 Do you have any additional comments about housing in {{ Q1 }}?

Answered: 261   Skipped: 1,145

#	RESPONSES	DATE
1	Goes back to planning and vision of the entire city and how it is executed and with what kind of unified vision there is-that will allow for creativity and ingenuity with respect to what is already in place that needs to stay- as not everything that is here, now, should stay. There are some very bad 'eye sores' that need to be done away with/ or creatively dealt with- Standards, limitations, guidelines, etc. need to be established for the good of all the the preservation of Savannah's character.	2/7/2021 12:00 PM
2	The housing market has a great divide in this town.	2/6/2021 8:27 PM
3	More demairy	2/6/2021 7:48 PM
4	No	2/6/2021 6:54 PM
5	It really sounds like you guys are trying to take away from builders and investors to make room for low income. Let the market decide what's needed	2/6/2021 5:16 PM
6	We're new here so it's hard to know for sure what is best. We will learn.	2/6/2021 1:14 PM
7	Most apartments in Savannah are run by slum lords unless you're in the high rent districts and private or well managed properties.They may say something about the tenants as well. Most apartments deal with noise, maintenance issues, etc. We need more soundproof structures and reliable, sound construction.	2/6/2021 12:44 PM
8	we need more 1 story Townhouses	2/6/2021 12:09 PM
9	The high percentage of Short term rental units (AirBnB, etc.) in residential communities have a detrimental impact on the quality of life for Savannah residents. Please lower the ratio of short term rental units allowed in Savannah's neighborhoods. Tax owners more responsibly for the impact of their rental business.	2/6/2021 12:02 PM
10	Everyone should be able to have a safe and comfortable home.	2/6/2021 9:27 AM
11	not sure- know that city is addressing homelessness' places to live. know for a fact a lot of this population prefers this lifestyle because the have less responsibility	2/6/2021 12:24 AM
12	I work with homeless. You can't legislate people out of homelessness.	2/5/2021 5:42 PM
13	Do not prioritize housing for the homeless. There are far too many homeless all over Savannah and far too much panhandling. That needs to be stopped not supported. It is ruining the cities character the level of vagrancy and threat on the streets from panhandlers.	2/5/2021 5:00 PM
14	There are a variety of solutions to the housing problem in Savannah, from reforming the archaic residential zoning that privileges single-family residential and prohibits all other types of housing. Historically, neighborhoods were mixed use and mixed in terms of housing options, from granny flats, ADUs, duplexes, quadplexes, apartment buildings of various sizes (they don't need to be tall), all co-existing happily. Look at the block of East State Street (north side) between Abercorn and Lincoln. This is a textbook demonstration of varied housing forms, scales and configurations. Make "dorm style" housing legal, taking advantage of more affordable "co-living" trends, where there may be a shared kitchen or bathroom. Other strategies including being able to manufacture prefab housing units locally is another option being explored by the CCHC. Concentrating higher density housing along all bus routes, like Abercorn and Waters, would make transit more convenient. Examine building codes to evaluate what is truly necessary and what is driving up the cost of construction costs. Are the parking, stormwater and land-coverage standards overly restrictive?	2/5/2021 12:56 PM
15	All new home construction is too big. We need more 3/2 under 1400 square feet. Only older homes are like this.	2/5/2021 12:24 PM
16	The homeless population and panhandling needs to be gotten under control. You can't even go out for a drive, run errands or walk in the downtown parks without being asked for money.	2/5/2021 9:53 AM
17	The new assisted living facilities that were just built in the area are unaffordable. Seniors are on fixed incomes and these places are starting at 6000/month for one person in independent living. Up to 10000 once you add in all the help services. Not sure who they think will move in	2/5/2021 8:38 AM
18	energy efficient priority - long term lifecycle methods - healthy homes - age in place designs - safety emphasis - public transport & bike friendly emphasis / less car dedicated	2/5/2021 7:15 AM
19	This is hard to answer. Yes we need more AFFORDABLE, single family homes. Not more McMansions selling for 300k	2/5/2021 2:05 AM
20	Housing is too expensive compared to wages.	2/4/2021 11:41 PM
21	No	2/4/2021 11:31 PM
22	Look to what has worked in cities where homelessness has decreased. It is more about mental health than affordability.	2/4/2021 9:54 PM
23	Mixed income neighborhoods sound good in practice but most people do not want to live in one for very valid reasons.	2/4/2021 9:01 PM
24	Municipalities should abstain from dabbling in real-estate.	2/4/2021 8:17 PM
25	The begging on every red light corner needs to be addressed. The people that are begging are not necessarily homeless. Some people do not want to work.	2/4/2021 4:07 PM
26	We need a variety of housing that is developed in a sustainable and aesthetically pleasing	2/4/2021 2:17 PM

fashion. We do NOT need more "cookie cutter" developments, and we DO need to preserve the *existing* natural beauty of the area when considering housing development. (in other words, don't unnecessarily cut down existing trees with the excuse that more will be planted - preserve what's already here!)

27	I do believe that there needs to be a wide range of housing available in any community. My only specific point is that it should be only what can effectively be maintained. The lower income complex in downtown Savannah become significantly rundown for far too long. I feel that is a disservice to the city as well as those who have no other choice but to live there.	2/4/2021 1:59 PM
28	It appears that there is housing and assistance available for the homeless, but it is difficult to convince them to accept the help.	2/4/2021 1:11 PM
29	Unfortunately, I've watched section 8 housing in my area denigrate the homes and significantly raise crime rates. Standards and guidelines should be better enforced.	2/4/2021 1:06 PM
30	Savannah needs to encourage gentrification- it resolves many quality of life issues	2/4/2021 12:20 PM
31	More tiny house opportunities.	2/4/2021 12:04 PM
32	These questions make me think you guys want to impose low income requirements and that is not in a community's best interest. Let free market work not socialist policies	2/4/2021 12:01 PM
33	Short term vacation rentals are bad for neighborhoods as they displace residents. Mixed income housing should be encouraged as well as providing houses for homeless individuals and families as opposed to luxury housing	2/4/2021 11:46 AM
34	It's unbalanced	2/4/2021 11:26 AM
35	homeless vets should be priority especially since we are a military town. Provide residents the tools necessary to maintain their property like gardening and home repair classes	2/4/2021 11:22 AM
36	Homelessness and panhandling need to be gotten in check. It's horrible	2/4/2021 11:16 AM
37	We must guard against adding to many homeless services or else we become a Mecca for those people not from this area who will come tax our resources and create a bigger problem. And then, like California and other areas we will never come close to fixing the problem.	2/4/2021 11:04 AM
38	Gritty, crime and homelessness problems	2/4/2021 10:46 AM
39	Rentals have become insanely expensive for what can only be described as slum living unless you go into a newly built complex but not all meet the income or background requirements do end up having to rent from slumlords! Vicious circle that needs addressed	2/4/2021 10:42 AM
40	If transitional/group housing includes housing for women in need while experiencing a crisis pregnancy, the city should definitely look at providing that for the community. There is a dire need for it!	2/4/2021 10:40 AM
41	no	2/4/2021 10:31 AM
42	There are plenty of vacant homes on my neighborhood. Could we teach homeless how to fix them up and then they earn it?	2/4/2021 10:07 AM
43	I'm not in favor of government subsidized housing. Instead we need less vacation rentals downtown and in surrounding areas, which are the cause of the rise in rental prices.	2/4/2021 9:20 AM
44	We should be charging impact fees on all new construction	2/4/2021 9:13 AM
45	There are a variety of solutions to the housing problem in Savannah, from reforming the archaic residential zoning that privileges single-family residential and prohibits all other types of housing. Historically, neighborhoods were mixed use and mixed in terms of housing options, from granny flats, ADUs, duplexes, quadplexes, apartment buildings of various sizes (they don't need to be tall), all co-existing happily. Look at the block of East State Street (north side) between Abercorn and Lincoln. This is a textbook demonstration of varied housing forms, scales and configurations. Being able to manufacture prefab housing units locally is another option being explored by the CCHC. Concentrating higher density housing along all bus routes, like Abercorn and Waters, would make transit more convenient.	2/3/2021 10:48 PM
46	The integrity of home architecture should be maintained whilé keeping environmental and green energy in mind. As well as building standards that minimize damage from weather.	2/2/2021 3:18 PM
47	I think mixed income neighborhoods (and the lack of high rise apartments) really make Savannah unique and strong.	2/2/2021 3:06 PM
48	The homelessness problem is overwhelming. We need quicker solutions to help these people in disparate situations.	2/2/2021 11:31 AM
49	A lot of structures/houses need to be torn down or redone	2/1/2021 9:56 PM
50	No!	2/1/2021 4:41 PM
51	We need an inclusionary zoning ordinance that requires developers to set aside units for low income residents. We also need a bigger focus on housing populations experiencing homelessness -- there are many creative options out there that other cities have found to be successful. Finally, please please PLEASE find some way to prevent SCAD from buying/building large structures dedicated solely to student housing in downtown Savannah -- it is pushing out actual residents of the city and doing so much harm.	2/1/2021 1:07 PM
52	There needs to be more reasonable allowances for building carriage house/garage units on ones property.	2/1/2021 11:20 AM
53	No	2/1/2021 10:05 AM
54	Homes in areas like Ardsley and Olin Heights should be able to add garage apartments where there is room. Many are grandfathered in, but those that aren't can't add one.	2/1/2021 9:47 AM
55	The large scale apartment buildings that are being built in and around Savannah are an abomination to the standard of excellence that we've established for integrating new structures into a vibrant historic urban setting. Fulfilling the basic requirements for maintaining a cohesive	2/1/2021 9:42 AM

community, both aesthetically and functionally, used to be the norm when considering a new construction project. Now it seems that any monstrosity can be thrown up anywhere without any consideration for the negative impact on the surrounding neighborhood. This is a dangerous trend and I hope it does not continue.

56	Create programs that enable elderly to stay in their homes like senior citizens inc. safe transportation services, community centers, etc	2/1/2021 9:38 AM
57	Why was Port Wentworth Not Listed. My house was built in 1910 and I own it.	2/1/2021 4:54 AM
58	Short term rentals that don't follow City guidelines need to be policed, fined, and shut down in much greater capacity	1/31/2021 7:25 PM
59	Many of these questions are too general. Better would be to ask them relative to different neighborhoods.	1/31/2021 6:18 PM
60	I will not recommend Savannah to anyone.	1/31/2021 5:40 PM
61	Plenty of apartments as is, but they are far from affordable	1/31/2021 5:21 PM
62	I feel that home ownership options are severely limited for families at the lower end of the income spectrum	1/31/2021 3:47 PM
63	I want there to be more affordable housing options, SCAD drives rent prices up. This is leading to gentrification and kicking residents out of their homes. I'm fine with more housing being added, I just also want it to fit in with the general look of Savannah	1/31/2021 3:35 PM
64	Multi family dwellings and townhomes seem to not be maintained well. These properties should be required to have a maintenance bond. Taxes have gone through the roof and have caused affordable housing to drop. the more non profit housing like the ones scad have constructed have decreased tax revenue and caused other residents to pay more. This also affects affordable rental properties as taxes raise rental rates.	1/31/2021 3:22 PM
65	We need less homes on vacation rentals unless they are owner occupied. We have lots of housing in Savannah, and so much of our community has been lost due to rental properties for vacationers. We have less neighbors and instead vacations which does not help to build community.	1/31/2021 2:48 PM
66	Restore houses in less fortunate neighborhoods for people to buy for low income.	1/31/2021 2:36 PM
67	Rents are way too high	1/31/2021 1:37 PM
68	Do not decrease the property values of people who have busted their butts to get nice homes by adding multiunit new builds. Historic neighborhoods need to be preserved & you harm current residents by bringing down property values when you break up historic neighborhoods adding these big developments.	1/31/2021 11:10 AM
69	Rentals are too expensive. Hard for lower income to afford. Homeless need more options besides sleeping in a large open room or a tent outside.	1/31/2021 10:47 AM
70	Sec 8 and other subsidies presented by the taxpayer, via our government agencies, appear to work very well. Yet when the government shutsdown/locksdown a large portion of businesses, businesses that provide wages/incomes to EVERYONE, then EVERYONE suffers. The government cannot and should not attempt to dictate market forces. Plenty of groups assist those in need-both government and NGO agencies. Churches and other support groups enjoy greater efficiency in distribution to those truly in need. Is the system perfect? No but then perfection does not exist in any society.	1/31/2021 10:42 AM
71	Hosing really needs to be protected from SCAD/student buying it all up or renting it all in order to better accommodate the needs of long term residents.	1/31/2021 10:28 AM
72	Homelessness is clearly an issue downtown. We need more programs to help them.	1/31/2021 10:23 AM
73	Please condemn and remove unsafe and damaged houses.	1/31/2021 10:00 AM
74	We should allow more carriage house or apartments built into existing lots	1/31/2021 9:45 AM
75	There are so many once-decent or beautiful homes that are now dilapidated and nearly unlivable. Bring those back to life to keep Savannah's integrity. Not new, ugly modern Pooler type homes.	1/31/2021 9:03 AM
76	The architecture needs to be preserved in derelict neighborhoods but with modern materials. Wood is too expensive in the long term with termites etc. Also provide more options for green energy in houses. Maybe solar farms tha t produce green electricity. There should be more options for. CHeap entertainment for locals compared to tourists. Parks should offer locals lower prices and higher prices for tourists. Also museums.	1/31/2021 8:03 AM
77	Need AFFORDABLE	1/31/2021 8:02 AM
78	No	1/31/2021 12:53 AM
79	We need to repair some of these old hotel buildings and turn them into make shift style apartments that can be utilized to help some of the homeless find a place to live as well as work. I can give you an example: say a person has the skills to cook, but they do not have a current income. They could move into a room and be the cook for the building and rooms could still be used throughout the building for hotel stays, but the people living there would have their own area to live in.	1/30/2021 11:18 PM
80	The market has recently jumped up. I'm concerned that this will keep moderate to low-income families from being able to buy a home here.	1/30/2021 10:40 PM
81	The housing prices don't reflect majority of the local salaries, but are inflated based on sales to sold to people coming from higher salaries locations, and those of out of town investors, who also have higher wages and overall income.	1/30/2021 9:48 PM
82	More services for homeless are badly needed	1/30/2021 9:40 PM
83	Please don't let people build ugly things.	1/30/2021 9:07 PM

84	How about instead of tearing buildings down fix them up for the homeless to rent to get them off the streets... offer more help for ones that are having issues paying their rent and not just for people affected by covid...	1/30/2021 8:57 PM
85	We need to ensure housing does not get swallowed up by the universities, that we have housing for full time residents that's affordable and located in areas that have access to essential services.	1/30/2021 8:07 PM
86	Vinyl sided cheaply built homes on clear cut land should be abolished.	1/30/2021 7:29 AM
87	For the question above, I would rank all of the housing options as the #1 priority	1/28/2021 11:06 AM
88	More low-income housing and housing for the homeless.	1/28/2021 10:21 AM
89	This survey does not allow a negative response to every question. The questions are very slanted and developed to receive a positive response. It's difficult to interpret the results of the survey What was the intention of the questionaire?	1/18/2021 8:32 PM
90	We need fewer homeless people. Not the folks that are down on their luck and are willing to take advantage of the locally available assistance. But rather, the ones that deliberately make a lifestyle choice because they are unwilling to abide by the local assistance rules.... like no drugs or alcohol in the shelters. Thus they become a burden to the tax paying residents of our city. They should not be catered to.	1/17/2021 10:37 PM
91	We need to address affordable housing, limit short-term vacation rentals, and stop building warehouses next to residential areas.	1/16/2021 10:45 AM
92	N/A	1/15/2021 9:26 PM
93	Affordable housing should be a top priority for our community. We need more transitional/group homes. We also need to have housing for those with disabilities. Funding/tax breaks for investors or landlords for investing in our housing dilemma. More tiny homes would be ideal for some individuals.	1/15/2021 8:15 PM
94	Make housings affordable. Give the Landlord some relief, deals, tax cuts, or make buying a house affordable without the hidden cost/ high standards.	1/15/2021 5:59 PM
95	365 day a year vacation rentals are motels and have destroyed the available house for savannians	1/15/2021 3:41 PM
96	Why am I supposed to work my ass off and sacrifice, save, and move my family to an area that's nice and away from crime and now people are just going to be given the chance to live here. If that's the case I'm going to need affordable housing in my house and someone else to pay my bills	1/15/2021 12:40 PM
97	housing is everyone's right no one should sleep in the streets if you sleep in a bed under a roof every one deserves safe shelter.	1/15/2021 12:10 PM
98	We need affordable housing but placement is important.	1/15/2021 11:22 AM
99	Do not change existing single family home zoning to multiple family zoning.	1/15/2021 11:11 AM
100	City government is not the best entity to provide housing; probably the least able, least motivated & least qualified. Government efforts are almost certain to cause negative unintended consequences for the "assisted", namely a permanent dependent underclass	1/15/2021 10:53 AM
101	Placing all income levels in a given housing subdivision will "crush" property values and destroy property taxes paid and cause homeowners to move out of the county. Basic Economics 101!	1/15/2021 10:21 AM
102	More affordable housing that matches the minimum wages here in Savannah. We have so many young adults who can't survive on their own with the prices of these homes and apartment for rent.	1/15/2021 10:03 AM
103	Homelessness needs to be addressed. At many intersections, men and women are asking for money. What can be done to help?	1/15/2021 9:37 AM
104	We need to allow property management companies to rent out apartments as rooms to transient renters under state law transient renters status " you can't pay you can't stay like the hotels" in order to get more people affordable Housing.	1/15/2021 8:37 AM
105	Homeless community is growing. Tiny homes are working across America. Also continue to keep historic areas historic in their new buildings.	1/12/2021 5:56 AM
106	Atlanta was a model of success for dismantling public housing and erecting in their place mixed use housing/apartments etc. Crime flourishes and education doesn't happen where there is lack of opportunity. The "broken windows" theory is also alive and well. The cycle will never be broken if we can't help each other up.	1/12/2021 1:37 AM
107	SCAD required to participate in PILOT program funds go to clear out blighted property and rebuild. High price residential and hotel developers required to pay funds towards blight remediation and affordable units included in every bulid	1/9/2021 9:15 PM
108	Continue to demolish blighted homes it ruins the entire street when abandoned vacant properties are allowed to remain in a neighborhood. SCAD needs to be on a PILOT program with those funds going toward building affordable homes. Hotels and high end residential developments should be required to pay into a fund designated for blight reduction and the rebuilding of blight property	1/9/2021 8:57 PM
109	Hard to answer on some categories. Ex: Apartments. Less SCAD more moderate income. So...how to answer?	1/9/2021 1:36 PM
110	Current codes prohibit the construction of garage apartments or in-law suites in my neighborhood, even though they are a great way for private citizens to help solve the lower income or senior housing problem and would provide for more diversity in the neighborhood.	1/9/2021 10:12 AM
111	Need more multi family	1/9/2021 3:23 AM

112	Housing is a difficult issue, as one must weigh the well-being of the property owner and that of someone needing more affordable housing. I do not have answers.	1/8/2021 2:26 PM
113	I checked more single-family homes, but what I really feel we need is more affordable single-family homes.	1/8/2021 1:08 PM
114	Stop catering to the rich who are afraid of poor people. Help humans secure housing.	1/6/2021 8:51 PM
115	No	1/3/2021 10:09 PM
116	None	1/3/2021 5:45 PM
117	I definitely understand the convenience of large apartment complexes, but having lived in a brand new one myself, they really need to to be more insulated and sound proofed. Also, it should be a standard that apartment complexes have an elevator for those with disabilities or injuries. I couldn't get out of an apartment soon enough. And the rent is almost the same as renting an entire house. There needs to be more affordable options. As we continue to build more entertainment options, people that work there will be enticed by affordable living options nearby. Not everything needs to be "luxury" and "style" driven. Just give people a safe and clean place to live. That they are able to afford. Several people I know moved away because they simply couldn't afford living in an apartment by themselves.	12/22/2020 8:44 AM
118	No	12/21/2020 7:59 PM
119	It's not that we need less apartments, the existing and proposed apartments are too expensive for the cost of living. Prices are being based on SCAD students when they are a transient population. Locals have to move farther and farther from their places of work because of affordability, which increases car usage, demand for parking and traffic. We also need more oversight on property owners following regulations on STVR's because hardly any locals in the historic district now.	12/21/2020 9:49 AM
120	It seems to me that NIMBY is alive and well in certain areas of this city. Folk claim that all of these housing issues must be addressed but don't wish to have the homeless or transitional housing in their neighborhoods and relegate such in less than affluent areas which are struggling to attract other businesses that will allow residents to meet their basic daily needs, such as grocery stores, pharmacies and restaurants. All of these people pay lip service to the necessity of addressing societal ills but fail to allow ANYTHING to upset the community bubbles they have created for themselves...and those like them. Why have I answered as I have? Our community has been sliced and diced from single family housing to multiple apartment complexes and a traffic flow that cannot keep pace with the growth that has occurred. We are stacked on top of each other and pushed to the brim and multiple family housing units are still being constructed along both of the 2 lane streets that provide access and egress from our community. In the span of 16 years, we are out of space and out of time. Isn't there space for transitional housing in a more spacious and affluent neighborhood in Savannah? Seems to me that would be the Christian thing to do and the perfect location as all services are readily available. But who wants to be exposed to that daily? Certainly not the NIMBY's	12/21/2020 2:23 AM
121	Affordable housing is most effectively created through up zoning, as opposed to the construction of new buildings with affordable units. This is accomplished by revising existing codes and ordinances to allow for duplexing, garage to apartment conversion, the construction of new outbuildings on existing lots, etc. Existing buildings provide the greatest opportunity. Upzoning should be paired with strong incentives for developers. If the incentive is good enough, they will take it and include AH in their plans.	12/20/2020 5:50 PM
122	No.	12/20/2020 12:14 PM
123	no	12/19/2020 3:22 PM
124	No	12/18/2020 8:37 PM
125	Mobile homes do not seem the best building option for our area Re: hurricanes and flooding.	12/17/2020 7:35 PM
126	I think if unincorporated Chatham had to also pay the City of Savannah property tax, it would lower all our bills and make housing more affordable. It's the double taxes that can be crippling. Especially places like The Islands who have Savannah listed as their city for their mailing address.	12/17/2020 4:50 PM
127	Priced beyond reach of many. Even rents are too high, often driven by demand of students.	12/17/2020 9:11 AM
128	Why does Savannah allow so many houses to become eyesores, and empty and then condemned, and then let them sit for years in that condition when there is a housing shortage?	12/16/2020 4:40 PM
129	Again, please dont not NOT build a bunch of new apartment complexes or homes outnear fort argyle road . WE DONT WANT IT . WE ARE GOOD .	12/15/2020 6:27 PM
130	The Chatham County government is not responsible to provide housing.	12/14/2020 11:56 AM
131	People should be able to rent space in their own home. I can't because of zoning. Others can, so I don't think it's fair	12/9/2020 10:15 PM
132	I'm not well enough informed to opine on housing options on a small island. I feel we currently have housing available for all but the very lowest incomes	12/7/2020 3:59 PM
133	We have a large homeless population that needs to housed. Also, to prevent further development, especially in environmentally sensitive areas we should move toward human scale, compact housing. Utilizing brown fields for new housing is good.	12/4/2020 11:11 AM
134	We need more housing that benefits the disenfranchised. Nursing homes are a mixed bag because they can be very hard to get in to with low financial status but it seems like no matter how much money you have, the nursing homes here are not very high quality in terms of care. At least not in the city.	12/3/2020 5:26 PM
135	The 1950s fixation with single-family homes is outmoded and needs to evolve in this town. Yes, some people still want these, but far more individuals and families need flexibility. We need to make sure that recent college graduates, single folks, younger couples, retirees, bounce-back kids, struggling millennials, grandparents and others can live in or close to	11/29/2020 6:20 PM

downtown if they want without committing to an expensive single family home or a pricey condo. We need far more multi-unit buildings, in-law suites, carriage houses, townhouses, duplexes and units above retail shops and restaurants, particularly along the Waters Avenue corridor. That area has tons of potential to be a new, locals-centric place for folks to eat, shop, work, create art and gather away from the Ye Olde tourist part of downtown.

136	There seem to be many single family homes in town that are in severe disrepair, or condemned	11/29/2020 11:42 AM
137	Housing solutions for disabled and homeless need to include increased public transportation (mainly buses) and SIDEWALKS.	11/28/2020 7:36 PM
138	Too expensive	11/27/2020 8:29 PM
139	We need more affordable housing	11/27/2020 6:21 PM
140	Houses owned by churches should not be tax advantages and churches should be required to maintain them so they are safe and healthy places to live, or they should be forced to sell them.	11/27/2020 1:37 PM
141	These are the opinions of a former leasing agent ranging from low income to luxury.	11/27/2020 11:06 AM
142	I think more tiny houses like the ones that were built for veterans experiencing homelessness on Wheaton are a great idea for Savannah both as ADUs and separate neighborhoods. These can be build to withstand natural disasters, provides mixed-income housing, and fit with the aesthetic of the neighborhoods.	11/24/2020 2:13 PM
143	Living in a high quality is earned accomplishment, not a public funding right	11/24/2020 11:43 AM
144	Landlords need to be held accountable for the state of their property.	11/23/2020 9:20 PM
145	Chatham county needs to re-acquire and improve the water system. It was a mistake to sell it.	11/23/2020 8:25 PM
146	No	11/21/2020 10:19 PM
147	Some of these questions need more background since this survey covers the entirety of Chatham county. The historic district is a very different place then south side and these questions are not applicable to the whole thing. Perhaps if we could indicate what neighborhood we live in. Additionally I am not as aware of some of these initiatives and this feel as though my uneducated option on them may cause a partial skew of the data.	11/21/2020 10:19 AM
148	We need to end homelessness	11/21/2020 9:53 AM
149	It would help to see a comparison between what we have now and what we actually need rather than guessing.	11/21/2020 5:23 AM
150	ADUs should be encouraged and affordable (no unnecessary conditions, such as architectural standards, that will make them more expensive).	11/20/2020 9:58 AM
151	focus needs to be on lowering taxes, providing better services to those paying the taxes and not funding public welfare.	11/20/2020 8:49 AM
152	I do not live in the historic district but did when I was in my twenties back in the 1980s. At that time, it was a mix of owners and long-term renters. I sympathize with residents of the historic district who complain that the quality of life there has decreased because of VRBO profligation and excessive amounts of tourists. I also sympathize with the complaint that VRBOs have also inflated the cost of owning or renting in the historic district to an unreasonable extent.	11/19/2020 2:05 PM
153	We need to limit zoning changes that allow current affordable long term rental properties from being moved into the short term commercial sector	11/19/2020 12:17 PM
154	I'm not super familiar. One thing I'd recommend is having subsidized housing for police officers in neighborhood with elevated crime as it's been shown to eliminate "out in the open crime" and push out drug houses when they park their cruisers in the streets.	11/19/2020 11:21 AM
155	No	11/19/2020 10:59 AM
156	DON'T TRY TO CHANGE USE/DENSITY IN FULLY DEVELOPED NEIGHBORHOODS ON THE NATIONAL REGISTER	11/19/2020 10:06 AM
157	HISTORIC BUILT OUT NEIGHBORHOODS SHOULD STAY THE SAME. ALL NEW HOUSING SHOULD BE MIXED SINGLE FAMILY/MULTI-FAMILY/MIXED INCOME.	11/19/2020 9:54 AM
158	I do not think some of these questions are well-constructed - 2 of the previous 3 questions (rankings and agreement with statements provide limited choices and do not allow selection of a full range of opinions and choices)	11/19/2020 9:49 AM
159	We need more and more qualified trades people who can work on all the homes and buildings. There are too many scammers taking advantage of unknowledgeable people. In addition, the general quality of the work is low but costs a lot leading to elevated costs for bad houses.	11/18/2020 8:28 PM
160	I do think housing for the homeless or low income people is good. I had heard about a year ago that someone was trying to push for low income housing at one end of Skidaway island. This makes no sense to me when there are no services for them nearby. The bus comes out here one time per day and not every day. They need to be near what they need: public transportation, multiple stores of all types, not just up market stores and a ton of banks and investment firms which is what is on Skidaway.	11/18/2020 6:15 PM
161	All builders should be required to save more mature trees and should be required to plant more Live Oaks. They provide wonderful shade and do not tear up pavement like pines. Often builders attempt to plant trees that are better suited for other climates.	11/18/2020 1:41 PM
162	I'm lucky to live as a privileged white person where I do. With the high poverty in Chatham County, too many people don't. That includes others, whether homeless, almost homeless, or barely scraping by without a penny to meet unexpected challenges. How many properties in the county allow renters/owners to pay 30% or less of their income for a decent and safe place to live?	11/18/2020 12:02 PM
163	Housing should not be considered in isolation -- there's also transportation, job mix, crime, etc.	11/18/2020 10:58 AM

164	There seems to be a shortage of affordable apartments many apartments are not in good condition.	11/18/2020 10:27 AM
165	I welcome all types of housing in the county. The reason I chose "no opinion" on several options, including transitional/group, is because I have no idea whether needs are met or more is needed.	11/18/2020 8:10 AM
166	No. I don't have more to say because you aren't listening.	11/18/2020 12:23 AM
167	There is a lack of diversity in wealthier neighborhoods.	11/17/2020 7:24 PM
168	There seems to be apartments going up everywhere and they are starting at $1500! Outrageously priced.	11/17/2020 7:17 PM
169	Need more reasonably, priced, well built condo.	11/17/2020 6:45 PM
170	These questions seem to apply to what is found in the city. The county is spread out and my neighborhood is complete and will not expand. I don't know how to answer.	11/17/2020 4:49 PM
171	I'm happy the city has started taking action on homelessness, but more must be done to address root causes and collaborate across agencies (ie with the police, the courts). The housing authority did an amazing job building the tiny homes for vets-- but we still have camps that people have been living in for years! Rent is excessively high compared to income right now, we need wages that are commensurate with cost of living ASAP!	11/17/2020 4:45 PM
172	I think upgrading lower income housing options is very important for the community. Low income households should still have safe, habitable homes. There are so many homes I drive by, that have so much potential in their bones and just need some help getting back to their glory days. There should be more focus on restoring structures and assistance for helping low income residents do this, so they are not displaced, rather they are empowered to rebuild their homes and communities! Particularly thinking of parts of midtown and west of MLK.	11/17/2020 4:05 PM
173	No	11/17/2020 3:51 PM
174	No.	11/17/2020 1:34 PM
175	While NIBY is a guiding principle here, the issue is often really incompatibility of proposed developments with existing neighborhoods. This is particularly the case when commercial developments flourish on the edges of what were once solely residential areas, allowing further incursions into neighborhoods and decreasing overall quality of life. Another problem is that when sketchy businesses (convenience stores selling beer and lotto tickets, e.g.) are allowed to maintain unclean or unsafe premises, neighborhoods around them begin to deteriorate, due to loitering, litter, and noise. Homelessness and panhandling are another, even more serious problem, on which the City and the Homeless Authority need to stop having endless, do-nothing meetings and "visioning sessions" about and take serious action.	11/16/2020 8:46 AM
176	The rent is too high. It sucks the life out of low wage owners and/or forces them to live among trash people in low rent areas.	11/15/2020 2:32 PM
177	The public should have more say in building permits for large apartment/townhome developments. Over population can ruin the quality of life.	11/15/2020 11:14 AM
178	no	11/15/2020 10:33 AM
179	Savannah needs to more diligently deal with homeowners and tenants who violate rules (really, 8 cars in a driveway every night, not just occasionally.) A single family home should house a single family and that family should be immediate family, not extended family. Rentals that have more than 2 unrelated adults need to be curtailed/eliminated - there are apartment complexes for these types of situations.	11/15/2020 10:00 AM
180	Although I personally believe that low-income housing should have plenty of green spaces for residents, I recognize that residents likely will not be able to fully take care of those spaces, so common areas should be managed and cared for by the property owner or management company to ensure that they are safe, attractive, and able to be used by all residents. Green spaces are critical to mental health.	11/14/2020 7:26 PM
181	Lower property taxes	11/14/2020 5:21 PM
182	None!	11/14/2020 12:13 PM
183	No	11/14/2020 6:07 AM
184	We need single family homes and Neighborhood Watch . We need to put chips and location devices on teenage boys ! From the daughter of the Chief of Police !!	11/13/2020 11:52 PM
185	we need to build more nature friendly buildings.	11/13/2020 6:53 PM
186	no	11/13/2020 6:36 PM
187	I believe Unincorporated Chatham County should start to examine areas of blight that exist/are growing before we have the same problem as within the city limits.	11/13/2020 4:38 PM
188	Public transportation and critical services availability must be a key factor in housing planning and decision making.	11/13/2020 3:40 PM
189	The truth is since President Lyndon Johnson declared war on poverty, more than $13 trillion dollars has been spent. And yet poverty still remains. The truth is you cannot spend your way out of poverty. People in general do not need handouts, they need a hand up. it is ridiculous to think that you can raise a family on an entry level job. People need opportunities to develop job skills that people want, and that will pay more.	11/13/2020 3:17 PM
190	More Tiny House Communities for Veterans and Homeless.	11/12/2020 7:29 PM
191	The reason people love Savannah is the charm. More programs for people trying to save historic homes should be put in place rather than letting them fall apart because they are too expensive to fix.	11/12/2020 10:46 AM
192	Our neighborhood has a growing number of elderly residents.	11/11/2020 1:09 PM

| 193	We can't reverse the gentrification, but we can still get affordable housing and services for ALL our residents.	11/11/2020 12:33 PM
194	No	11/11/2020 10:31 AM
195	No	11/10/2020 11:28 PM
196	We need social justice for housing opportunities in Savannah. I live in Ardsley Park where there is a mix of housing types and they are well maintained.	11/10/2020 12:43 PM
197	MPC is rubber stamping all proposals and not checking proposals against rules and existing structures.	11/9/2020 8:02 PM
198	Inside cleaning of housing is more important than a can of paint on the outside.	11/9/2020 6:35 PM
199	The advantage of Mixed-Use Zoning is when one person's idea is not so good then there are lots of alternative possibilities.	11/9/2020 6:18 PM
200	Mixed-Use Zoning has the advantage of accommodating any number of a variety of spacial use concepts. When one concept fails open the space up to community suggestion and bidding. Eventually with enough community input you will get a concept that works for everybody in the area.	11/9/2020 6:03 PM
201	We need more affordable single family homes	11/9/2020 5:17 PM
202	We need more density south of Forsyth	11/9/2020 4:21 PM
203	Protection and renovattion of old housing	11/9/2020 4:21 PM
204	Well managed diversity of type and afforabilty is key to the city's health and future	11/9/2020 4:16 PM
205	Multi-Family housing should be distributed evenly throughout the city's community and not saturate certain communities more than others.	11/9/2020 3:21 PM
206	no	11/9/2020 3:04 PM
207	We have too many hotels and vacation rentals. Can some of the existing hotels be converted to apartments?	11/9/2020 2:15 PM
208	ADUs should be by right in all neighborhoods where the homeowner is present. Duplexs and Quads should be legal in most neighborhoods.	11/9/2020 2:01 PM
209	I could not fill out the section with numbers - did not work. Numbers kept changing before I finished.	11/9/2020 1:39 PM
210	Legalize existing building types. NuZo fixed some of this but not all of it. Much of Savannah is currently illegal under current zoning. Encourage small scale development that is comparable with existing historic scale. Limit large ugly apartment buildings that take over an entire block.	11/9/2020 1:36 PM
211	There are several opportunities to develop existing apartment structures such as the De Renne and the apartments on Whitaker. These have terrific bones and should be part of the preservation of Savannah, make these apartment lobbies better and upgraded, take some interest into these structures with great Savannah views and a way of living that many would benefit by. Not everyone wants to live in a historic townhome or be burdened with the cost of maintaining one. We don't want Savannah to go the way of the rich city for only the wealthy, seems that downtown has become that and it needs more diversity both economically and racially!!	11/9/2020 12:31 PM
212	Historic Preservation Tax credits should be available if a project has been approved by Savannah MPC. The project should not have to also go through review by Georgia Dept of Natural Resources (DNR) HPD division.	11/9/2020 12:30 PM
213	Savannah needs an affordable housing policy - which includes defining affordable housing, workforce housing, transitional housing.	11/9/2020 12:25 PM
214	Allow for more mixed use apartment buildings.	11/5/2020 4:10 PM
215	Equity should be the basis for creating more housing. If we are not supporting "the least of these," then our overall quality of life in the County is and always will be very low. That said, housing must be considered within the context of the physical community and planning the big picture including infrastructure and commercial development. Saying that we should have X and Y types of housing without considering the locale and existing and proposed land uses and transportation networks is just theoretical opinion-making. The desirable neighborhoods will not want new or different housing types unless there is a vision that makes the change amenable and justifiable. There are many new subdivisions that serve as examples in the County. Housing is needed and density is generally good but simply locating a new denser subdivision in the County because "density is good" and can be supported by the existing road it is linked to is horribly short-sighted. Approving zoning upgrades on the basis of "density is good" is not good planning. Without neighborhood planning the big picture by improving transit, considering walkability, access to jobs and services, the new denser subdivision is totally land-locked and just increases the tax base without improving quality of life. Newcomers to Chatham County are tuned in and want better.	11/5/2020 2:16 PM
216	No	11/4/2020 4:07 PM
217	I don't really have an informed opinion about what is available. We have too large a homeless pop and we must care for our seniors. That's all I know.	11/4/2020 3:30 PM
218	There are many houses that could be rehabilitated in depressed neighborhoods	11/4/2020 3:24 PM
219	There are many abandoned houses and buildings that could be renovated and revitalized. The greenest form of construction is a building that already exists.	11/4/2020 11:44 AM
220	No.	11/4/2020 11:16 AM
221	It is a shame that we have people graduating college, finding entry level professional jobs and yet they can not afford a one bedroom apartment in a decent neighborhood. You have people	11/3/2020 3:22 PM

who work for the school district, county and city government who cannot afford to live on their own. This is ridiculous.

222	Housing styles should not be dictated by government.	11/3/2020 9:57 AM
223	There is so much fuss over hotels and no fuss over the demand for affordable housing and apartments in this district. Unacceptable. All that money going to Visit Savannah should be for affordable housing for Savannahians!	11/2/2020 7:07 PM
224	The tiny houses for vets are wonderful. More would be good!	11/2/2020 5:38 PM
225	no	11/2/2020 1:14 PM
226	Some of the above questions appear to be leading - the question should be why is there an increase of homelessness in Sav, from where do these individuals come - not just let's throw more taxpayer dollars to them	11/1/2020 11:43 AM
227	Desperate need for affordable housing and we could convert our unused shopping centers for housing. They have the transportation already in place and work opportunities locally. I.E The Sears building at Oglethorp.	10/31/2020 5:15 PM
228	Developers and county need to do more to control traffic. Too many developments dump traffic onto roads without considering safety. Accident rates are too high.	10/31/2020 8:51 AM
229	No	10/30/2020 10:41 PM
230	Skidaway Island doesn't need anything but single family homes.	10/30/2020 9:27 PM
231	We need low income housing integrated into projects aimed at middle or higher incomes. We should not have projects like the one on the river east of the historic district because it becomes an exclusive area similar to a gated community even without the gates. We need to foster housing that creates real and diverse communities and not faux ones that tear at the fabric of Savannah. Urban planners have shown us how this might be achieved and we need the moral and political strength to push this forward despite the influence of developers and the well to do who wish to isolate themselves and make profits that are subsidized by the public purse because their true cost to Savannah isn't considered when approving a project.	10/30/2020 4:32 PM
232	Our senior population will be rising and we will need more senior housing that is affordable and accessible for people with disabilities, but in separate areas, seniors and people with disabilities should not be set off by themselves.	10/30/2020 3:36 PM
233	I am very concerned about racial discrimination in housing. Our community remains very, very segregated in its housing.	10/30/2020 12:25 PM
234	All neighborhoods should have housing for all socio-economic levels .People should have opportunities to downsize or upgrade without leaving their communities.	10/30/2020 11:00 AM
235	Putting low income housing next to higher income housing is self defeating because the higher income housing folks will move away from the crime and the noise propelled by the lower income folks. The higher income folks will move away to the unincorporated area or to another county altogether.	10/30/2020 10:56 AM
236	We should not have any homelessness! Affordable housing for everyone situation, and person, or family. The Tiny House project is a great start....we need more projects like this one. No one should ever be without shelter, food, or healthcare. Public education, excellent education, needs to be provided for all, including adults.	10/30/2020 10:36 AM
237	More low income housing should be the number one priority for housing discussion in all categories.	10/30/2020 9:41 AM
238	I feel like it's kind of a jackals question to ask if savannah is doing enough to house the homeless population when you know very well there's a homeless camp	10/30/2020 9:11 AM
239	IT IS TOO EXPENSIVE to live in certain areas of Savannah. Many of the working poor are homeless and this should no be especially when the City has property on NON HISTORIC SITES where affordable housing can be developed.	10/29/2020 11:03 PM
240	All neighborhoods should have safe housing for all income levels, individuals with disabilities, and seniors.	10/29/2020 5:43 PM
241	no	10/29/2020 4:37 PM
242	the HIstoric District has too many short term rental units. Too many horses. Too many tourists.	10/29/2020 4:20 PM
243	Allow for rental accessory dwelling units if the homeowner resides at the main property. Otherwise might cause overcrowding if both main/accessory building are rental.	10/29/2020 3:48 PM
244	Traffic studies and control should be required of all housing plans. Curb cuts should be limited due to large numbers of accidents.	10/29/2020 3:01 PM
245	Need to allow more density	10/29/2020 2:07 PM
246	Wilmington Island where I live is already developed. Most homelessness that I am familiar with is inside the incorporated area as are all of those resources. Insufficient public transportation in outer areas would make it important to include resources near any new homeless housing or low income housing.	10/29/2020 1:20 PM
247	Could not work the question above this	10/29/2020 12:48 PM
248	I think that housing is becoming expensive for many people. Reducing the cost by reducing parking requirements would be a good idea. Allowing more ADU's and multifamily would also help.	10/29/2020 12:37 PM
249	no	10/29/2020 12:23 PM
250	housing options is hard to rank. They are all of equal importance. Everyone should live in safe, decent, and affordable housing. When I say affordable, I mean, what is affordable to them.	10/29/2020 12:21 PM
251	Very expensive to rent and own especially when wages are not in place to compensate for	10/29/2020 11:56 AM

	such inflated living expenses.	
252	Housing in he unincorporated Chatham county should be assessed fairly to include increases in market value with increases in housing market determined by the consumer price index.	10/29/2020 10:31 AM
253	No	10/28/2020 5:35 PM
254	I don't feel well enough informed on availability of housing for seniors.	10/28/2020 5:10 PM
255	The use of a house as a short term rental SHOULD be carefully monitored and controlled. However, a homeowner who wishes to rent out a ROOM in her home and is ON SITE should not have to jump through hoops to do so. The cost of property taxes could be mitigated if we had this option.	10/28/2020 11:56 AM
256	less sprawl; anything the opposite of Pooler where it's zero trees, all pavement, very spread out poor use of space	10/28/2020 11:26 AM
257	Unincorporated CC is a huge area - I can only comment on my small piece of the pie	10/28/2020 11:01 AM
258	We need to adopt an inclusionary zoning ordinance that would require developers building large residential complexes to designate a percentage of units to low income residents. Doing this now -- before all of the new housing is built around the Canal District -- would have an immediate impact on the lack of affordable housing options in the City. More is needed to address the issue, but this would be a solid first step.	10/28/2020 9:55 AM
259	We need to expand the tiny house opportunities: create villages for those who need housing but (homeless, seniors, low income families). We can create a great space at a fraction of the cost so people can have a cozy place to go home to. There is no reason why we can't provide this which is a huge step towards helping these people re-engage with the community.	10/28/2020 5:13 AM
260	Housing in Unincorporated Chatham County is too expensive. Rents are high and selling prices are high which pushes many residents into cheaper housing options that are often unsafe or run by owners that allow unhealthy conditions. Also, as for the survey - being able to select 2 types of categories at the top of this page made it difficult to respond to these questions as my home is in a different type of community than my rental property. It would have been preferred to have completed this page per category that we selected initially.	10/27/2020 1:18 PM
261	There needs to be less focus on "luxury condos/residences" and more focus on affordable housing in the areas closer to downtown Savannah. Lower income residents are being pushed further and further out of town.	10/23/2020 12:24 PM

Q19 Compared to recent trends, do you think {{ Q1 }} should encourage the following types of development more, less, or about the same over the next 10 years?

Answered: 895   Skipped: 511
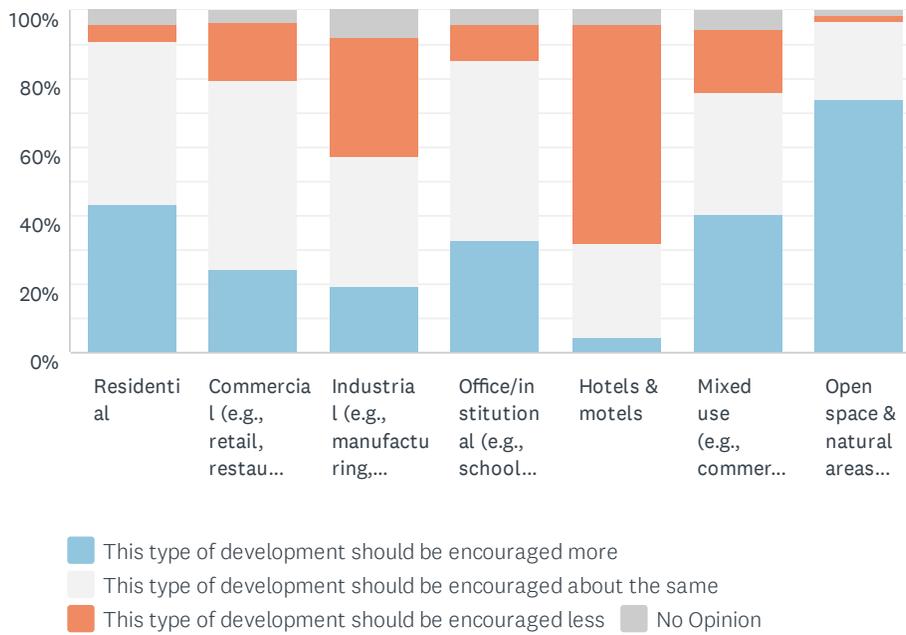
■ This type of development should be encouraged more

■ This type of development should be encouraged about the same

■ This type of development should be encouraged less   ■ No Opinion

	THIS TYPE OF DEVELOPMENT SHOULD BE ENCOURAGED MORE	THIS TYPE OF DEVELOPMENT SHOULD BE ENCOURAGED ABOUT THE SAME	THIS TYPE OF DEVELOPMENT SHOULD BE ENCOURAGED LESS	NO OPINION	TOTAL	WEIGHTED AVERAGE
Residential	43.5% 385	47.7% 422	4.9% 43	4.0% 35	885	1.60
Commercial (e.g., retail, restaurants, entertainment)	24.5% 218	55.1% 489	16.9% 150	3.5% 31	888	1.92
Industrial (e.g., manufacturing, warehousing, trucking)	19.3% 171	38.4% 341	34.2% 304	8.1% 72	888	2.16
Office/institutional (e.g., schools, medical, museums)	33.0% 293	52.5% 466	10.5% 93	3.9% 35	887	1.77
Hotels & motels	4.5% 40	27.7% 245	63.9% 566	4.0% 35	886	2.62
Mixed use (e.g., commercial and office space mixed with residential)	40.7% 361	35.1% 312	18.6% 165	5.6% 50	888	1.77
Open space & natural areas (e.g., parks, recreation, ball fields)	73.9% 657	23.3% 207	1.3% 12	1.5% 13	889	1.26

Q20 Please rank the following future growth scenarios in terms of your preference for {{ Q1 }}, with 1 being most preferred and 3 being least preferred. On each map below, Chatham County's existing populated areas are shown in orange and possible areas of new growth under that scenario are shown in yellow.

Answered: 889   Skipped: 517

	1	2	3	TOTAL	SCORE
Scenario 1: Development continues in a "business as usual" way- Typical development and growth are outward towards the County borders- Continued expansion of City and County roadway infrastructure- Traditional suburban development of single-family residential homes on larger lots- Continued expansion of industrial, warehouse, and commercial development- Most parcels have only one use- Preservation of rural lands and wetlands is less prevalent	25.59% 226	24.92% 220	49.49% 437	883	1.76
Scenario 2: Development is focused around transportation corridors- Strategic infill and redevelopment along existing infrastructure corridors and focus areas- No major expansion of roadway infrastructure- There are more areas to use alternative modes of transportation such as bicycling or taking public transit- Mixed-use (commercial space on the bottom floor with residential housing above) development along existing corridors- Strategic preservation of rural lands and wetlands	43.62% 386	44.86% 397	11.53% 102	885	2.32
Scenario 3: Compact development is focused in infill areas- No major expansion of roadway infrastructure- More construction and redevelopment throughout community- Transit-oriented development (TOD) that would include a mix of commercial, residential, office, and entertainment centered around or located near public transit hubs- More density of people and/or more mixed use (commercial space on the bottom floor with residential housing above) development along existing corridors and existing busy areas- There are more areas to use alternative modes of transportation such as bicycling or taking public transit- Increased preservation of rural lands and wetlands- Increased infill and compact development in existing city/town centers	31.12% 276	30.33% 269	38.56% 342	887	1.93

Q21 Do you have any additional comments about land use in {{ Q1 }}?

Answered: 180   Skipped: 1,226

#	RESPONSES	DATE
1	Our rural and wetlands are a critical priority to protect for future generations and the eco system at large	2/7/2021 12:12 PM
2	More density	2/6/2021 7:49 PM
3	I am now skilled enough to recommend	2/6/2021 5:20 PM
4	None of these mentioned historic or archaeological preservation!	2/6/2021 5:18 PM
5	Preserve land and nature.	2/6/2021 1:18 PM
6	I pray and trust you to do the best for Savannah. I'm not much on assessing the needs for this type of development. I'm just afraid of being in a concrete jungle with too many highways and byways but trust you to know what's best. I'm thinking electric...	2/6/2021 12:51 PM
7	Use of Public spaces (parks, squares, sidewalks) by homeless for camping, panhandling, and toilet should be discouraged.	2/6/2021 12:08 PM
8	Mixed use is great but keep industrial to offset residential taxes	2/5/2021 7:23 PM
9	Families. Families. Families.	2/5/2021 4:45 PM
10	Savannah should seriously consider de-accessioning the far-flung pieces of the city out by I-95, which will never generate the tax revenue to support the fire, water, sewer, garbage, police and other municipal services due to their low density. Making Savannah more compact allows the property taxes to go further. Property taxes should take into account street frontage and not just the land and improvement value. That a small downtown property should pay five to ten times the taxes compared to a large, low-density suburban property is a recipe for chronic financial shortfall. Motivate greater density by making suburbanites carry their true share of the cost of servicing their properties and the miles of asphalt needed to reach their houses. Modify the zoning in the suburbs to permit more a higher percentage of site coverage, the subdividing of large properties and more variety of residential types and sizes. Elevation above sea level should be taken into account for valuing land. For example, Skidaway Road follows the spine of high ground of a former barrier island, yet the land use along Skidaway is not maximized. Imagine zoning this for high density residential and mixed use commercial, so that when the lowest areas of the islands become uninhabitable, there is a designated place to retreat to.	2/5/2021 12:58 PM
11	More public transportation options and walking paths	2/5/2021 12:25 PM
12	No more hotels or motels!!!!!	2/5/2021 9:55 AM
13	NO MORE HOTELS DOWNTOWN - 2 more grocery stores downtown - more trees needed	2/5/2021 7:21 AM
14	No	2/5/2021 5:01 AM
15	With no roads marked the maps are useless as a guide.	2/4/2021 11:47 PM
16	No	2/4/2021 11:36 PM
17	With GA Ports growing and all the new warehouses going up, roads are key!	2/4/2021 9:55 PM
18	Now us a good time to reconsider the wisdom of ignoring the triangle between skidaway and Mcalpine Square. It is long past time to begin phasing out residential properties in that area and redrawing a commercial hub with improved traffic flow for adjacent neighborhoods.	2/4/2021 8:29 PM
19	We feel strongly about preserving the surrounding natural area and making it accessible in sustainable ways for outdoor recreation such as bicycling, kayaking, and camping. We would like developed areas to become more 'walkable' and for the ecology of the area to be considered at every turn.	2/4/2021 2:25 PM
20	More dedicated bike paths and more sidewalks please	2/4/2021 2:21 PM
21	I would rather redevelop and optimize land that has already been developed than expand further into any undeveloped land. I also believe we should keep our treeline higher than our skyline. Savannah is beautiful place where nature is cherished and we should fight hard for it to remain that way.	2/4/2021 2:09 PM
22	It's sad to see so many businesses closing due to their rent being raised, especially during COVID.	2/4/2021 1:15 PM
23	We need to have lots of open space.	2/4/2021 12:24 PM
24	Sprawl is a real problem. Local WALKable neighborhoods is where the focus should be.	2/4/2021 12:06 PM
25	NO MORE HOTELS or Fancy apartment buildings. Come out to our neighborhoods and spend some money!! My neighbors don't have cars to travel or enough food to eat.	2/4/2021 12:02 PM
26	southside is losing a lot to Pooler. Land use and growth are difficult with poor maintenance of roads. same holes for years. safety concerns in downtown have to be addressed.	2/4/2021 11:35 AM
27	No	2/4/2021 11:29 AM
28	Please use what we have lyn g empty & abandoned i.e old movie theatres Old Kroger on 204 Empty fast food buildings Savannah mall half empty & under served, half empty shopping plazas could be turned into mixed income apartments,	2/4/2021 10:48 AM
29	mass transit should be county wide	2/4/2021 9:16 AM
30	Savannah should seriously consider de-accessioning the far-flung pieces of the city out by I-	2/3/2021 10:49 PM

95, which will never generate the tax revenue to support the fire, water, sewer, garbage, police and other municipal services due to their low density. Making Savannah more compact allows the property taxes to go further. Property taxes should take into account street frontage and not just the land and improvement value. That a small downtown property should pay five to ten times the taxes compared to a large, low-density suburban property is a recipe for chronic financial shortfall. Motivate greater density by making suburbanites carry their true share of the cost of servicing their properties and the miles of asphalt needed to reach their houses. Elevation above sea level should be taken into account for valuing land. For example, Skidaway Road follows the spine of high ground of a former barrier island, yet the land use along Skidaway is not maximized. Imagine zoning this for high density residential and mixed use commercial, so that when the lowest areas of the islands become uninhabitable, there is a designated place to retreat to.

31	Wetland preservation is ultra important.	2/3/2021 6:30 PM
32	While new business is important for growth and development. It is important to revitalize neighborhoods, add walkable areas with access to amenities. Assistance (tax advantages, grants, or bond type assistance) with updating current residences in older neighborhoods.	2/2/2021 3:33 PM
33	I think making Savannah more bikeable and walkable, along with protection of its natural resources and wildlife, is key. In addition, focusing on bringing resources to areas that are lacking (eg, restaurants, grocery stores) will strengthen Savannah's neighborhoods.	2/2/2021 3:11 PM
34	Affordable housing (buying) in a good neighborhood within the downtown/midtown area is nearly impossible	2/1/2021 9:59 PM
35	No!	2/1/2021 4:45 PM
36	Special attention should be paid to zoning along municipal boundaries. There are several areas in the county where industrial zoning in one municipality abuts residential zoning in another municipality (among other problematic examples). This situation is not beneficial or fair for residents living there who have to deal with the extra noise, light, and air pollution. Additionally, we should change our ordinances and increase environmental buffers for heavy polluting/trash producing uses like commercial and industrial. The environment is integral to so many aspects of life in this county, yet it's treated as though it's expendable.	2/1/2021 1:18 PM
37	Old Johnny Harris/Wicklow Farms land is perfect for retail on bottom and residential on top high-end living development.	2/1/2021 11:28 AM
38	Improve transportation	2/1/2021 9:50 AM
39	Mitigation measures for climate change need to be addressed. Public transportation options increased especially from rural to town and beach	2/1/2021 9:44 AM
40	More recreational land use for exercise- pathways and natural corridors.	2/1/2021 8:06 AM
41	Climate change mitigation and adaptation must be central to any planning strategy.	2/1/2021 7:07 AM
42	We have more warehouses so now we have more traffic on Hwy 25. My house is covered in soot which we have to clean.	2/1/2021 4:57 AM
43	Protecting the environment is extremely important to everyone's future.	1/31/2021 3:45 PM
44	I hate urban sprawl. We need to allow for other modes of transportation, and reduce car use	1/31/2021 3:37 PM
45	More SAFE walking & biking paths for families to access local restaurants	1/31/2021 11:18 AM
46	The port is a huge mover of the local economy. The current bridge will soon be replaced given the size of the ships & the inability to further deepen the Sav'h River. Should a second bridge be built, separate from the replacement bridge, to accommodate industrial traffic and move said traffic away from Bay Street? The land along the banks of the Sav'h River, on both sides, should be properly focused upon and developed with a new bridge east of the existing bridge. The Houlihan bridge should also be modified, along with all existing infrastructure in Garden City/Pt. Wentworth, to move the flow of heavy traffic away from our City.	1/31/2021 10:49 AM
47	no	1/31/2021 10:03 AM
48	No more modern and/or commercial development north of Derenne.	1/31/2021 9:07 AM
49	More bike paths are needed	1/31/2021 8:07 AM
50	No	1/31/2021 12:56 AM
51	N/A	1/30/2021 11:27 PM
52	Don't add so many apartments that the roads cannot handle. Improve roadways downtown and continue adding bike lanes. Redevelop existing building over building new.	1/30/2021 9:44 PM
53	Museums and Cultural centers should not be lumped in with designations of things like schools and medical centers. We need more encouragement of the first and improvement vs. expansion of the latter.	1/30/2021 9:22 PM
54	Stop taking up empty land and use the land that's already built on and plant more trees	1/30/2021 8:59 PM
55	We DO NOT need big box development. So many of our pre-existing retail spaces are empty right now as it stands.	1/30/2021 8:16 PM
56	Sprawl needs to end immediately.	1/30/2021 7:32 AM
57	Over simplification on choices.	1/18/2021 1:55 PM
58	The Historic District should have the existing height limitations strictly adhered to and enforced without variances or waivers granted. Violators should be forced to reconstruct or demolish "overbuilds".	1/17/2021 10:44 PM
59	Promote commercial retail use in Highlands area. Enforce Truck Bans on Benton and Highlands Blvds. Work with Pooler, Port Wentworth and Effingham County to coordinate development and roadway infrastructure.	1/16/2021 10:53 AM

60	I'm not sure about this question	1/15/2021 10:26 PM
61	Stop chopping the trees to build more highways. Stop pushing out low income areas to expand SCAD. If the city of Savannah wants to build, rebuild the homes on the Eastside or Westside of Savannah.	1/15/2021 6:04 PM
62	Not every bit of land needs to utilized, nature is beautiful	1/15/2021 12:44 PM
63	I couldn't enlarge these maps to study affected areas.	1/15/2021 11:17 AM
64	The "ruling class" in city government are not the developers or the consumers. In a free, capitalistic society, folks will provide and purchase to fulfill a need, not in response to city promotion. As much as the politicians like to claim credit & put their names on a sign, the people are the catalyst for growth & improvement, IF gov't doesn't interfere or impede	1/15/2021 11:03 AM
65	All areas of Chatham County should look into the creation of "village" centers to act as spokes throughout the county. Each "village" should have the "work, play, live" component where there is a central hub allowing the resident to have access without auto dependency. Mass transit to the City center and other "villages" could operate from each village center. Mountain Brook (Birmingham), AL. Could be studied as an example that has proven successful. Chatham County must discontinue the "string along" development of arterial roadway infrastructure.	1/15/2021 10:29 AM
66	I didn't realize there would be more boxes and put my previous answer in the wrong spot- but I would like proper buffers between land uses of different types that maintain quality of life. Our water ways need to be protected- they are some of the best parts of living here.	1/15/2021 9:52 AM
67	Mixed use development and TODs are musts. Public transportation in Savannah is abysmal - you essentially have no prospects if you don't have a car.	1/15/2021 8:46 AM
68	No	1/15/2021 8:26 AM
69	Need to focus on curbing sprawl development patterns and protecting open space/ natural resources	1/12/2021 10:52 PM
70	Stop developing areas that impact our wetlands and trees. Focus on repurposing that areas already exist. Create bike paths and more outside beautiful recreation areas.	1/12/2021 6:04 AM
71	This question is too difficult for me to parse. Also, Having to scroll back and forth for comparison is too much trouble. Perhaps presenting it in grid form with checks next to applicable features, would be more useful for the average people looking at this issue.	1/9/2021 2:40 PM
72	We have plenty of stagnate properties that need to be redeveloped. The city's expansion and annexation had exceeded its ability to provide quality services for all and is unsustainable.	1/9/2021 10:15 AM
73	Quit building so many warehouses. Stop abating property tax on warehouses.	1/9/2021 3:29 AM
74	When developing new housing areas, I would prefer to see planned communities, that include local shopping, parks and schools. Development is too random. A very nice house can be right next door to a condemned building resulting in unsafe neighborhoods	1/8/2021 1:16 PM
75	Less warehouses!!!!!!! The big trucks are getting out of control as it is!	12/22/2020 8:47 AM
76	None of the choices other than #2 holds any possibility for OUR immediate community.	12/21/2020 2:35 AM
77	Focus should be on increased density as opposed to sprawl. Further, we need to focus our efforts on public transportation and amenities for existing communities as we have several food deserts (west side of town in particular).	12/20/2020 5:55 PM
78	No	12/18/2020 8:43 PM
79	No	12/18/2020 1:35 PM
80	As a longtime resident, I cannot see that there should be a single new hotel built within the historic district. Traveling south on 17 over the bridge, looking left, the dominant features are now not squares and steeples, but hotels — the same hotels which block the view of the bridge from town. Enough. It would be good to believe that Savannah's future planning and legislation might be focused on the interests of its citizens above those of its visitors.	12/17/2020 8:00 PM
81	Cannot see which areas are which so My answers are not valid.	12/17/2020 9:15 AM
82	Definitely need more park areas preserved, and greater density of housing in existing areas, and more opportunity for alternative transportation like bikes.	12/16/2020 4:43 PM
83	Restrict Heavy Industrial and waste storage/handling from residential areas and from traveling thorugh residential.	12/14/2020 12:25 PM
84	There are no slums in Savannah, although the properties, for example, along Water St. come close. Use up properties like that.	12/11/2020 8:53 PM
85	Wetlands should be not just preserved but restored as much as possible, both to mitigate increased flooding and storm surge in the coming years, as well as to contribute to the emotional health of the population. More green space and mixed use walkable neighborhoods have been shown to improve peoples' well being.	12/4/2020 11:18 AM
86	We absolutely MUST increase our wetland and wild lands preservation or we will be at the ground zero for Climate Change disaster. This has to be kept a priority and the plans should coincide with the 100% Plan put together by the Sustainability Dept., Nick Deffley	12/3/2020 7:29 PM
87	Increased density, infill development, public transportation, more dedicated bike and pedestrian lanes, increased preservation of rural and wetlands--yes, yes, YES!!! This is the best route forward. We have stunning older homes in Savannah that need love and attention, and ideally we can keep families in these homes while bringing them up to 21st-century standards, codes and energy efficiency. Why build new homes when people really love updated older ones? Why build new roads that will only displace more rainwater and cause damage to our precious marshes and wetlands--areas that help buffer us from sea level rise and hurricanes? Why push for more sprawl so that we look like Atlanta? Why focus on malls when they are dying all over America? Why not instead push to revitalize older neighborhoods and retail centers like the Waters Avenue corridor into a thriving hub for neighborhoods like Live Oak, East Side, Baldwin	11/29/2020 6:28 PM

Park and Parkside? Smart urban planners are doing all of these things in other cities. We should follow their lead and focus on Savannah's strength: history, walkability, thoughtful reuse, density.

| 88	Less new developments, restoration of existing buildings/ facilities in disrepair, increased preservation of natural environment, improved alternate transportation modes (bicycle/ pedestrian paths)	11/29/2020 11:47 AM
89	Enforce laws and regulations on individuals blocking off access to public roads.	11/28/2020 8:10 PM
90	We should look at conservation of Savannah's natural beauty. More walk or bike to work, commercial on the bottom living above small business, living more green with healthier food options. NO more big trucks and warehouses. They drive crazy and run red lights etc.	11/27/2020 6:33 PM
91	Above rating hard to do on phone.	11/27/2020 2:01 PM
92	PLEASE DONT MAKE OUR TRAFFIC GET LIKE POOLER. It's terrible to even travel out there	11/27/2020 11:18 AM
93	Smart growth with attention to the regeneration of our local human and ecological resources will help Savannah be resilient and thrive in the future.	11/24/2020 2:16 PM
94	More sidewalks please! More bike trails!	11/23/2020 9:25 PM
95	No	11/21/2020 10:25 PM
96	Regardless of the choice the infrastructure should be expanded and updated. If we do not do so then we are already behind the power curve.	11/21/2020 10:24 AM
97	Strategic preservation shouldn't just be applied to "rural lands" (Scenario 2). Semi-rural and suburban areas whose character is connected to historic tree canopy and fragile natural areas should also be targeted for preservation.	11/20/2020 10:08 AM
98	There's not much apparent difference in the maps - particularly in SE Chatham - for Scenarios 2 and 3. Also, in Scenario 3 "infill/compact in existing TC" is good, "more construction...throughout community" (bullet 2) seems contradictory and not so good.	11/19/2020 3:54 PM
99	se	11/19/2020 3:35 PM
100	I was required to rank these scenarios to move forward with the survey. Please ignore those because I don't understand the implications enough. However, I do think there should be increased preservation of rural lands and wetlands. Also, I would like greater public access to views, if not entry, to public waterways. I suggest installation of scenic overlook pullovers and scenic parks along rivers and marshland.	11/19/2020 2:28 PM
101	I think we should transition away toward a lifestyle where people can bike or walk more to combat obesity and encourage interaction.	11/19/2020 11:23 AM
102	No	11/19/2020 11:12 AM
103	Raise density, less sprawl.	11/18/2020 6:34 PM
104	We need to preserve our wetlands, leave room for wildlife and stop strip malls and convenience from building on every corner. Hilton Head & Bluffton have better focus of quality of life.	11/18/2020 6:29 PM
105	We do need roadway expansion. We do not need to infill and make development too compact. Mixed use (with residential above is great, but not forcing low income into neighborhoods for developments.	11/18/2020 1:47 PM
106	While I prefer #3, I didn't rank it as one because of the crowdedness and poor traffic flow in some areas. Roadway infrastructure would need to be fixed before packing more people in those areas.	11/18/2020 12:06 PM
107	Smart high density will be required. Bicycling is politically correct but solves no problems, only takes up pavement space. Public transit on fixed routes only works where both origin and destination are high density -- but it's too late for that. And roadway infrastructure will need development as growth continues -- the port and warehouses are already screwing up traffic. Design for solutions and goals, not for specific implementation means. Also, the alternatives presented are extremely limited and biased.	11/18/2020 11:03 AM
108	I see sprawl as a problem for the county.	11/18/2020 10:33 AM
109	preserve as much open land as possible	11/18/2020 7:36 AM
110	The market should dictate the needs of society. The City of Savannah should not be putting in tactical persuasive surveys that are a way to sway people into giving the MPC and zoning boards excessive power.	11/17/2020 5:37 PM
111	Permitting is a mess. Bull Ruver briige affected by new marina. New stirage on zJohnny Mercer too large fir environment	11/17/2020 5:27 PM
112	I was torn between scenarios two and three, I think increased density and preservation of rural and wetlands is extremely important in our development future, as well as facilitatiing non-car-based movement in the county. Please think big and consider light rail as an option! Covid has sucked the life out of public trans, and I feel like we are a perfect scenario for a light rail system! What a wonderful change it would be to take the train southside and have a walkable destination there, rather than strip mall after strip mall.	11/17/2020 4:51 PM
113	Preservation of wetlands should always be a priority. The city should be thinking about developments with wetlands and climate change at top of mind.	11/17/2020 4:10 PM
114	No	11/17/2020 3:55 PM
115	No.	11/17/2020 1:35 PM
116	Need more housing density to make public transportation feasible. No new major road projects. Do a better job of maintaining existing infrastructure.	11/16/2020 11:07 AM

117	We need to improve mass transit, coordinated through all municipalities in the county. More incentives for regular use should be provided, with smaller, more fuel-efficient vehicles utilized. Transport should be organized around human activities, not the reverse.	11/16/2020 8:55 AM
118	no	11/15/2020 10:36 AM
119	Any plan that significantly increases density should not be considered as it will cause Savannah to lose one of its greatest features. I moved here from Brooklyn, NY and the ease with which I can travel in and around Savannah is priceless to me as I believe it would be to anyone moving here from a large city. Mixed use housing is great if done properly but all buildings should be limited to 3 stories.	11/15/2020 10:11 AM
120	Preservation of wet lands and rural areas. Is important. Avoid spill	11/14/2020 5:46 PM
121	None!	11/14/2020 12:14 PM
122	I couldn't change the numbers. It should read 1 on third question, 2 & 3 above .	11/14/2020 12:02 AM
123	No commercial, waste disposal, trucking	11/13/2020 8:56 PM
124	we should look at trucks only routes for the Port traffic.	11/13/2020 7:06 PM
125	There are not enough NEIGHBORHOOD green spaces ie parks for walking, exercise, kids to ride bikes, playgrounds, pond fishing, pavilions for family gatherings, etc.	11/13/2020 6:40 PM
126	Redevelopment is critical. This will mean permanent or temporary displacement of some residents, but must be done to move forward.	11/13/2020 3:45 PM
127	as roadways around the area have already proven, increased growth without improvements to roadway infrastructure is a recipe for death and disaster.	11/13/2020 3:20 PM
128	More Bus Stops in Pooler, Georgia, for those employees who rely on public (CAT) transportation.	11/12/2020 7:34 PM
129	More needs to be done to preserve the wetlands. Maintaining green space while developing will be crucial.	11/12/2020 10:49 AM
130	Even with infill, archaeological sites need to be identified and protected.	11/10/2020 12:47 PM
131	no	11/10/2020 11:15 AM
132	Trees, plants and greenspace should be preserved. Animals habits should be protected. areas for dogs.	11/9/2020 8:45 PM
133	We need to make the best use of our existing infrastucture including rebuilding as needed, before we spread out further	11/9/2020 4:25 PM
134	Land use should be beneficial to community residents.	11/9/2020 3:38 PM
135	no	11/9/2020 3:07 PM
136	This part of the survey was impossible to complete on my phone.	11/9/2020 2:18 PM
137	The Landmark Historic District needs to be preserved as the fragile icon it is, and thus should not be an experimental petri dish - or all things to all people.	11/9/2020 12:29 PM
138	Parking minimums are one of the chief culprits in making our current urban development less successful. You can't make a place more walkable or transit oriented when you require giant surface lots to store cars. Use the land for buildings and open space, not parking lots.	11/5/2020 4:13 PM
139	If we choose as a County to realize Scenario 3 Compact Development, I'll stay forever even if/when taxes increase. We will attract the best and brightest and our children will stay in the region. It's a future that feels good. If we choose as a County to stay in Scenario 1 Business as Usual, we will not be able to sustain ourselves and the increased infrastructure (and environmental demands) that we will be enlisting for. I'll move and so will the best and brightest and their kids. And before I go, I will object to willy-nilly "density" (the random subdivisions we do now) and fight tax increases tooth and nail (because why would I want to pay for a new road or sewer upgrade that is completely unsustainable or avoidable when we know there is a better way to develop??).	11/5/2020 2:23 PM
140	Slow the cars down. More bike, less cars, don't cave in to the drivers who gripe. Don't double deck DeRenne it will create traffic. Roads attract traffic.	11/4/2020 7:21 PM
141	Too difficult to select based on format	11/4/2020 4:27 PM
142	It's hard to know the ramifications of the items listed above. Just going on gut decisions.	11/4/2020 3:35 PM
143	Business as usual is not working for the majority of citizens.	11/4/2020 3:29 PM
144	No.	11/4/2020 2:07 PM
145	Land use should never be "managed"by government, whose function should be to guide growth.	11/3/2020 10:00 AM
146	Please preserve to land and wetlands and the river/beaches!	11/2/2020 7:10 PM
147	Mixed use and improved planning that incorporates transportation considerations -- these are good. Increased preservation of wetlands and rural lands is hugely important.	11/2/2020 5:47 PM
148	Zoning should be established to encourage redevelopment of older shopping/retail centers to facilitate residential, recreational, retail and office in the same center.	11/2/2020 1:18 PM
149	Stop with bending/changing zoning regulations!!! Just look what's happening with high rise along the river.	11/1/2020 11:48 AM
150	Rezoning requests should require written impact submitted to neighboring property owners and communities.	10/31/2020 8:59 AM
151	development should have height restrictions . NO development in wetlands/marsh/hammocks areas.	10/31/2020 8:44 AM

152	no	10/30/2020 6:18 PM
153	We need to stop the sprawl and emphasis on increasing road systems and focus on in filling our current built areas. The goal should be to make Savannah a livable city for all citizens. We can look to the historic parts of the city, which aren't affordable etc but do demonstrate how a city can evolve into a walkable, viable place where all socio-economic groups can live, work and shop without relying on autos.	10/30/2020 4:44 PM
154	Financial incentives for redevelopment especially when density can be designed vertically to accommodate multiple tenants.	10/30/2020 4:37 PM
155	Less of a carbon footprint, more places to walk to, mixed-use, similar to how the city was built in the original plan with the squares, but affordable areas. Nice areas downtown is no longer affordable, the wealth has nice areas and the poor have the junk areas. The haves and the have nots insites unhappy people.	10/30/2020 3:41 PM
156	There needs to be more emphasis on the intersection of housing and transit options.	10/30/2020 12:27 PM
157	1. Redevelopment is necessary in blighted areas w. mixed-use models. 2.Safe bikeways must be included in all major plans for the city and the county and guaranteed to completion. 3. Preservation and public access to rural areas and wetlands is a must. 4.Multi-use development is necessary and should include residential housing for all socio-economic levels as well as supporting amenities (medical, schools, grocery, police support, etc.) Some communities in other states require this by law. We need to look at new models not old ones that are not working well for people.	10/30/2020 11:27 AM
158	Population density is the biggest factor in the spread of the Chinese virus or other pandemics that the Chinese have in store for destroying the USA.	10/30/2020 10:59 AM
159	Preserve the natural environment, little if any growth, our best assets are land in its natural state....leave room for wildlife!!! It enhances our quality of life, trees, nature, we need them most of all to be healthy and happy. Bigger is NOT better. Know when to stop. We live in a naturally rich habitat, capitalize on it....support the earth and its resources.	10/30/2020 10:46 AM
160	Actually think there should be a moratorium on development for several reasons. Traffic problems, possible impacts of future storms, possible clean water problems in the future. So I rated the choices although I'm not really in favor of any of them.	10/30/2020 10:06 AM
161	I have NO IDEA how to rate Any of these.	10/30/2020 7:55 AM
162	There are areas that are not being used properly to address the homeless issues but rich or more affluent individuals are allowed to buy up property and provide housing for only the elites and the haves while the have nots live in tents provided by the City of Savannah. Not Cool.	10/29/2020 11:08 PM
163	no	10/29/2020 4:39 PM
164	need more bike lanes everywhere. So sad that President Street to Tybee does not have a bike lane.	10/29/2020 4:22 PM
165	Infill southside Savannah. More dense housing within walkinng distance around commercial area to support business	10/29/2020 2:10 PM
166	More roads and personal freedom	10/29/2020 12:57 PM
167	Urban development costs more upfront but lasts longer. Tax income to the city is much higher for urban development than for suburban development. Infrastructure to support urban development is shared by more residents so costs much less to maintain.	10/29/2020 12:43 PM
168	no	10/29/2020 12:28 PM
169	Whichever growth strategy- there has to be more attention to safe pedestrian and handicap transportation and there has to be more attention focused on preservation of natural and wild spaces!	10/29/2020 11:58 AM
170	Np significant increases with commercial development and more residential housing, increased land preservation, less construction and development throughout county.	10/29/2020 10:40 AM
171	Widen Hwy 80 to Tybee to four lanes.	10/29/2020 9:24 AM
172	Protected tree cover	10/28/2020 3:32 PM
173	These questions are too confusing	10/28/2020 2:56 PM
174	Please expand bike trails and access to bike trails.	10/28/2020 1:06 PM
175	The travesty that is the Abercorn corridor should NEVER be allowed again and in point of fact should be restructured and superblocks demolished in favor of a grid pattern to disperse traffic density. Hopefully, Scenario 3 will help to mitigate this.	10/28/2020 12:01 PM
176	focus on infill, mixed used, then let that guide transporation. Definitely avoid sprawl if possible.	10/28/2020 11:28 AM
177	Caveat: I helped write the Islands Land Use Plan and stand behind it today. For the Islands themselves none of these option is correct.	10/28/2020 11:08 AM
178	We need to have more bike routes and more parks/gardens. People should not have to drive to the 1 decent trail we partially have. They need to be able to walk out their door, jump in their bike and ride to wherever they want to go. The distance between Isle of Hope and downtown is not far. If neighborhoods can safely access the trail especially the Howard foss and Bonna Bella areas, there would be more use. People want to be able to ride their bikes to get dinner, ice cream, go to parks, friends houses without the fear of being run over or hit.	10/28/2020 5:23 AM
179	I appreciate seeing old dilapidated store fronts and other similar buildings being converted into new buildings or seeing the old torn down to make space for the new - very encouraging since the land is already cleared and the old structures weren't safe or slightly. Thank you for improving in this area.	10/27/2020 1:31 PM
180	People need access to alternative types of getting around, particularly public transit and walking paths. Our wetlands need to be protected.	10/23/2020 12:27 PM

Q22 How strongly would you agree with the following statements about natural resources in {{ Q1 }}?

Answered: 877   Skipped: 529
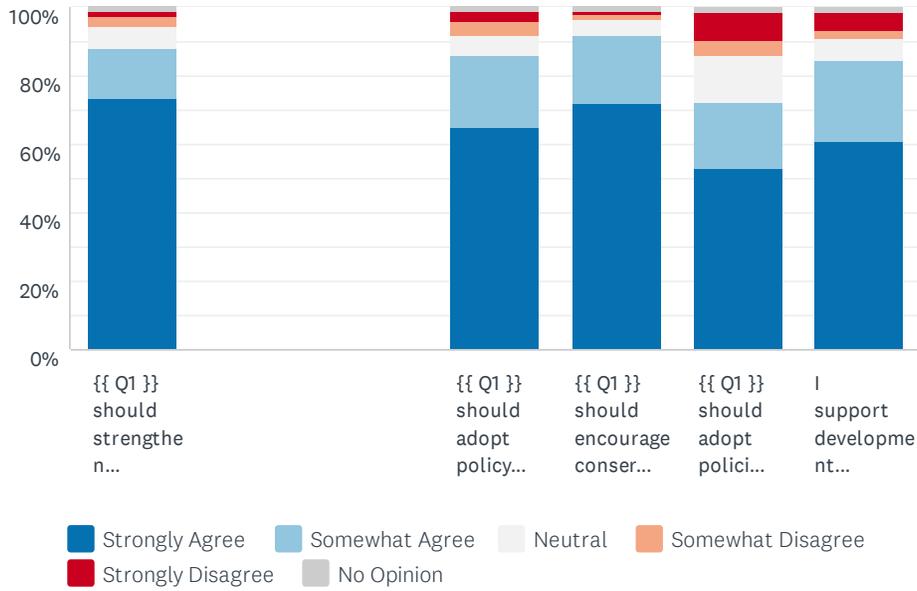
	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	NO OPINION	TOTAL	WEIGHTED AVERAGE
{{ Q1 }} should strengthen policies requiring new development to protect environmentally sensitive areas	73.52% 644	14.61% 128	6.28% 55	3.08% 27	1.71% 15	0.80% 7	876	1.44
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
{{ Q1 }} should adopt policy to discourage future development and redevelopment of areas vulnerable to flooding and other coastal hazards	64.79% 565	21.33% 186	5.73% 50	4.24% 37	2.87% 25	1.03% 9	872	1.58
{{ Q1 }} should encourage conservation of land vulnerable to flooding and other coastal hazards	72.23% 632	19.54% 171	4.69% 41	1.60% 14	1.03% 9	0.91% 8	875	1.38
{{ Q1 }} should adopt policies promoting green roofs, white roofs, and other strategies to cool the local environment	52.80% 462	19.54% 171	13.71% 120	4.34% 38	8.00% 70	1.60% 14	875	1.93
I support development regulations on public infrastructure in areas susceptible to flooding and sea level rise	61.14% 535	23.31% 204	6.40% 56	2.74% 24	5.14% 45	1.26% 11	875	1.66

Q23 How important are the following natural resource objectives to you?

Answered: 878   Skipped: 528
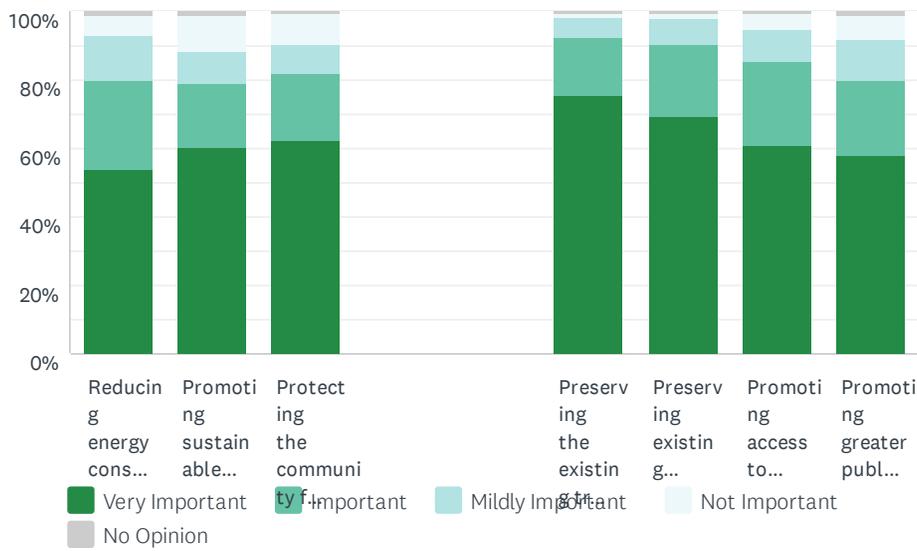
	VERY IMPORTANT	IMPORTANT	MILDLY IMPORTANT	NOT IMPORTANT	NO OPINION	TOTAL	WEIGHTED AVERAGE
Reducing energy consumption	53.89% 471	26.09% 228	13.16% 115	6.06% 53	0.80% 7	874	1.71
Promoting sustainable energy sources, including solar and other sources of clean and renewable energy	60.30% 527	18.65% 163	9.61% 84	10.41% 91	1.03% 9	874	1.70
Protecting the community from environmental hazards and climate change	62.43% 545	19.59% 171	8.48% 74	8.93% 78	0.57% 5	873	1.64
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Preserving the existing tree canopy	75.55% 658	16.88% 147	5.86% 51	1.38% 12	0.34% 3	871	1.33
Preserving existing wetlands	69.58% 606	20.78% 181	7.81% 68	1.26% 11	0.57% 5	871	1.40
Promoting access to natural environments in all neighborhoods	61.10% 534	24.26% 212	9.73% 85	4.46% 39	0.46% 4	874	1.57
Promoting greater public awareness of and education on environmental issues	57.85% 505	21.99% 192	11.91% 104	7.22% 63	1.03% 9	873	1.68

Q24 Which of the following strategies would you support to protect resources in {{ Q1 }} from hazards related to climate change? (Select all that apply.)

Answered: 874   Skipped: 532
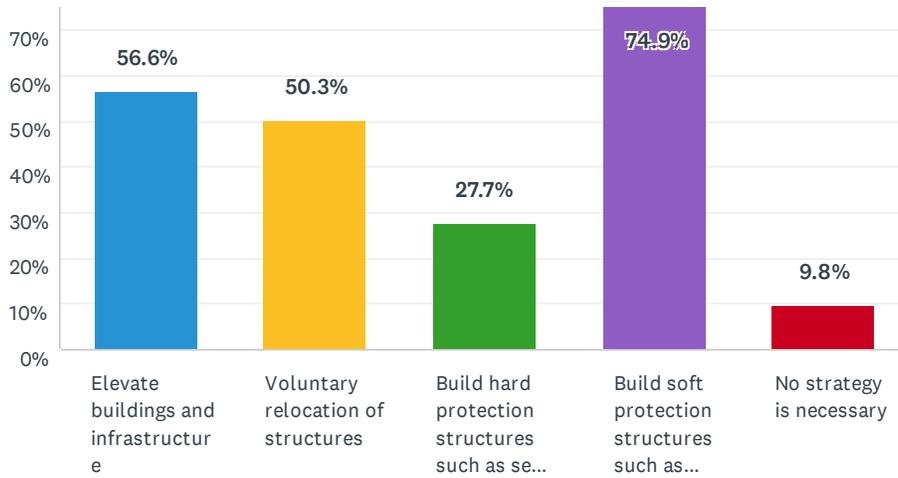
ANSWER CHOICES	RESPONSES	
Elevate buildings and infrastructure	56.6%	495
Voluntary relocation of structures	50.3%	440
Build hard protection structures such as sea walls	27.7%	242
Build soft protection structures such as living shorelines	74.9%	655
No strategy is necessary	9.8%	86
Total Respondents: 874		

Q25 Do you have any additional comments about natural resources in {{ Q1 }}?

Answered: 139   Skipped: 1,267

#	RESPONSES	DATE
1	EVERY effort possible should be made/considered to protect Savannah's natural resources. Buildings/structures being considered to be build in such areas should go under heavy scrutiny and have attached liabilities	2/7/2021 12:19 PM
2	I believe the true draw to Savannah is the preservation of the environment. The trees are stunning and a wonderful aesthetic and great for the air.	2/6/2021 8:33 PM
3	More density	2/6/2021 7:49 PM
4	Dont implement a bunch of regulations impeding growth to support a faux climate change agenda	2/6/2021 5:26 PM
5	If we don't protect our natural resources who will?	2/6/2021 12:54 PM
6	Global warming is a political issue. Sea level rise is farce.	2/5/2021 5:47 PM
7	Without a habitable environment, there is no point to trying to fix other problems in Chatham County, since no one will live here (obviously a worst-case scenario). Yet, in some ways environmental solutions are the low-hanging fruit of all the actions addressed in this survey, since they can operate at all scales, down to the contributions of individuals and single households. Amending legislation to permit, if not promote, private entities to implement green roofs, for example, could remove some of the burden off the shoulders of the municipalities. Municipal leadership could work with private groups, neighborhood associations and motivated private citizens to embark on city-wide tree-planting campaigns. Savannah needs a bold goal to plant a million trees or whatever figure is appropriate. (See New York's accomplishment -- https://www.nyrp.org/blog/nyc-just-planted-1-million-trees-heres-how-we-did-it .) Development fees could help offset costs. Each neighborhood should have a tree-planting masterplan tailored to its needs. How about lining major arterial roads, such as Abercorn, Eisenhower, Montgomery Crossroads, etc. with trees.	2/5/2021 12:59 PM
8	Building should stop in areas that are easily flooded as well as cutting up to the beaches. Existing homes can stay buy restrict further building.	2/5/2021 9:58 AM
9	No	2/5/2021 5:03 AM
10	No	2/4/2021 11:38 PM
11	A better idea than another City Manager: how about a Tree Czar? Someone who can monitor and minimize the damage done by the dozens of tree cutting contractors hired each year by Georgia Power (and others).	2/4/2021 8:39 PM
12	In general I support preserving and protecting our existing natural resources from development. Keeping Savannah green is important to preserving the quality and character of the city. Additionally, I think that the coastal nature of the city carries with it increased responsibility. Building in floodplains is irresponsible no matter how tempting it is and building hard infrastructure such as seawalls is known to be damaging to the environment. Following a natural disaster, the city should have a strategic plan to remediate the situation and prevent it from reoccurring in the future. Consider ideas such as to consider using allocated funds to encourage relocation of affected residents to areas with less risk. For example federal flood insurance payments could be used to rebuild in a different location, with the at risk property becoming state or federal non-buildable land.	2/4/2021 2:35 PM
13	Put wiring underground wherever possible.	2/4/2021 1:18 PM
14	Each situation is unique and should be treated according to what is best for that property.	2/4/2021 1:11 PM
15	Stop talking down so many trees, especially along the highways. Trees protect from our summer heat.	2/4/2021 12:08 PM
16	Don't build anymore in sensitive places. Just stop building and help the folks who have no homes.	2/4/2021 12:05 PM
17	natural resources are for all . stop allowing building in wetlands or flood zones.	2/4/2021 11:40 AM
18	Too much development already in wetlands and seashore	2/4/2021 11:31 AM
19	We need to use the European model for recycling where the individual can get paid to recycle their own stuff it encourages more to participate & also helps alleviate the trash problem, grocery stores could have a well maintained recycling bank in their huge parking lots where u get paid onsite after u deposit your recycling no more ugly dumpsters & yellow bins everywhere	2/4/2021 10:53 AM
20	I'm all for protecting against hazards that manufacturers cause, like dumping in our waters, and allowing helicopters to fly around spraying insecticides on our heads across the city (while also causing damage to local bee populations and other wildlife,) but stop with the climate change hullabaloo.	2/4/2021 10:52 AM
21	Leave the resources alone. We do not need to develop further land	2/4/2021 9:55 AM
22	Without a habitable environment, there is no point to trying to fix other problems in Chatham County, since no one will live here (obviously a worst-case scenario). Yet, in some ways environmental solutions are the low-hanging fruit of all the actions addressed in this survey, since they can operate at all scales, down to the contributions of individuals and single households. Amending legislation to permit, if not promote, private entities to implement green	2/3/2021 10:49 PM

	roofs, for example, could remove some of the burden off the shoulders of the municipalities. Municipal leadership could work with private groups, neighborhood associations and motivated private citizens to embark on city-wide tree-planting campaigns. Savannah needs a bold goal to plant a million trees. Development fees could help offset costs.	
23	Finding natural ways to work with the environment. Green energy job creation and resources. Look for ways to use our natural seasons to provide energy, park areas, clean air.	2/2/2021 3:39 PM
24	I think living shorelines is the best strategy	2/2/2021 3:12 PM
25	No!	2/1/2021 4:49 PM
26	Savannah needs to address the issues of climate change now -- we can no longer afford to put off adaptation and mitigation measures (that honestly should have been put in place years ago). As we start to implement strategies to adapt to climate change, special attention should be paid to make sure these policies are also equitable and protect our most vulnerable community members.	2/1/2021 1:18 PM
27	The most important factor is not what exists but what development looks like going forward. Do not approve projects that are proposed for sites that are at risk for impacts from changing environmental conditions; instead take steps to protect these areas and buffer then against further damage or misuse. For existing structures, the burden falls on the owner. Climate change is not a new concept and did not happen overnight; people simply chose to ignore it.	2/1/2021 9:52 AM
28	This is by far our most urgent issue	2/1/2021 9:46 AM
29	I support mandatory relocation of structures, no tax money going toward flood insurance, no building or living in environmentally sensitive area, e.g. near a beach or marsh.	1/31/2021 6:28 PM
30	Sea walls are counter productive and lead to more damage	1/31/2021 5:44 PM
31	The dredging locally and along the coast of SC have a huge impact on the erosion seen in Chatham County. Yet NO ONE can control Mother Nature. Nor can we accurately predict the weather. The Savannah River was fresh water when Oglethorpe arrived, from east of Caustin Bluff onward. It stayed that way till after the Civil War. My family's home on the beachside at Tybee, right on the ocean, has been there since 1938. Every hurricane, northeasterner, springing tides.....Tybee road has been flooding since I was a small child. You cannot control Mother Nature but you can work with Her. Common sense appears to have left the building along with Elvis..... The Climate Control initiative desires to tax the USA and given those billions to other countries, including China, even though China does not have to enact/enforce any of the same taxes/changes in our energy fields as they do. If the Earth has warmed 2 degrees Celsius as they state, that is less than 1 degree F. An amount so small as to not be measurable except with industrial tools. Let the market forces play out. EV use lithium batteries that are charged by our coal or nuclear power plants. Wind turbine blades are made of cobalt (petroleum)...the list is endless. Go tell the manufacturing plants along the Savannah River that they have to switch to 'sustainable' energy or close down....beyond stupid. Lithium waste are similar to other heavy industrial waste, they are not biodegradable....	1/31/2021 11:02 AM
32	No	1/31/2021 10:05 AM
33	No	1/31/2021 8:09 AM
34	Light pollution is a major issue that Savannah and Chatham county are contributing to. Having a holistic approach to mitigating that would create many benefits	1/31/2021 8:00 AM
35	No rebuilding on compromised land. They know better. Once weather wiped it out & we know it is highly compromised they should not be able to rebuild. This puts a strain not only on the land but on our first responders unnecessarily risk their lives.	1/31/2021 1:35 AM
36	No	1/31/2021 12:58 AM
37	N/A	1/30/2021 11:31 PM
38	People should be prohibited from building on Tybee and marshland and should be relocated if they flood.	1/30/2021 7:34 AM
39	Building structures to protect housing and environments	1/28/2021 10:23 AM
40	Don't build in areas subject to flooding and keep the natural vegetation that helps control flooding.	1/18/2021 1:59 PM
41	You mention roofs in an above question but fail to mention the need for the adoption of energy efficient windows for the historic district. The present MPC requirement for single pane true divided light windows for the Historic District is an insult to the environment and adjustments need to be made to allow current energy efficient technology for windows.	1/17/2021 10:52 PM
42	It all depended on the plan of action and why before i can answer this.	1/15/2021 10:30 PM
43	Why would there home close to water. Tybee residents always have to evaluate when there's a major hurricane. But the have money.	1/15/2021 6:07 PM
44	The tree canopy we have would make solar panels ineffective.	1/15/2021 11:21 AM
45	Changes inside city limits will have no effect on climate change. Consumers will be motivated, without the Mayor & staff, to conserve energy, etc. It's a pocketbook issue which is inescapable for nearly all and the solutions will be marketplace success stories because they provide beneficial solutions. Focus on fighting pollution(air, water, noise, etc.) where only the government can protect the public interest and let the public govern their own lives.	1/15/2021 11:13 AM
46	Chatham County must stop allowing development to clear cut a parcel before development begins. There must be a percentage of existing tree and over story canopy preserved. Raping the land, building, and finally replanting inferior or non native tree and plant species, has not worked to regenerate the original tree canopy. There is a duplex development on Laroche avenue that has clear cut a heavily wooded tract in favor of building a strip of duplexes with great impervious surfaces of roof area, asphalt drives, and concrete driveways. This is NOT acceptable for future development.	1/15/2021 10:42 AM

47	The natural resources here are wonderful and worth preserving. The wetlands and rivers make coastal Georgia a place to move to.	1/15/2021 9:55 AM
48	Future development along the coastline should be banned. Climate change needs to be taken seriously, especially given Savannah's commitment to use 100% renewable energy.	1/15/2021 8:48 AM
49	No	1/15/2021 8:29 AM
50	Preserve our trees, they are unique to our area and need protection. Focus on parks squares and natural recreation areas. Wetlands and nature preserves.	1/12/2021 6:09 AM
51	you need to give an example here of what you are talking about	1/9/2021 2:43 PM
52	County and city should purchase environmentally sensitive areas. 1% open space splost	1/9/2021 3:31 AM
53	Stop digging holes and counting it as wetland Mitigation. It doesn't account for evapotranspirstion, reduction in peak runoff by slowing velocity and erosion, and other wetland functions and values. Preserving wetlands is cheaper than trying to reinvent the wheel of hydrology and having to maintain expensive drainage infra.	1/6/2021 4:32 PM
54	Who is paying for these additional protections?	12/21/2020 2:40 AM
55	Consideration should be given to historic resources. Please reference NPS Guidelines on Flood Adaptation for Rehabilitating Historic Buildings published in 2019.	12/20/2020 5:57 PM
56	No	12/18/2020 8:45 PM
57	I would like to see more regulations on companies that are near the Savannah River to protect air quality and water preservation.	12/18/2020 1:40 PM
58	Protect, protect, protect.	12/16/2020 4:45 PM
59	Humans cannot change the climate. Only God can. The climate has been changing forever. Water levels and boundaries have risen and fallen for centuries. We need to be responsible for the resources God has given to us, but NOT restrict ourselves from use that helps us. The USA has made tremendous strides in reducing pollution over the last 20-40 years. We are far ahead of other large countries.	12/14/2020 12:37 PM
60	The semi-solid canopy of trees, the sheer number of trees, in old established areas of Savannah is amazing. This is not continued in new developments, and it should/MUST be continued. Hedges like on Bryan Woods Drive must be encouraged. These are LANDMARKS of Savannah, which are seen nowhere else. "When you cut one down, plant two trees in its place...."	12/11/2020 8:59 PM
61	Action will clearly be needed to protect resources in Unincorporated Chatham County from hazards related to climate change. Each of the four strategies for action is likely to be most appropriate for different locations within the county.	12/4/2020 9:01 PM
62	The insurance industry will provide a market incentive to move away from the coast by no longer covering properties.	12/4/2020 6:16 PM
63	Your question is flawed, you're assuming each participant believes in climate change.	12/4/2020 4:25 PM
64	Preserving natural resources is important, but it's also very much an issue of preserving Savannah itself in the coming decades, planning with the future in mind.	12/4/2020 11:22 AM
65	We cannot keep encouraging people to live or build or do business in the areas that will certainly be flooded with Climate Change. We need to do what is possible to mitigate the looming disaster by causing people to take responsibility for their share of what can be done, including giving up housing near water.	12/3/2020 7:35 PM
66	The Georgia coast is the healthiest, largest and richest estuarine system in America. We should do everything in our power to preserve, protect and promote this natural treasure. That said, building seawalls is a useless, fruitless and idiotic approach to sea level rise. Raising structures? Sure, though that's pricey and temporary. Better to focus on buying out the owners instead of rebuilding the same properties over and over again. Living shorelines? That seems like a really smart idea, and I have noticed that Tybee has gotten serious about its dunes of late. Better, though, to focus on doing everything we can to prevent climate change while there is still time. Green roofs, living roofs, white roofs all help mitigate the heat island effect of our urban center, and all city and county-owned buildings should adopt one of those strategies. We should also have solar panels on as many roofs as possible, and Savannah could work harder to give tax breaks to businesses and residents who install them. How about electric buses that run constantly around town? And I think even the most resistant residents might hop on them if they're free. Again, bike lanes that protect cyclists from cars would also help the environment. We have WAY too many cars in Savannah for a flat city that has great weather most of the year. Plenty of people would enjoy biking to work if they could do so without risking their lives. Also, more bikes would mean cleaner air. We have a terrible asthma problem among our children, especially poorer kids, not to mention childhood obesity. But no one will ride a bike to the store or to school if they have to dodge crazy motorists. The tree canopy in Savannah is precious, and having lost a live oak ourselves, we in our family hope that everything is being done to protect this precious resource. We should be focusing on diversifying the species in our urban areas so that no one pest or blight can take out an entire street or block of trees. I have noticed lots of bluebirds in Daffin Park, which to me implies that Parks & Rec are doing a better job of avoiding nasty chemicals on the lawns and shrubs. Keep that up! We'd rather have birds and bats and bumblebees than weed-free grass.	11/29/2020 6:40 PM
67	This seems an in-depth and complicated question of strategy to protect living spaces with very general/ simple options. I would discourage building in areas susceptible to climate change, and would encourage initiatives to educate the public on the causes of climate change, and practical alternatives people can adopt to lessen their impacts on it.	11/29/2020 11:54 AM
68	No.	11/28/2020 8:18 PM
69	Leave parka such as Forsyth as is for flexible use and not overdeveloped.	11/27/2020 2:05 PM
70	Retreat from Savannah's lowest areas is the safest response. People of high income or wealth on the coast who want to stay can build their own stilts.	11/24/2020 2:19 PM

71	climate change as it relates to public funding and expenditures is a waste	11/24/2020 11:52 AM
72	Climate change needs to be fought at not only the city, county level, but also the state/national. Building sea walls and planting dunes will not save us if we do not move towards drastic change; in our city, county, state, and nation (and internationally).	11/22/2020 1:50 PM
73	We need no government intervention to achieve these statements.	11/21/2020 10:29 PM
74	None of the listed strategies relating to protecting resources from hazards are directed at protecting natural resources. These strategies are directed at protecting structures and private property. This is an Important distinction. Please present choices for protecting natural resources.	11/20/2020 10:17 AM
75	There should be more public access ponds and lakes for recreation	11/20/2020 9:02 AM
76	Development of NEW housing in the most flood prone areas should not be permitted, or if permitted should not be allowed to have government (taxpayer)-backed insurance. Also, existing houses and other buildings in the most flood prone areas should lose taxpayer-backed insurance to rebuild: pay them off once with taxpayer-back insurance (if they bought it) for a destroyed house but no further eligibility for taxpayer-back insurance.	11/19/2020 2:40 PM
77	Prohibit new development in flood prone areas.	11/19/2020 12:27 PM
78	None	11/19/2020 11:16 AM
79	MAINTAIN AND ADD TO TREE CANOPY	11/19/2020 10:11 AM
80	Preserve natural open space (not for sport recreation), stop all development in flood plains, buy property to preserve flood plain, natural open space (marshes, wetlands, hog hammocks, etc.); purchaser land to create green belt around city to save from further development.	11/18/2020 6:40 PM
81	Building on the coast should be stopped, anyone there is grandfathered in but no new developments, no high rises on the coast.	11/18/2020 6:33 PM
82	People should be allowed to build docks and have access to water from their property. People should be able to use their property - perhaps elevate new structures and require more concrete in building, The county should not do anything with climate change.	11/18/2020 2:01 PM
83	The long-term effects of manufacturing up and down the whole Savannah River over a long period of time combined with dredging to the bedrock really makes me nervous. What is in the dregs of the river that's is now being hauled up into surrounding marshes? Marshes on the north side of the river look very different now. Can't find anything about it either--is that the influence of GPA? Very wary about their power.	11/18/2020 12:13 PM
84	do not allow rebuilding in flood zones after flooding, but don't screw people financially who get flooded out	11/18/2020 11:05 AM
85	Protect water supply from salt water intrusion	11/18/2020 10:39 AM
86	A public survey to determine the best ENGINEERING is not how the best decision will be made. Most people do not understand these situations (the pros and cons of these structures, whether we are on a river or the ocean, and conditions are not described). There is no way to make a fair judgement in this ludicrous question. This is not how structural and civil engineering is conducted - there are plenty of qualified firms in Savannah that could lay out our options in a clear and concise manner. We don't make these decisions from BuzzFeed quizzes	11/17/2020 5:45 PM
87	Trees chopped unnaturally by Georgia zpower gas to be addressed	11/17/2020 5:29 PM
88	I think the elephant in the room is the state level policy conversation. Sea level rise is an existential issue for Savannah and I hope the city and county continue to proactively lobby the state to enact energy policies that reduce emissions and move towards renewable, sustainable energy use in a way that does not rely on upcharging consumers like Georgia Power has done with their awful Plant Vogtle.	11/17/2020 4:54 PM
89	No	11/17/2020 3:57 PM
90	Stop allowing development in vulnerable areas. Or end participation in the FEMA Community Rating System so flood insurance rates rise so high that insurance become unaffordable to discourage development.	11/16/2020 11:11 AM
91	Archaeological resources are regularly being lost here to development and sea level rise, and more attention should be focused on preserving what is still possible. A maritime history and archaeological museum, with a professional curator, is desperately needed to preserve the Native American, African-American and colonial history that lie under the ground, as well as above it.	11/16/2020 9:00 AM
92	no	11/15/2020 10:37 AM
93	Once again, having moved here recently, the fact that such a great city has so much natural beauty is very precious to me and was the most important selling point after affordability.	11/15/2020 10:16 AM
94	We need to have more government sponsored recycle days, at least 2-4 times per year in convenient locations, where residents can bring household items which are not acceptable to go to the landfill, so that residents have a reasonable place to dispose of unwanted items and they aren't tempted to dispose of them in a way that damages our eco-system!	11/14/2020 7:33 PM
95	I am opposed to increasing taxes to hold back water	11/14/2020 6:00 PM
96	None!	11/14/2020 12:15 PM
97	No smoking on beach !	11/14/2020 12:09 AM
98	Really opposed to hard protection structures. Living shorelines are nice in principle but that is what the marshes are--and should be maintained and encouraged to grow naturally. Also, hurricanes that impact our area tend to change the elevation in micro-areas.	11/13/2020 3:49 PM
99	I do not subscribe to the climate change crisis hysteria. However, it is foolish to think we as humanity can live on this planet and not affect it in some way. I do not support the government	11/13/2020 3:24 PM

|	forcing environmental hysteria on the people. if you are going to build in an area that is prone to disaster or flooding, know your risks and you accept them. I have yet to find any part of the Savannah community that does not have relatively easy access to safe outdoor spaces. With that said, it is also important to note that most green technologies are still nowhere near efficient enough to replace current fossil fuel based fuel options. however, nuclear power continues to be the safest and cleanest large-scale energy production available to humanity today.	
100	Let's Keep it Natural as possible, and stop developing in those areas... (plus, we need a 10 ft increase to the road out to TYBEE island!)	11/11/2020 12:38 PM
101	Archaeological resources need to be identified, evaluated re: protection from sea level rise; and protected from sea level rise if deemed possible and of high importance.	11/10/2020 12:51 PM
102	no	11/10/2020 11:17 AM
103	n0	11/9/2020 3:11 PM
104	We absolutely need to protect what we have.	11/9/2020 2:20 PM
105	Sea levels ARE rising. Ignoring the causes, it is better to plan accordingly than to keep our heads in the sand. No more development in areas that are prone to flooding.	11/9/2020 2:06 PM
106	Do not let people build homes or docks on the marsh.	11/9/2020 1:43 PM
107	Policies should discourage building or rebuilding in flood-prone areas and those most susceptible to rising sea levels.	11/9/2020 1:38 PM
108	Savannah's relatively few untouched natural resources should be preserved to the maximum possible extent.	11/9/2020 12:32 PM
109	We need an ordinance on to-go containers. There is an appalling quantity of Styrofoam in this city.	11/5/2020 4:15 PM
110	We need to examine our zoning requirements to ensure that we are using each requirement to maximize its net environmental benefit. One example is that we need to examine the buffers required for development. The ordinance language and requirements should be enhanced to enable and improve wildlife corridors and tree canopy connectivity. It should be much more thoughtful and supportive of environmental preservation that what is currently required. The current buffers requirement is for ensuring suburban strip mall environments and it is not suitable for an preserving and enhancing an environmentally rich county like ours.	11/5/2020 2:29 PM
111	Too many houses on septic endanger our waters. Dredging for the port does too. Looks like developers and the Port have their way.	11/4/2020 7:24 PM
112	I don't buy it that the climate is rapidly changing and we're all in great peril but we do have hurricanes and flooding every time it rains hard. Also, we must protect our beaches and the residents of Tybee	11/4/2020 3:43 PM
113	We need to do something or there will be nothing to do anything with	11/4/2020 3:32 PM
114	Climate change is a world-wide question. Mandated efforts in unincorporated Chatham County would be inconsequential and inane.	11/3/2020 10:07 AM
115	I would need to learn more about this area.	11/2/2020 7:13 PM
116	Keep things status quo, but don't add additional structures to wetlands	10/31/2020 12:05 PM
117	Important to have a strategy including all of the checked above.	10/31/2020 9:58 AM
118	No private development should be allowed in hazard areas. Mitigation does not relieve rebuilding costs from being passed on to consumers.	10/31/2020 9:14 AM
119	Educating the public that when structures such as sea walls are erected by their neighbors that it adversely impacts them and not just the natural resource. They should be compensated for that impact.	10/30/2020 6:25 PM
120	We need to address the impact of climate change in smart ways that really work.	10/30/2020 4:48 PM
121	Explore citizens migrating inland away from the coast. Maybe prompt migration by making light rail available to 30+ miles inland.	10/30/2020 2:29 PM
122	There should be no further development in endangered areas.	10/30/2020 12:29 PM
123	You can't fool Mother Nature. Options 2-4 are just putting off the inevitable and I think they are a waste of taxpayer money. However, all 5 measures will have to be used to try to alleviate the problem because we all have kicked the can of climate change and rising water down the road and we will now have to protect existing structures. Elected officials and residents need to get tough with themselves and developers and zoning and building codes in the future. We all need to be looking forward realistically. There are already insurance companies that refuse to insure buildings east of I-95. We need to open ours eyes WIDE.	10/30/2020 11:59 AM
124	Climate change has been occurring since the earth was formed 4.5 billion years ago. Man has little effect on it. Natural disasters such as volcanic eruptions, wild fires, &/or meteorites hitting the earth have had, and will have, more impact on climate change in one instant than all of mankind's activities collectively since homo sapiens evolved on the planet thousands of years ago. Furthermore, stipulating that carbon based climate change exists, which it may or may not, this would be a problem that must be addressed globally, not locally or nationally. Take a look at the air pollution in Peking and other major Chinese cities and get back to me.	10/30/2020 11:08 AM
125	Stop building where flooding and naturally occurring environmental changes take place. Try to understand nature, educate the public about how the climate works, respect the earth and how it functions. Don't be stupid. Leave the land as it is meant to be. Stop building were it is vulnerable to the natural and good fluctuations of the seasons and now man made climate change. We are our own worst enemy. Don't continue to be stupid! Stop trying to control nature, work with her! Learn from her!	10/30/2020 10:53 AM
126	WE need to look at more natural structures working in conjunction with the people.	10/29/2020 11:12 PM

127	no	10/29/2020 4:42 PM
128	restrict walkways to docks that go over marsh land.	10/29/2020 4:25 PM
129	Stop participating in FEMA Community Rating Service so insurance will go up on homes built in the flood plain. Savannah need to buy up floodways.	10/29/2020 2:12 PM
130	You cannot abandon infrastructure to areas most prone to flooding because most are part of our tourist economy. It's really difficult to determine what is needed at this point. Environmental impact studies which are already being performed should be used as guidance.	10/29/2020 1:27 PM
131	I think when structures built near the ocean are destroyed they should be paid by their insurance company. However, if the structure is rebuilt and destroyed again they should not be paid if the payout in any way involves public funds.	10/29/2020 1:04 PM
132	I also believe structures should be relocated.	10/29/2020 12:27 PM
133	Protection of natural resources is critical for our safety and well being. However, what are the plans in place for paying for installing protective structures or movement of structures? For instance, I don't want to sport the tax burden to relocate a million dollar house when it shouldn't have been built on the water in the first place. However, I would not have an issue with supporting movement and protection of historic structures.	10/29/2020 12:06 PM
134	If you require property owners to modify their homes, you must compensate them.	10/28/2020 6:18 PM
135	Those of us who know better than to live in vulnerable areas like Tybee should not have to pay for those who refuse to accept the inevitable to continue to do so. Why are we always rewarding bad behavior?????	10/28/2020 12:03 PM
136	the county is doing a poor job of avoiding wetland loss. Engineers digging holes in the ground does not equate to the amount of water wetland absorb and release from transpiration from trees absorbing and releasing the water. Barren detention ponds are inferior to wetlands with trees. It's much cheaper to simply keep wetlands in place then to keep digging new canals, putting in pipes that need ongoing maintaining, and basically replumbing the entire environment.	10/28/2020 11:31 AM
137	We need to start seriously discussing strategies to adapt to climate change. And not only just discuss them, actually put them into place. There are strategies that can be adopted that mitigate heat islands, sea level rise, etc. that benefit not only the built environment, but residents as well. I understand that people don't want to pay higher taxes or change their behavior, but we are simply past the point of having the luxury to not do anything. A consideration of equity should also be central to this discussion as well, since marginalized communities bear the heaviest burden of the effects of climate change.	10/28/2020 10:02 AM
138	Are these strategies incentivized or are they grant supported? By "support" does that mean increasing everyone's tax dollars to pay for other people's property modifications? Also, would each structure be evaluated independently or would the strategy have the flexibility to be tailored to each structure? I don't foresee a one size fits all strategy working for each structure currently located in the flood zone. Nor could I support the notion of being taxed to pay for modification/relocation of other peoples' homes.	10/27/2020 1:43 PM
139	There needs to be as little negative impact to the environment as possible while maintaining fiscal responsibility and amenity/residential availability to the community.	10/23/2020 12:30 PM

Q26 What is your primary mode of travel?

Answered: 871   Skipped: 535
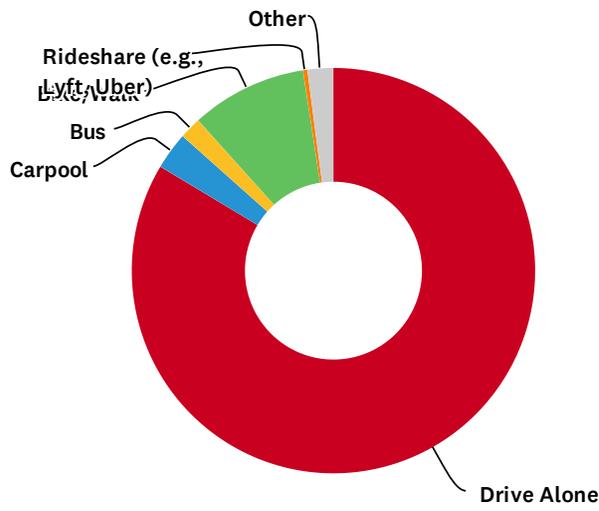
ANSWER CHOICES	RESPONSES	
Drive Alone	83.58%	728
Carpool	2.99%	26
Bus	1.72%	15
Bike/Walk	9.30%	81
Rideshare (e.g., Lyft, Uber)	0.34%	3
Other	2.07%	18
TOTAL		871

Q27 How strongly do you agree with the following statements about transportation in {{ Q1 }}?

Answered: 871   Skipped: 535
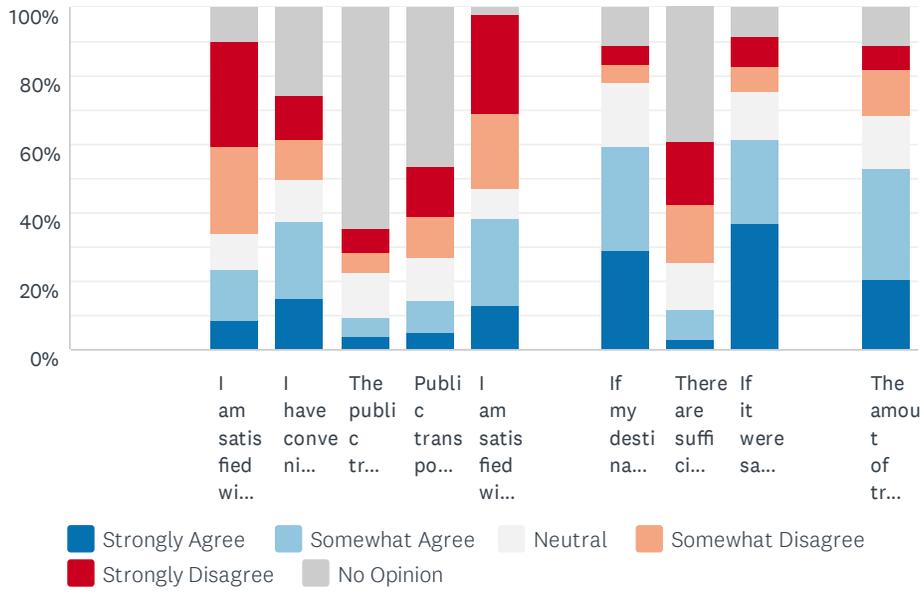
Plan 2040 Survey

	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	NO OPINION	TOTAL	WEIGHTED AVERAGE
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
I am satisfied with the bicycling infrastructure such as bike lanes, sharrows, and bike racks in my community	8.29% 72	15.19% 132	10.47% 91	25.55% 222	30.38% 264	10.13% 88	869	3.61
I have convenient access to public transportation	15.13% 131	22.17% 192	12.47% 108	11.89% 103	12.82% 111	25.52% 221	866	2.80
The public transportation I use runs reliably and frequently	3.82% 33	5.55% 48	13.18% 114	6.01% 52	7.17% 62	64.28% 556	865	3.20
Public transportation routes match my desired/needed destinations	4.85% 42	9.58% 83	12.59% 109	11.89% 103	14.55% 126	46.54% 403	866	3.41
I am satisfied with the pedestrian infrastructure such as sidewalks, crosswalks, and signals in my community	12.96% 112	25.58% 221	8.22% 71	22.22% 192	29.05% 251	1.97% 17	864	3.29
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
If my destinations were more clustered together, I would make fewer trips	29.07% 252	30.33% 263	18.45% 160	5.88% 51	5.31% 46	10.96% 95	867	2.19
There are sufficient transportation options for people with disabilities in {{ Q1 }}	2.99% 26	9.20% 80	13.56% 118	16.55% 144	18.51% 161	39.20% 341	870	3.63
If it were safer, I would bike and/or walk to my frequent destinations more often	36.92% 319	24.65% 213	13.89% 120	7.41% 64	8.56% 74	8.56% 74	864	2.19
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
The amount of traffic in my daily commute is acceptable	20.37% 176	32.87% 284	15.16% 131	13.77% 119	6.83% 59	11.00% 95	864	2.48

Q28 Do you have any additional comments about transportation in {{ Q1 }}?

Answered: 216   Skipped: 1,190

#	RESPONSES	DATE
1	The crosswalk signals in Savannah often collide with turning traffic and it is often unsafe. Savannah needs overhead crossing where the traffic would be under the pedestrians.	2/8/2021 11:17 AM
2	Public transportation to centers run by the City of Savannah for seniors especially to centers that are isolated will improve attendance.	2/8/2021 10:52 AM
3	Personally - my travel times are not typical and not at the usual peak times of day	2/7/2021 12:22 PM
4	I'm a transplant here and can't believe how most of the bus stops don't even have a bench or a shelter for when it's raining? It's crazy seeing poor old people having to just stand next to a pole with nowhere to sit and nothing to protect them from the rain which we get here frequently	2/6/2021 10:08 PM
5	The town is spread out and it is difficult to get around by foot or bike alone	2/6/2021 8:34 PM
6	don't use it	2/6/2021 5:28 PM
7	I love the Truman Linear trail and the bicycle lanes on Habersham and back and forth to the river. There should be more bike racks everywhere.	2/6/2021 1:22 PM
8	Sidewalks are on some sides of the street.	2/6/2021 12:56 PM
9	The gigantic CAT and SCAD buses are incongruous to the need and infrastructure in a city, the size of Savannah. Smaller busses, please!	2/6/2021 12:13 PM
10	Please put sidewalks on Abercorn. It is so scary having to walk on the street	2/5/2021 9:15 PM
11	It's incredibly unsafe to cycle in the Montgomery area. I still do it. The public transportation system is aweful.	2/5/2021 5:49 PM
12	Savannah has made good progress adding some bike lanes with paint, but they remain unprotected. The Truman Linear Trail completed by the County is really the first true piece of bike and pedestrian-centric infrastructure recently created. Even Tide-to-Town one day will seem too modest. Bicycle routes should not only be to get downtown. There should be east-west routes connecting suburbs and leading to destinations, including for shopping. The city and county should incentive businesses to orient themselves along trails, such as just north of Eisenhower, where the trail is very close to businesses on Skidaway Road. The city should divest itself of the Truman Parkway and trade it for Abercorn St south of Derenne, which would allow Abercorn to become -- through bold rezoning done gradually -- a major urban corridor with sidewalks, housing, and shopping and not dominated by parking lots. Making Abercorn a major transit spine with minimum 10-minute frequency could motivate people to ditch their cars. Or, if the Truman Parkway is to remain a city/county responsibility, transform it into a street-grade boulevard, removing overpasses and allowing streets to cross it with normal intersections, so that it is much less of a barrier dividing the neighborhoods that flank it. It could be analogous to a street like Lake Shore Drive in Chicago, where it may be limited to 40 miles per hour and have stop lights, yet still be able to sustain considerable traffic. Redesign the bus network in line with the ridership model advised by the Jarett Walker and Associates Plan. The parking needs to fit historic patterns, so that if a rehabilitation of a historic building that did not have parking, they should not have to add it. Remove parking minimums from some areas, not just downtown, so that there is greater flexibility for housing and other developments. Along historic corridors like Waters, rehabbing a traditional commercial space for a cafe or business is near impossible without having to provide onerous amounts of parking. Zoning should privilege and reward walkability. If drivers are frustrated by a lack of parking they can shop or dine elsewhere. Reconsider embracing electric scooters to encourage non-car transportation. Regulations can be implemented that ensures they are utilized without being left littered all over the city. They have been around long enough now that other municipalities have established rules for their respectful and effective use. Extend the downtown circulator south to Victory Drive and increase its frequency; remove the downtown-focused circulator (where the utilization numbers are far below the other route) and repurpose those buses for the north-south routes.	2/5/2021 1:03 PM
13	Bike infrastructure in Savannah is embarrassingly far behind comparable american communities, especially considering Savannah's overall flat grade and amenable weather.	2/5/2021 12:12 PM
14	Bike and pedestrian lanes need to actually be observed by motorists.	2/5/2021 12:10 PM
15	We need to double deck Derenne from 516 to Truman for thru traffic	2/5/2021 9:41 AM
16	No	2/5/2021 5:03 AM
17	Ticket bicyclers who don't obey traffic laws.	2/4/2021 11:52 PM
18	No	2/4/2021 11:39 PM
19	Need more bike lanes and connection to current disconnected bike routes. Need bike lane down Laroche from Isle of Hope past Savannah State.	2/4/2021 10:04 PM
20	Sidewalks. Sidewalks. Sidewalks. Sidewalks. Sidewalks. Sidewalks.	2/4/2021 8:41 PM
21	Improving the walking and bicycling infrastructure will only make our city healthier and safer. We would love to be able to safely bike over the bridges- such as to Tybee and Skidaway. We would love to see the bike trails currently under construction completed, and to have a reliable, safe route from Southside to downtown.	2/4/2021 2:38 PM
22	The free trolleys should start running again, and no one should be allowed on them with open	2/4/2021 1:21 PM

containers of anything. They should also run further south to Derenne Avenue.

23	Bike lane on LaRoache	2/4/2021 1:13 PM
24	The most logical answer to traffic congestion is to move the bus stops off the main streets and into parking lots or secondary locations that do not impede traffic.	2/4/2021 12:29 PM
25	We need more bike/walking lanes/corridors. That stretch to all neighborhoods. Not just the downtown and midtown areas.	2/4/2021 12:07 PM
26	walkers and bikers need to follow the rules of the road, especially children. they should be taught in school.	2/4/2021 11:45 AM
27	It would be nice if Savannah looked at cities like Louisville, KY that utilize public transportation for some of their school transportation, mainly charter schools where the students come from all over the district. This has saved money for the schools and helped allocate money to create a more reliable public transportation system.	2/4/2021 10:57 AM
28	More pedestrian walkways & bridges over heavy traffic with bike paths	2/4/2021 10:55 AM
29	Please finish the sidewalk project along coffee bluff/white bluff road. We've seen a wonderful increase in outdoor fitness interest and need to promote it safely by extending the sidewalks to the truman.	2/4/2021 10:38 AM
30	I would like to see more sidewalks and bike lanes on the east side and along Skidaway. I do not think we should be prioritizing cars, but rather prioritizing the citizens of those neighborhoods who oftentimes use public transportation and bikes.	2/4/2021 9:57 AM
31	The Bull street raceway is ridiculous from Victory to Dereene. This could be a great pedestrian area.	2/4/2021 9:23 AM
32	More shelters at bus stops - fewer scad buses or scad should pay impact fees on our roads	2/4/2021 9:21 AM
33	We need more safe places to ride bikes	2/4/2021 8:18 AM
34	Savannah has made good progress adding some bike lanes with paint, but they remain unprotected. The Truman Linear Trail completed by the County is really the first true piece of bike and pedestrian-centric infrastructure recently created. Even Tide-to-Town one day will seem too modest. Bicycle routes should not only be to get downtown. There should be east-west routes connecting suburbs and leading to destinations, including for shopping. The city should divest itself of the Truman Parkway and trade it for Abercorn St south of Derenne, which would allow Abercorn to become -- through bold rezoning done gradually -- a major urban corridor with sidewalks, housing, and shopping and not dominated by parking lots. Making Abercorn a major transit spine with minimum 10-minute frequency could motivate people to ditch their cars. Remove parking minimums from some areas, like downtown, so that there is greater flexibility for housing and other developments. Along historic corridors like Waters, rehabbing a traditional commercial space for a cafe or business is near impossible without having to provide onerous amounts of parking. Zoning should privilege and reward walkability. If drivers are frustrated by a lack of parking they can shop or dine elsewhere.	2/3/2021 10:49 PM
35	More green transportation please	2/3/2021 6:36 PM
36	From routes that I take, sidewalks on Lincoln and 37th on the Eastside are in much needed repair.	2/3/2021 1:33 PM
37	Stop being so friendly to cars. They are killing the planet.	2/2/2021 8:51 PM
38	More bicycle infrastructure connecting midtown to southside destinations!	2/2/2021 11:32 AM
39	The CAT board needs to be overhauled. The transportation options for the disabled are abysmal.	2/2/2021 10:41 AM
40	Some streets don't have sidewalks, some roads aren't wide enough for bikers and cars, individuals walk in front of cars constantly at a non-intersection	2/1/2021 10:02 PM
41	No!	2/1/2021 4:52 PM
42	More emphasis on expanding GREEN public transportation options and less on expanding roads, please! We DO NOT have parking issues downtown no matter how much people claim/complain that we do! Also, please start doing more to catch people running red lights. This happens all the time all over the city, and people never seem to get caught. In the past week, I've seen two cars treat red lights like stop signs--they pull up to and stop at the light, but drive right through it after checking for oncoming traffic. This is not only illegal and dangerous to other drivers, it is *incredibly* dangerous to bicyclists and pedestrians.	2/1/2021 1:22 PM
43	Please consider a track/streetcar to take folks back and forth from downtown to outlying residential neighborhoods. Think New Orleans as they have it nailed.	2/1/2021 11:33 AM
44	The bike lanes introduced in downtown Savannah are not a success! They hampered vehicle travel on main one-way routes and actually cause a dangerous situation for cyclists. All of my biking enthusiasts travel streets other than those with bike lanes because of frequent close calls. I appreciate the effort, but they do not work. Bikers following the traffic laws are the first step to safety for their chosen form of transportation.	2/1/2021 9:57 AM
45	Roads that flood should be corrected.	2/1/2021 9:56 AM
46	Over emphasis on car use	2/1/2021 9:48 AM
47	The City Bus does not come to our area. Have to walk a mile to Parkers on Hwy 21 to catch the city bus.	2/1/2021 5:01 AM
48	Bring the DOT bus route down to Starland.	1/31/2021 9:25 PM
49	AGAIN PARKING the people who work the touristy areas of downtown Savannah deserve complimentary parking passes and have since the increase from $1 an hour to $2 an hour and then 8am-8pm that includes saturdays. It's a huge strain on resources for the people that make downtown Savannah a popular area to visit. And most employees are losing their first hours pay or more to paying for parking. The dot is out of service, the civic center lot is closed	1/31/2021 7:34 PM

and about to be decommissioned. Do something before downtown dies because no one can afford to work there.

50	Public transit primary mission is to get people to work and back home reliably. Secondary mission is to get people to and from education, doctors, and grocery stores reliably. Synchronize traffic lights so gas is used more efficiently and travel times are quicker, especially on primary arteries.	1/31/2021 6:32 PM
51	I am retired and do not drive a lot and have no "commute".	1/31/2021 4:16 PM
52	I don't know much about the public transportation here. I do live on a bus route, but never use it. I wish it was safer to bike here. And I'd love to see the Bull St Corridor and Abercorn Corridor in Starland become more walk/bike friendly	1/31/2021 3:39 PM
53	Downtown is a walking City but our roads and infrastructure were created using the plans established after WWII, the availability of the car and the Eisenhower highways. Have YOU ever ridden a CAT bus from Yamacraw to the Savannah Mall? Try and then get back to me. Reduce the size of the current 'long' buses and increase the frequency of smaller conveyances, if the demand is there. The DeRenne Avenue plan is silly and a HUGE waste of money. It was discussed but never implemented about staggering the hospitals work hours, to alleviate the 5pm crush. So simple but then that would not require spending taxpayer money. Uses new bridges to direct commercial traffic from the plants along the SR away from DT/Bay Street. Limit the # of hotels in DT Savannah PLEASE!!!!! Focus on Hutchinson Island (28 acres being developed east of the Westin).	1/31/2021 11:10 AM
54	with the pandemic, a lot of people work remote so the verbiage of these questions are misleading. i dont commute at all, but when i did before the pandemic it was horrible.	1/31/2021 10:50 AM
55	My neighborhood has an issue with non-continuous sidewalks. So the sidewalk might go in front of 3-4 houses in a row then just stop for a few houses, only to pick back up again. As a parent with a young child, this is very dangerous.	1/31/2021 10:33 AM
56	Add more bike trails where bikes and walkers can exercise AND get to places far distant without worrying about car traffic.	1/31/2021 10:32 AM
57	Thank you for making me learn what a "sharrow" is.	1/31/2021 10:02 AM
58	Savannah should bring back the streetcar system that once existed. It would help locals and be a tourist draw.	1/31/2021 8:41 AM
59	Something needs to be done about the speeders in neighborhoods.	1/31/2021 8:38 AM
60	Fix & finish & install more sidewalks or multipurpose "bike lanes" for pedestrian access in the neighborhoods around historic district at City expense not homeowners personal expense to finish public sidewalks.	1/31/2021 1:45 AM
61	O	1/31/2021 1:00 AM
62	N/A	1/30/2021 11:33 PM
63	While I do not currently utilize public transportation, I empathize with those that do. As someone who came from a large urban city, public transit was my everything. I did not require having a car until grad school and only because my home, school and job were odd distances. Buses and light rail systems ran approximately in 10-20 intervals. Buses were smaller since there were more of them. Light rail handled large crowds of commuters with centralized park and rides and high frequency during peak times. I think this is completely doable for Savannah.	1/30/2021 9:49 PM
64	More bike lanes	1/30/2021 9:47 PM
65	There needs to be a safe bike route to Tybee.	1/30/2021 9:38 PM
66	I would love to see more small businesses mixed into the residential areas. We have way too many large business-only areas and pure commercial properties already that are turning into strip mall deserts.	1/30/2021 9:31 PM
67	Improved sidewalk maintenance is necessary in older neighborhoods. And it would be a good idea going forward to plant smaller trees in the tree lawns as the oaks age out; something that won't tear up the sidewalks so badly.	1/30/2021 9:18 PM
68	We really need more sidewalks. I see kids walking in the streets, I've even seen an elderly person in a rascal on a major roadway because there's no sidewalk. That's not okay.	1/30/2021 8:19 PM
69	I am retired but I worked mostly from home before that and I always try to cluster my errand running to avoid multiple trips. Often I don't go anywhere.	1/30/2021 7:37 AM
70	Provide "free" transportation (bus rides).	1/28/2021 10:24 AM
71	All bus routes should have sidewalks.	1/18/2021 2:13 PM
72	Probably should but don't use public transportation.	1/18/2021 2:01 PM
73	We LOVE the DOT and used it extensively when it was running before the pandemic. The downtown ear is also a great service.	1/17/2021 10:54 PM
74	Some sidewalks in downtown Savannah are very uneven and, therefore, unsafe.	1/17/2021 7:45 PM
75	There are too many trucks, with inexperienced drivers in the Jimmy DeLoach/Highlands/Port area.	1/16/2021 10:58 AM
76	I work on fort stewart so public transportation doesn't go there. But I would use it if I could because I work nights and it would be nice to rest	1/15/2021 12:47 PM
77	Traffic in Highlands and near the Tanger Outlets is terrible. We time our trips specifically to avoid it, and we also limit our spending there due to the chaos.	1/15/2021 11:31 AM
78	Bike lanes or pathways would be amazing. However, the joy of living here is that it is more country, so I am okay with how transportation is now because it comes with the location.	1/15/2021 9:58 AM

79	I tried to take the bus to work and it never came - buses need to come more frequently and on time.	1/15/2021 8:49 AM
80	More biking infrastructure!	1/14/2021 5:55 PM
81	Funding needs to be increased to projects like building out a connected network of bike lanes and sidewalks, developing plans for these networks and guidelines for creating top-notch facilities, and developing projects like Tide To Town.	1/14/2021 3:04 PM
82	Develop more bike paths	1/12/2021 6:10 AM
83	I bike a lot and love that there are so many bike lanes in the intern and historic neighborhoods	1/12/2021 1:44 AM
84	Perfect place to expand bike transportation as city is flat, more designated bike lanes continue expansion of bike path from Lake Mayer to Daffin. Crosswalks throughout should be improved with cateyes, reflective paint and pedestrian signage/pedestrian signal lights. PLEASE put in more bus stop seating and shelters it is absolutely pathetic to see an elderly lady have to stand in the 95 degree heat to wait for a bus	1/9/2021 9:31 PM
85	Build sidewalks from East 56th south to Derenne on all streets. Kids are having to walk to school in the road. I have to walk in the street to walk my dog.	1/9/2021 10:18 AM
86	Too many crosswalks. Who thought putting crosswalks midway down a street was safe?	1/6/2021 7:10 PM
87	Add a separated bike lane to highway 17 and bike trails along the canal banks out in west Chatham so it's possible to bike into town and back	1/6/2021 4:34 PM
88	I dont feel safe walking alone in certain areas and when dark due to crime	1/6/2021 10:43 AM
89	No	1/3/2021 10:13 PM
90	Your questions contain fallacies, you're assuming that everyone who answers this uses some form of public transportation when i would argue that it's going to be virtually the exact opposite.	12/29/2020 6:32 AM
91	Working as a manager for large retail chain, we ran into a lot of issues with associates not being able to work certain times due to them relying on public transportation. There should be a better plan, and routes, supporting everyone's ability to get to work and work the hours that are convenient for them. Making public transportation more "mainstream", and exciting for all, would reduce congestions and resolve a lot of parking issues. Maybe run some campaigns to promote the switch to public transit and do some educational bits on routes and times. This could be highlighted on social media channels (for easy sharing and lower budget) and promoted by local news stations.	12/22/2020 8:54 AM
92	We have 1 bus line that doesn't provide for adequate transportation during the weekend, runs on the hour, takes an hour to arrive to the Transit Center and if I am unable to return to the Transit Center by 7 p.m., I have no way to get home as that is the last bus leaving downtown and traveling to my area. I can't really complain as the bus service is a relatively new addition to the community and is a godsend now that my vehicle is needs servicing.	12/21/2020 2:48 AM
93	Convert Drayton and Whitaker to single lane (or two way) roads and add traffic calming infrastructure. We have hardly any public uniform bike sharing infrastructure, with the exception of the bike rental at Ellis Square. This is unacceptable for how tied to tourism our city is.	12/20/2020 6:00 PM
94	No	12/18/2020 8:46 PM
95	I would like to see more alternative public transportation(bus or train)and bike lanes coming and leaving Tybee Island.	12/18/2020 1:45 PM
96	I now live further away from my workplace and am mostly car dependent so am sorry I can't answer the transportation questions, among others, with much authority.	12/17/2020 8:06 PM
97	I would like to see better public transportation options from Savannah to Tybee. Sometimes you just need a good walk on the beach and it would be nice not to deal with parking or driving all those miles. I would also like to see bike lines on more east to west roads. The Liberty/Wheaton St lane has been awesome. I'd like another option further south, but not on anything as busy as Victory. Somewhere where bikers feel safe and the cars can move freely without eye-rolling about the cyclist ahead of them.	12/17/2020 4:59 PM
98	I live in Avondale, where there are no sidewalks, no biketrails, and limited only big bus service.	12/16/2020 4:47 PM
99	Disability, especially in the historic districts, in terms of transportation infrastructure is not thought of and is not doing enough. There needs to be a way to balance keeping historic pavers and sidewalks while making them safe for those with disabilities to exist on them.	12/15/2020 4:58 PM
100	Dedicated bike lanes on established streets should be done away with. They are not used by bikers, they are a nuisance and a danger to automobiles--and I PAID FOR THAT ROAD WITH MY AUTO REGISTRATION and BIKERS DIDN'T PAY ANYTHING FOR THAT ROAD. Bikes should share the road with cars, as they have done for a hundred years with no problems The Chatham Area Transit is exemplary. Thank you very much, Chatham County.	12/11/2020 9:10 PM
101	Sidewalks end in places.	12/9/2020 10:21 PM
102	Inspire people to use public transit more by making parking very expensive	12/7/2020 3:54 PM
103	Protected sidewalks down Norwood please.	12/5/2020 9:41 PM
104	I moved to Savannah particularly because I can walk or bike to most places I want to go and therefor reduce my environmental footprint. But that applies only to downtown out to Victory. This kind of density would be effective in protecting the environment if it existed everywhere development is done.	12/4/2020 6:19 PM
105	CAT is a travesty and complete total waste of taxpayer money, you could literally buy every rider a new car and pay for all maintenance and gas with the money CAT wastes every year.	12/4/2020 4:27 PM
106	Having a strong network of pathways for walking and biking would reduce pollution, improve public health, and improve the quality of life. Especially the Southside needs to be completely	12/4/2020 11:33 AM

redesigned. It would also help to develop the message that gives legpower and public transport higher status than using cars.

107	We should not allow any cars on River St. and no trucks on Bay or in City Market. It should be pedestrian only with some access to motorized transport to those with disabilities. We need to make all the bus stops more comfortable, like covering them. I like that there is an increase in safe bike paths and pedestrian zones but we have a long way to go.	12/3/2020 7:39 PM
108	I've talked a lot about biking in previous answers, so here I'll just say that I used public transportation in every other city I've ever lived in (New York, Cincinnati, San Francisco, Boulder, Rome, Portland, Maine, Washington, DC, Boston, etc.). But in Savannah, I hear from friends who do use our buses that they are slow, dirty and noisy, plus they produce very stinky emissions. If the buses in Savannah were fast, frequent (and, ideally, free!), I'd use them, especially when going downtown with my husband to eat and have a cocktail. I'm willing to pay more--significatnly more!--in city and county taxes to help fund such a service. I hate cars, and I hate that my husband and I need two of them to get around Savannah. If I thought I could move around this city quickly in an eco-friendly bus, I would love to do so. Until then, because I'm able to ride a bike and to walk, I will likely choose that over a bus.	11/29/2020 6:46 PM
109	I am so happy to see the Savannah Greenway near completion, and am grateful for the pedestrian/ bike paths that exist, although i would love to see more. Our town is small enough that it seems this mode of transportation is being seriously underutilized.	11/29/2020 12:07 PM
110	I don't think that the bus service is needed on the Isle of Hope	11/29/2020 10:41 AM
111	Most of the county bus stops are inaccessible to wheelchair users because there are no sidewalks. We have bike lanes and trails and more would be good for bikes.	11/28/2020 8:28 PM
112	It would be nice to have high speed train travel like a metro or something.	11/27/2020 6:38 PM
113	Crosswalks on two-lane one-way streets are hazardous. Parking close to intersections and shrubbery obstructing view of oncoming traffic is hazardous.	11/27/2020 2:09 PM
114	The recent bike path added along Wheaton Street are unsafe and unwanted. I am an avid biker and would never use that dangerous and poorly planned path. More bike paths are needed, but not at the expense of safety.	11/27/2020 1:28 PM
115	Protected bike lanes and sidewalks with plenty of local shops and greenery are the way of Savannah's future. Smog laws are also necessary especially for higher income residents. Lowering pollution of local factories and the port are also crucial for increasing out door activity.	11/24/2020 2:21 PM
116	I used to bike to work before the pandemic, which was wonderful. However, I wish the bike trails that have been planned and partially paved were finished.	11/23/2020 9:30 PM
117	No need for public transportation in the unincorporated areas	11/23/2020 8:20 PM
118	I commute to work to Statesboro, when I am home on the weekends/weeknights I bike as much as I can. It would be smart for the city/county/state to invest in a mode of transportation that is less heavily focused on single car transportation i.e. a train--that has not only the benefits of getting people places faster, but also would lowers the carbon footprint immensely. And/or communicate to citizens more and invest more in the bus system (for Sav specifically). Transportation is the #1 cause of climate change, energy use #2.	11/22/2020 1:54 PM
119	Sidewalks are terrible	11/22/2020 1:14 AM
120	No	11/21/2020 10:31 PM
121	The 204 bridge through Georgetown has helped traffic tremendously. However the red light a quarter of a mile down is now is where the traffic is hindered. Perhaps making grove point meet up over the rail road tracks on the southside of georgetown and extending out Brassler BLVD over the tracks on the Northside to reach the folks living in the Grove hill neighborhood would eliminate the need for that light and make 204 a straight shot to 95	11/20/2020 9:07 AM
122	I like using public transportation in other cities but I am not familiar enought with Savannah's issues to offer much in the way of opinions. Taxpayer cost must also be considered. This is a sprawling area and we may not be able to afford the systems I admire in other cities.	11/19/2020 2:44 PM
123	None	11/19/2020 11:18 AM
124	MAKE MORE BIKE LANES....SAFE	11/19/2020 10:13 AM
125	Pedestrian ways should be safe, pleasant, interesting, and should connect places that residents would want to go (retail, restaurants, and work).	11/18/2020 6:45 PM
126	I fortunately do not have to rely on public transportation, so no opinion. I already cluster my destinations for efficiency.	11/18/2020 6:36 PM
127	The worst part of the county is outlying traffic inbound in the morning and outbound in the evening. All of these routes need to be upgraded and expanded now. The traffic and population is only growing. Parkways need to be build now for the traffic flow we expect in 30 years so that we do not have to go back and tear down homes. I-16 should be more lanes with better exit access from downtown to past Bloomingdale/JDeLoach Pkwy.	11/18/2020 2:07 PM
128	Everybody argues for bike lanes and sidewalks, but when they're there, nobody uses them. Political correctness replacing problem solving.	11/18/2020 11:07 AM
129	The lack of sidewalks and bike lanes to and in Isle of Hope, and in the Sandfly area, is dangerous and needs to be addressed before someone is seriously hurt or killed.	11/18/2020 8:21 AM
130	We desperately need pedestrian and bike lanes to and from isle of hope, sandfly, skidaway etc	11/17/2020 11:47 AM
131	Elevate the train tracks on President's Street!	11/17/2020 7:44 PM
132	CAT busses are totally unreliable. Free trolley on Drayton and Whitaker is good and reliable. Should trolley be expanded down Bull with a convenient park and ride?	11/17/2020 7:02 PM
133	Bike lanes!!!	11/17/2020 6:36 PM

134	I love biking and walking in Savannah, but we could definitely use more/safer bicycling and pedestrian infrastructure throughout all of Savannah.	11/17/2020 5:33 PM
135	Trails a must.	11/17/2020 5:31 PM
136	I mentioned light rail in a previous comment -- the system in Miami might be an example to consider. Obviously Savannah isn't Miami, but it is a small system that connects to the national rail infrastructure, and was amazingly convenient as a resident. Right now Savannah is in desperate need of pedestrian infrastructure, primarily sidewalks. It has been needed for the entire decade I have lived here. Coming from the northeast where there are dedicated bike lanes everywhere, to this imminently bikeable landscape it is a huge disappointment that there are not more bike lanes that are separate from car roadways. Tide to Town is a great start. Keep going. The CAT bus system does an absolutely stellar job on a complete shoestring budget. I have used mass transit systems all over the world, and considering the history of public transportation in the south, I think everyone who works tirelessly at CAT deserves a round of applause. Please give the system more money, I ride it from my house to downtown Savannah often, and will continue to do so.	11/17/2020 4:59 PM
137	Would like to see more foot paths in particular. We live on Burnside Island and difficult to feel safe just going for a neighborhood walk	11/17/2020 4:41 PM
138	More bike racks around town, and safe bike lanes would be great! I would ride my bike to many more places if I had somewhere to safely lock it up while shopping or dining out.	11/17/2020 4:13 PM
139	No	11/17/2020 3:58 PM
140	the side walks are littered with garbage cans. many sidewalks are uneven and dangerous the city should build wood housing for cans would be a major fix	11/16/2020 4:22 PM
141	New development on the Southside needs to be dense and mixed use. Should be enough high density residential to support commercial within a 15 minute walking distance.	11/16/2020 11:41 AM
142	Made under previous section. I rarely use CAT, as it doesn't go where I need to go when I want to go. I drive or walk instead. I never bike, which would be taking my life into my hands in this city.	11/16/2020 9:04 AM
143	More sidewalks and walking trails. Space made available for neighborhood food growing gardens	11/15/2020 8:37 PM
144	no	11/15/2020 10:39 AM
145	Because Savannah is almost entirely flat, bicycling as a preferred mode of transportation is realistic for a lot of people. Savannah should promote this possibility. Savannah should also devote resources to promoting the use of motorcycles and scooters (like my Vespa) as an energy efficient mode of transportation. I know that there are citys that provide free parking for these types of vehicles and other incentives, such as elimination/reduction of tolls (not applicable here but you get the idea.) That would also mean finding ways of increasing safety for these vehicles which are most often the victims of accidents, not the cause. Fixing the sensors in the road that detect vehicles would also need to be done because they currently don't detect me on my Vespa. If I have to have a motorcycle license to drive my Vespa, I should be able to expect that the traffic control systems can deal with me.	11/15/2020 10:29 AM
146	I believe that public transportation should be available to ALL areas of the county -- including Pooler and Pt. Wentworth -- so that people without personal vehicles or driver's licenses can get to work places, especially in West Chatham.	11/14/2020 7:35 PM
147	Increased Public Transportation in Savannah!	11/14/2020 12:16 PM
148	Buses are not safe !	11/14/2020 12:13 AM
149	I would like to see more develipment of safe and sheltered bus stops and more infrastructure for bikes.	11/14/2020 12:06 AM
150	Use smaller vans instead of buses on routes that carry very very few people	11/13/2020 11:30 PM
151	with transportation, there will always be room for improvement. There will always be those who have something to complain about. With that said, as much as I love to bicycle, I generally do not because the roads in this part of Georgia are filled with idiots in cars.	11/13/2020 3:25 PM
152	White Bluff rd needs sidewalks	11/13/2020 2:52 PM
153	We need more side walks in Thunderbolt, Georgia. Restore/Replace Bus Stops in key areas on Route 12, near Savannah State University.	11/12/2020 7:41 PM
154	Of course, with the current Covid-19 situation, NO Travel is occurring. Travel options prior, included Bus AND Lyft.	11/12/2020 9:30 AM
155	On a larger scale, the western unincorporated area would benefit by the construction of an I-95 bypass around Savannah, to lessen the traffic on I-95 and 1-16. This would allow these two highways in their primary function as commuter highways into Savannah.	11/11/2020 1:40 PM
156	Need routes and schedules that do more than service downtown... other options are inadequate when they exist at all	11/11/2020 12:40 PM
157	I strongly support an intermodal transportation system: we have the elements but they are not integrated into a fully functional intermodal transportation system.	11/10/2020 12:54 PM
158	no	11/10/2020 11:18 AM
159	Regarding bicycles, I do bike. I have biked single trips hundreds of miles in length. I used to use a bike as primary travel in Savannah. When I drive it is not because I feel unsafe to bike. There are many considerations such as weather and ability to secure bike. Bicycle lanes are nice but unnecessary and majority of bicyclist ignore them. They don't even ride 1 block over to use them.	11/9/2020 9:42 PM
160	Bus system is great. But biking and walking infrastructure needs substantial improvement. Traffic engineering still blatantly favors motorized vehicles.	11/9/2020 5:37 PM

161	I walk 40% of the time. If quality food shopping were closer it would be 65%	11/9/2020 4:35 PM
162	I don't have a car, so I often rely on walking. Being a pedestrian in Savannah is terrifying and EXTREMELY dangerous, especially on the southside. There needs to be more pedestrian friendly spaces and RULES in Savannah, that are actually enforced! Savannah needs to find a way to cut down on the amount of people running red lights with zero punishment.	11/9/2020 4:29 PM
163	Need more buses more often, and infill routes - I live in midtown and the closest bus stop to me that is on an all-day route is a half mile away.	11/9/2020 4:07 PM
164	We could use more dedicated bike lanes.	11/9/2020 2:22 PM
165	More bike lanes! More Bike paths! Add bike lanes to Whitaker and Drayton	11/9/2020 2:07 PM
166	Should be more sidewalks on south side Savannah	11/9/2020 1:45 PM
167	One way access streets such as Whitaker and Drayton should be two-way rather than one-way to reduce vehicle speed, reduce noise and improve safety. sidewalks and bike lanes should be bigger; street space devoted to motor vehicles should be reduced.	11/9/2020 12:39 PM
168	We need to slow down vehicular traffic - with infrastructure changes - and increase alternate modes of transport.	11/9/2020 12:34 PM
169	The pedestrian and bicycling infrastructure in the city is pretty laughable. New bike lanes, e.g. Liberty St, are too narrow and are put next to on street parking where opening car doors can seriously injure someone. The two decent bike lanes (Lincoln and Price) were painted green (which is good) without the streets being resurfaced first (which is very bad, and very dumb). The Habersham bike lanes need a buffer like the ones on Lincoln. Sidewalks in Baldwin Park, Thomas Square, and the Victorian District are really pathetic. Almost none of the intersections feature crosswalks, there are very few ADA compliant curb ramps, and the concrete is often so damaged as to be unusable, especially by people with disabilities or for strollers. We walk a few short blocks to visit Starland Yard, and, although it's flat and close by, the trip is stressful due to poor infrastructure and excessive motor vehicle speeds. It is clear from the lack of facilities - or their poor condition - that pedestrians and bicyclists are not welcome on Savannah streets, which is tragic given our climate, topography, and relatively dense development north of Victory Dr. I am happy to finally see the Truman Trail complete, and I hope this plan makes a point to highlight the Tide to Town trail system that it is part of. Savannah needs Tide to Town! We are far behind other Georgia cities, e.g. Columbus, Carrollton, Athens, who already have such paved trail networks.	11/5/2020 4:25 PM
170	We need to master plan and implement the Tide To Town Urban Trail Network.	11/5/2020 2:31 PM
171	Enforcement to protect pedestrians and bicyclists doesn't seem to be a priority. Cars brush by cyclists and turn on pedestrians in crosswalks. Pedestrians need to be better too. Give them warnings and tickets for jaywalking near crosswalks. Make them go to the corner.	11/4/2020 7:27 PM
172	Again, uninformed guesses for some of these. We need more sidewalks in the midtown area and structures at bus stops. When I rode the bus it wasn't always reliable.	11/4/2020 3:51 PM
173	Public transportation is unreliable at best.	11/4/2020 3:35 PM
174	Bike lanes are getting better but are still severely lacking. Sidewalks don't exist in my neighborhood; they should be required for ALL new development. We need easy access to public transportation also.	11/4/2020 11:49 AM
175	Sidewalks in Ardsley/Baldwin Park are in terrible condition	11/3/2020 4:11 PM
176	Many warehousing jobs in western Chatham are entry-level, but public bus service to them is non-existent. Public bus service from and to the airport seems designed to keep taxis and other driving services in full employment.	11/3/2020 10:10 AM
177	Savannah needs more safe biking lanes and better maintained - visible biking lanes. There needs to be visible advertising of biking availability (commercials, bus ads, bill boards, and local radio/social media with local personalities).	11/2/2020 7:17 PM
178	need more bike lanes and bike paths!	11/1/2020 8:25 AM
179	Public transportation should be re-studied. Schedules and routes are not convenient for getting around the county.	10/31/2020 9:17 AM
180	City streets and sidewalks are always dirt!!	10/31/2020 7:26 AM
181	In the 25 years I have lived on Skidaway Island, I seldom see anyone on the large buses that come out here. I believe either smaller ones need to be used or no buses. It's a waste of tax payers money.	10/30/2020 9:40 PM
182	Bikes on diamond causeway are a hazard to the bike & motorists	10/30/2020 8:43 PM
183	I would like to see more bike lanes for those of us that like to bike. The issue is that these lanes are usually full of trash. People use them for passing when trying to make turns. Or making areas that are bike/running.	10/30/2020 7:16 PM
184	More bike lanes needed.	10/30/2020 6:32 PM
185	This is an auto-centric city and the streets are thought of as exclusively for autos. This is archaic thinking and counter to a truly viable, living community.	10/30/2020 4:51 PM
186	I used public transport in Washington, DC, and Atlanta for it was safe, clean, and comfortable. Busses ran on time and if I missed a bus, another would be a long in 10 minutes. That is not the case here in Savannah.	10/30/2020 3:46 PM
187	Tie in local public transportation to light rail to surrounding counties.	10/30/2020 2:32 PM
188	The bus service really needs to be improved and CAT needs to revisit its plan to reshape the transit corridors.	10/30/2020 12:31 PM
189	SAFE bikeways are important. There should be some way to ride bikes to the beach safely. A thin white line is not enough for protection for me and my family.I have been run off the road by	10/30/2020 12:07 PM

people who must have thought it was funny. I ride a lot, but I would ride more if I had better options. We are no match cars.

190	It's not safe to walk in my community or to frequent destinations because we do not have sidewalks.	10/30/2020 11:26 AM
191	Sorry, I don't use public transportation, so I don't know. But I often think there should be more covered seating at bus stops! More people would choose to ride buses if the stops were clean, well lighted, with enough seating, and trash free. I would use buses if the system was upgraded to be used by the average persons, not just those without cars. I would like to see better public transportation, like in Europe.	10/30/2020 10:58 AM
192	Live in Highlands area. Only one bus route and it's over 2 miles from my home to nearest bus stop	10/30/2020 10:10 AM
193	The maintenance of crosswalks in downtown Savannah is embarrassing.	10/30/2020 9:45 AM
194	no	10/29/2020 4:44 PM
195	Bike lanes, bike lanes, and more bike lanes. ALL the bike lanes!	10/29/2020 4:32 PM
196	I have a car and never use public transportation. Occasionally use Uber to/from airport.	10/29/2020 4:26 PM
197	need better sidewalks and bike paths from Gwinnett to Skidaway and on Pennsylvania Avenue between President and Skidawy	10/29/2020 4:25 PM
198	I must drive to my office as it is to far to cycle- on weekends however my bike or walking is my primary mode of transportation	10/29/2020 2:41 PM
199	You need to make the climate much cooler in GA before I can use alternative trnasportation (i.e., biking) although I am willing to do so.	10/29/2020 1:38 PM
200	ParaTransit applications take too long and that service is highly unreliable!	10/29/2020 1:29 PM
201	Sidewalks are needed in sandfl in and around Norwood and LaRoache	10/29/2020 12:42 PM
202	no	10/29/2020 12:33 PM
203	There are absolutely insufficient bike racks in the downtown area.	10/29/2020 12:17 PM
204	Chatham County has the worse sidewalk set up that I've ever seen. Wheelchair accessibility in many locations does not exist and there are residents having to use the streets to navigate in their wheelchairs. The flashing lights that have been installed at many crosswalks is appreciated, but many are still poorly marked. Also, bus stops without a bench AND covered area does NOT promote use....who wants to stand in the rain and wait on a bus?	10/29/2020 12:09 PM
205	Widen Hwy 80 to Tybee to four lanes.	10/29/2020 9:29 AM
206	More bike lanes and paths pls	10/28/2020 7:44 PM
207	I am a senior citizen and would not feel safe biking or walking to my destinations. I prefer driving as long as I am able.	10/28/2020 6:20 PM
208	Cycling and pedestrian access in Chatham county is among the worst I have ever seen. There are so many routes with only one way in and out that don't have a bike lane or sidewalk.	10/28/2020 4:13 PM
209	FIX the president's street train! It is awful!	10/28/2020 2:26 PM
210	More bike trails and access to bike trails please.	10/28/2020 1:09 PM
211	I strive to cluster my trips so that when I need to shop I am also going to work out, a medical appointment, and more. Children should be on the bus, not in cars, until they are out of HS. Drivers should be more educated about respecting the rights of walkers and bikers.	10/28/2020 12:06 PM
212	US 17 needs bike lane	10/28/2020 11:32 AM
213	My daughter with a disability does use public transportation (she does not live with me) and it works very well for her	10/28/2020 11:13 AM
214	Almost everything I do is in a 3 mile radius. We could ride bike to school, dinner, errands if it were safe. Every single crosswalk should have the caution lights like the ones near Forsyth Park. There needs to be a safe way to ride to lake Mayer from the St. James area. You can cross Montgomery by Hearherwood neighborhood, but you can't safely travel from that crossing to extended neighborhoods on that side of Montgomery. A sidewalk is needed.	10/28/2020 5:33 AM
215	Many of the crosswalk signs are not functional, especially when you move away from the downtown area. Sidewalks also are not being maintained and are not usable to people with disabilities.	10/23/2020 12:31 PM
216	Sidewalks need to be repaired. Police need to start ticketing red light violations.	10/17/2020 6:49 PM

Q29 On a scale from 1 to 5, with 1 being the most negative and 5 being the most positive, how would you rate the general growth of {{ Q1 }} in the past 5 years?

Answered: 789   Skipped: 617

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	2,462	789
Total Respondents: 789			

BASIC STATISTICS				
MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
1.00	5.00	3.00	3.12	1.08

#		DATE
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2	4	2/8/2021 11:18 AM
3	2	2/8/2021 11:06 AM
4	3	2/8/2021 11:02 AM
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6	4	2/8/2021 10:44 AM
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33	5	2/5/2021 5:07 PM
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36	4	2/5/2021 1:06 PM
37	3	2/5/2021 12:59 PM
38	2	2/5/2021 12:27 PM
39	4	2/5/2021 12:16 PM

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Q30 How strongly would you agree with the following statements about economic development in {{ Q1 }}?

Answered: 860   Skipped: 546
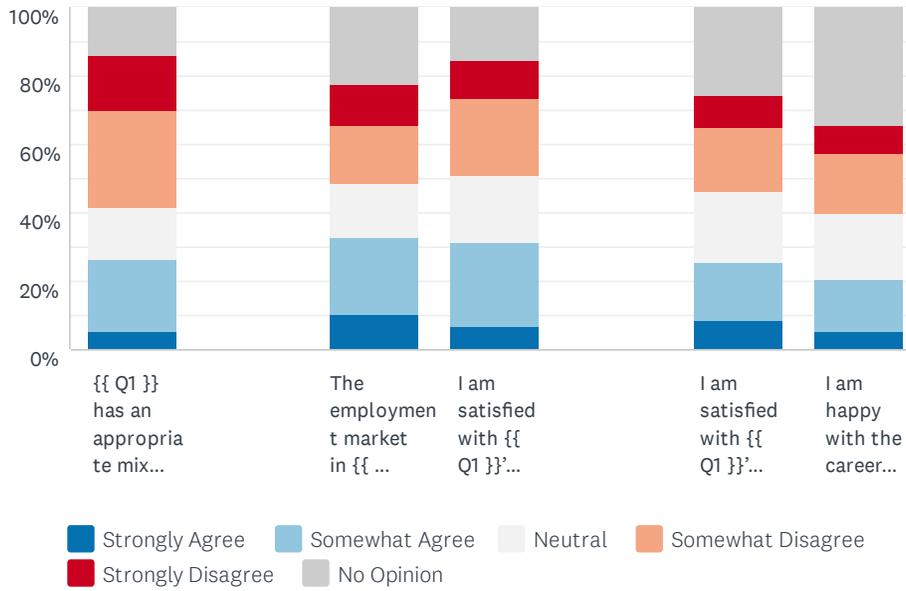
	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	NO OPINION	TOTAL	WEIGHTED AVERAGE
{{ Q1 }} has an appropriate mix and quality of jobs	5.25% 45	21.00% 180	15.40% 132	28.12% 241	16.45% 141	13.77% 118	857	3.34
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
The employment market in {{ Q1 }} is well-suited to my skills and abilities	10.75% 92	22.43% 192	15.30% 131	17.17% 147	12.03% 103	22.31% 191	856	2.97
I am satisfied with {{ Q1 }}'s efforts to recruit new businesses and retain existing businesses	6.78% 58	24.56% 210	19.53% 167	22.46% 192	11.35% 97	15.32% 131	855	3.08
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
I am satisfied with {{ Q1 }}'s efforts to encourage business opportunities for members of minority groups	8.62% 74	16.90% 145	20.86% 179	18.41% 158	9.56% 82	25.64% 220	858	3.05
I am happy with the career and job training services available in {{ Q1 }}	5.36% 46	15.25% 131	19.44% 167	17.69% 152	7.92% 68	34.34% 295	859	3.12

Q31 How important are the following economic development objectives to you?

Answered: 860   Skipped: 546
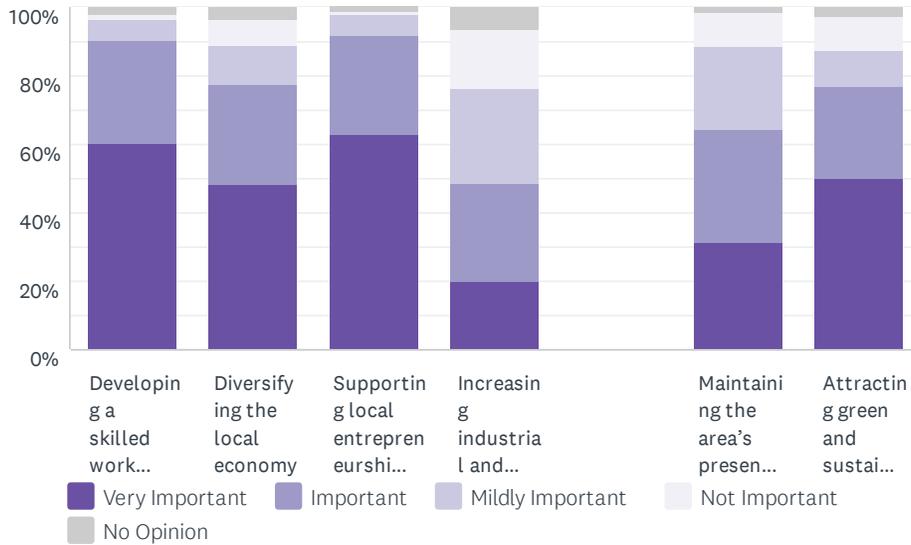
	VERY IMPORTANT	**IMPORTANT**	**MILDLY IMPORTANT**	**NOT IMPORTANT**	**NO OPINION**	**TOTAL**	**WEIGHTED AVERAGE**
Developing a skilled work force through training programs, recruitment, and continuing education	60.49% 519	30.07% 258	5.94% 51	1.28% 11	2.21% 19	858	1.47
Diversifying the local economy	48.53% 413	29.14% 248	11.40% 97	7.40% 63	3.53% 30	851	1.77
Supporting local entrepreneurship, especially small businesses and home businesses	63.16% 540	28.89% 247	6.08% 52	0.94% 8	0.94% 8	855	1.44
Increasing industrial and manufacturing jobs	19.81% 169	28.49% 243	28.14% 240	17.00% 145	6.57% 56	853	2.45
	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Maintaining the area's presence as a tourist destination	31.39% 269	33.02% 283	24.27% 208	9.92% 85	1.40% 12	857	2.13
Attracting green and sustainable industries	50.12% 429	27.10% 232	10.05% 86	10.28% 88	2.45% 21	856	1.80

Q32 Do you have any additional comments about economic development in {{ Q1 }}?

Answered: 153   Skipped: 1,253

#	RESPONSES	DATE
1	Every young person graduating from public high school should have a marketable skill to build on, especially those that are not on a college path. Teaching entrepreneurship and income wealth building.	2/8/2021 10:54 AM
2	Reopen sites geared to our youth to keep them occupied and out of trouble.	2/8/2021 10:16 AM
3	There is a significant lack of skilled and reliable trade labor here. It seems that the technical trade areas of education are limited and that the staff to teach skilled labor is limited. There are other ingredients that also make a good labor pool which includes values- trust, sense of responsibility, reliability, ownership, honesty, integrity, etc- these also need to be instilled in people....This I believe is part of general education and upbringing...	2/7/2021 12:33 PM
4	Kids have no skills going into the workforce	2/6/2021 5:30 PM
5	We are a historic city, that's what attracts tourists. We must fight to protect our historic heritage!	2/6/2021 5:26 PM
6	Clean air and water, job training for improved infrastructure are important.	2/6/2021 1:24 PM
7	Economic development is essential to any community to remain vibrant. But Savannah's vibrancy has not benefited everyone nor all parts of the city. Savannah and Chatham County need to establish a larger entity combined with the surrounding counties to establish a bigger negotiating footprint, akin to what Charleston, SC, has done with its surrounding area. The city and county should establish another entity separate from SEDA to investigate new methods of luring talent. When former assistant manager Chris Morrill became city manager in Roanoke, VA, he worked with local groups and businesses to craft an alluring and youthful identity for the city. Savannah's identity is "old" -- or as the tourism bureau reminds us, "Established 1733". Move beyond just emphasizing history, especially when it is so air-brushed. How about a rebranding of the city and county as a progressive place with a long history of innovation and welcoming of new ideas and technologies. Celebrate the city's history of progress (ban on slavery; equality; street trees; municipal parks; railroad, streetcar and automobile technologies; electrification; skyscrapers; historic preservation; aviation; etc.) and a city of the arts – SCAD, music, film, food, etc. Why not aim to make Chatham County, Savannah and the other municipalities a center for green urbanism, where all ideas are on the table. Focus more attention on small-scale and grass-roots projects – assisting small businesses, rehabilitating properties to prevent the worst cases of "blight" – instead of focusing only on mega-projects. Improving opportunities for minority and economically challenged communities is also essential. Education is obviously important, but why not create a 21st-century version of the CCC (Civilian Conservation Corps that put people to work during the depression) -- a CCCC (Chatham County Citizens Corps) and have its participants learn skills, receive training and have work opportunities across the county addressing the many, many projects that could be undertaken. Work with larger corporations and tourism tax revenue to help with sponsorships. Remove all city investment in the convention center, which is a massive drag on the city's prosperity. The subsidies will never be offset by the real number of guests who come to that facility.	2/5/2021 1:06 PM
8	As an employer that relocated here from Atlanta, I can say firsthand that the workforce here is a huge barrier to economic growth in this community. The quality of the average employee/applicant is lacking compared to stronger markets.	2/5/2021 12:16 PM
9	The job market is terrible - unless you work in tourism/hospitality or open a small business that just so happens to succeed, there are little to no good opportunities here. Very discouraging and driving a lot of people out of the city.	2/5/2021 12:11 PM
10	You can maintain the historic district as well as increasing jobs of all types and especially that of mom and pop business	2/5/2021 10:01 AM
11	There should be more job training opportunities for upcoming or new high school graduates.	2/5/2021 6:14 AM
12	No	2/5/2021 5:05 AM
13	Savannah is a a career dead end. Stale. Controlled by non-Savannahians	2/4/2021 11:56 PM
14	No	2/4/2021 11:41 PM
15	We need large employers to keep local economy strong. Mom and Pop entrepreneurial business are great, but aren't big job creators. We need more Gulfstream size employers and we need to attract Fortune 500 business to have an office or locate here; like Atlanta has done so well	2/4/2021 10:08 PM
16	Government fails when it tries to steer markets to a preferred end, rather than simply striving to preserve the character and beauty of those cities that inspired those merchants.	2/4/2021 8:51 PM
17	I would like to see the city encourage and support locally owned and operated businesses in a diverse range of areas.	2/4/2021 2:49 PM
18	There are very few jobs with decent wages and benefits. It's very hard for students who graduate here to stay here and earn a living which is sad. My daughter graduated from SCAD and had to move to Atlanta to get a halfway decent job. My husband and I are in our 50s and found it nearly impossible to find employment here when we both lost jobs. We have considered retiring and moving to Florida, and we really don't want to leave Savannah.	2/4/2021 1:25 PM
19	FIX SCCPSS!! Chatham County School System is the largest deterrent by far for economic development. Business and industry will not come when the schools are terrible.	2/4/2021 1:15 PM

20	More outreach for small business. Helping people start their own businesses	2/4/2021 12:11 PM
21	No more hotels that offer crappy paying jobs. Some have to work two or three jobs just to make it work...	2/4/2021 12:09 PM
22	I don't think we need to artificially stack the market. If anything, Savannah has a lack of jobs for the highly skilled. So those who can do things well do not stick around and that is what takes away more entry level jobs. Small businesses should be able to flourish in Savannah through the merits of the services they offer.	2/4/2021 9:59 AM
23	Way too many hotels should have been capped a long time ago. Way to many vacation rentals downtown.	2/4/2021 9:23 AM
24	It all starts in the schools and they still are so far behind in preparing students for success	2/4/2021 8:21 AM
25	Economic development is essential to any community to remain vibrant. But Savannah's vibrancy has not benefited everyone nor all parts of the city. Savannah and Chatham County need to establish a larger entity combined with the surrounding counties to establish a bigger negotiating footprint, akin to what Charleston, SC, has done with its surrounding area. The city and county should establish another entity separate from SEDA to investigate new methods of luring talent. When former assistant manager Chris Morrill became city manager in Roanoke, VA, he worked with local groups and businesses to craft an alluring and youthful identity for the city. Savannah's identity is "old" -- or as the tourism bureau reminds us, "Established 1733". How about a rebranding of the city and county as a progressive place with a long history of innovation and welcoming of new ideas and technologies. Why not aim to make Chatham County, Savannah and the other municipalities a center for green urbanism, where all ideas are on the table. Improving opportunities for minority and economically challenged communities is also essential. Education is obviously important, but why not create a 21st-century version of the CCC (Civilian Conservation Corps) that put people to work during the depression -- a CCCC (Chatham County Citizens Corps) and have its participants learn skills, receive training and have work opportunities across the country addressing the many, many projects that could be undertaken. Work with larger corporations and tourism tax revenue to help with sponsorships.	2/3/2021 10:50 PM
26	Loosen the ropes on Food Trucks. Restaurants have too much power. Food trucks should be regulated, but not hindered.	2/3/2021 6:40 PM
27	The city should encourage and support small businesses more. You can say you do but the overall feel here is that the city is tougher on small business than hotels or chains for example. Plus your thirst for parking services revenue to shovel into the city's slush fund hampers small businesses by almost excluding locals. They do not come downtown anymore for fear of the ticket nazis that you seemingly have posted at every square now.	2/3/2021 3:46 PM
28	I would 100% love to see more efforts in building a green and sustainable industry within Savannah, especially considering we are a coastal city. This includes building a more robust recycling program in the city, more recycle cans throughout the city, and public education on recycling.	2/3/2021 1:37 PM
29	CAP hotel building. Enough. And STOP allowing moneyed developers to break our height and other similar ordinances. Fair is fair. If hospitality remains one of the primary employment opportunities here, the employers MUST be required to pay a true living wage.	2/3/2021 11:50 AM
30	I wish we had more food trucks and pop-up stores. These businesses are great for entrepreneurs and promote local talent. We need less big box and more pop-ups.	2/2/2021 11:45 AM
31	No!	2/1/2021 4:54 PM
32	With the climate, quality of life, and reputation Savannah has nationally, there is a huge opportunity for the city to take advantage of more and more companies letting employees work remotely. We should be trying to attract these (typically educated, skilled) workers to our area. We should also focus much more on attracting and retaining green/sustainable industries. Also, I believe COVID has highlighted how important it is to diversify our economy. Last spring/summer when everything was shut down, tourism plummeted, which had a HUGE negative effect on our economy and our workers employed in the retail/restaurant industry. This illuminated one of the several consequences of relying so heavily on tourism for our economic health as a city.	2/1/2021 1:27 PM
33	Stop allowing buyers and developers to monopolize and force high-rent situations on established tenants. We have enough big box storefronts on Broughton, it has forced out many local businesses.	2/1/2021 11:37 AM
34	More hotels does not equal tourism growth. Stop trying to BUILD a better tourist experience; HISTORIC Savannah IS the tourist experience!!!	2/1/2021 10:01 AM
35	More locally owned businesses	2/1/2021 9:50 AM
36	The myopic focus on tourism has hobbled what could otherwise be diversified and more resilient growth.	2/1/2021 7:13 AM
37	I might have given Increasing industrial/manufacturing jobs a higher rating, but it depends of the type of company and the type of jobs and where it is located. This is an example of the problem with this survey overall. The questions are too general. Almost like are you for or against apple pie and mom. Did an expert at writing questions for quantitative research surveys review the language of the questions for bias and to ensure that you would get clear, accurate answers? If you did, that person did not do a good job.	1/31/2021 7:52 PM
38	Small businesses are going out left to right and seem to be getting as little support as their employees do from the city.	1/31/2021 7:39 PM
39	Savannah needs jobs and job training to support homeless and unemployed citizens. Bring in green industries/jobs and train people in need for sustainable, good paying employment.	1/31/2021 4:22 PM
40	I'm a dietitian and there are very few jobs here. I think that we need to continue to promote minority owned businesses. We need to make sure that rent prices for businesses aren't through the roof, so more businesses can be created and thrive here. We also need more types of jobs besides service industry	1/31/2021 3:42 PM

41	Our public school system SUCKS! CCPS obtain $12k per annum per student and deliver zilch. And that figure does not include grants or other targeted spending. Until our school system shucks the current mentality, we will never bring in the businesses we should to provide the best opportunity for our future to mature and grow.	1/31/2021 11:13 AM
42	no	1/31/2021 10:08 AM
43	I love living in a tourist town, but it has gotten so far out of hand for the sake of money. Too much development (hotels, etc) has caused many of us to go downtown (my favorite place) less often to avoid the throngs of tourists, who are increasingly disrespectful of locals.	1/31/2021 9:12 AM
44	An emphasis on bringing high-tech and bio-tech firms to Savannah would pay dividends in the long run. Those industries pay high salaries which leads to higher real estate tax revenue.	1/31/2021 8:43 AM
45	We need a more diverse workforce as a whole, not just ethnically diverse, not just black and white but also economically diverse ranges of types of jobs and diverse pays all. We can't keep going like this where younger families and people in general can't remain because they hit the ceiling of upward mobility in their field so they leave. I knew when I moved here that I could only go so far but if I were younger and /or had children I would not be able to sustain this and would have to move where there would be more upwards choices for me, monetarily and position wise.	1/31/2021 2:06 AM
46	No	1/31/2021 1:01 AM
47	N/A	1/30/2021 11:36 PM
48	Not very friendly to new businesses trying to open in the city. Lots of misinformation and dropped balls. Need more technology in all sectors on the city so that you can email or digitally submit documents to city	1/30/2021 9:49 PM
49	The city should do more to encourage businesses to provide job training to high school students and new graduates.	1/30/2021 9:41 PM
50	No more hotels!!! No more scad student housing!!	1/30/2021 9:32 PM
51	Public education is the big failure. If the gov't can't deliver there, why should gov't be in the training business, unless you're training gov't workers. Developing a skilled workforce is outside city gov't capability. Your job is to support and not be a hindrance to private initiatives.	1/15/2021 11:23 AM
52	As Georgia Ports Authority grows and shipping increases, Chatham County must initiate the strategic planning necessary to plan for the continued increase of warehousing space. This has become a problem for residents who "do not want the large trucks and tractor trailers passing their front yards. Chatham County must protect those whose life investments are being affected. The county must also plan to encourage the growth that is steam rolling our way! This is a very delicate position that the county must navigate.	1/15/2021 10:52 AM
53	Warehouse jobs do no pay a lot and are likely to disappear in 10 years as technology improves. Warehouse and trucking are moving to be completely automated. Selling warehouses as job sources is not valid. We need more training for skilled jobs and more opportunities for businesses that truly give people a chance to grow and improve their lives.	1/15/2021 10:03 AM
54	No	1/15/2021 8:34 AM
55	Enough hotel building. Focus on savannah's best resource it's unique beauty and charm of being a quaint gorgeous historical town. Keep restaurants sand shops unique and more upscale and interesting. Less chains more local. Invest in historic restoration. Focus on artist community, diversity, beautification. Not big box hotels cluttering downtown.	1/12/2021 6:16 AM
56	SCAD has enough PILOT if they insist on more.	1/9/2021 9:33 PM
57	Development services has been awful during COVID. Get them back to work in the office or fire/reassign them to other departments in the city.	1/9/2021 10:20 AM
58	No	1/3/2021 10:14 PM
59	I am satisfied with Savannah's efforts to encourage business opportunities for members of minority groups - why does everything have to be about minorities? why can't it be business opportunities for everyone?	12/29/2020 6:33 AM
60	Would love to see more community workshops that help people learn skills, or understand how to start a business. Maybe highlight local companies more and help people get connected based on their skill. After being laid off, it was hard to find a job on the same level, as many places want to hire "entry-level" positions only. There needs to be more awareness for middle and upper management type jobs that don't only rely on "who you know". I have hired many people with extremely great qualifications for basic jobs - and felt extremely bad and tried to promote them as fast as possible, but so many always say that they have a hard time finding anything mid-level. People move and relocate all the time. We can't sustain a great working force by only focusing on entry-level positions and offering low pay.	12/22/2020 8:59 AM
61	With Covid-19, I'm certain that the realization that an economy solely dependent upon hospitality and tourism may not be the wave of Savannah's new normal. If an increase in manufacturing and industrial jobs, which I also believe to be cyclical, is sought, then a livable wage with benefits is the only way to go. Savannah does NOT need an increase of the working poor, with parents working multiple jobs to keep food on the table and a roof over the families heads.	12/21/2020 2:55 AM
62	Tourism is going to take care of itself. Use extra monies for Savannahians. We need to diversify our industries. We have hardly any tech companies or start ups in Savannah, why? The jobs provided by hotels are not good jobs, period. We must incentive and attract tech and other intelligent industries that will provide good jobs with opportunities for advancement. Further, these types of jobs will encourage our young people to study engineering, science, and other studies that will allow for greater upward mobility.	12/20/2020 6:03 PM
63	No	12/18/2020 8:49 PM
64	More multicultural entrepreneurship. Africans, Dominicans, Jamaicans.	12/18/2020 2:38 PM

65	Perhaps naive to re-state, but my general feeling is that the city has catered far too much to outside investments— hotels and chain stores within downtown proper— while catering too little to its residents.	12/17/2020 8:12 PM
66	Stop intrusion of more and more hotels that typically provide only minimum wage jobs.	12/17/2020 9:20 AM
67	I believe we have a fairly diverse economy - agriculture, tourism, manufacturing, hospitality....	12/14/2020 12:49 PM
68	Uh, I was retired when I came here 14 years ago and don't pay much attention to economic development.... 8)	12/11/2020 9:26 PM
69	Too much emphasis is out on tourism. Too much emphasis on Increasing hotels and entertainment options. Not enough on creating good paying jobs for permanent residents.	12/8/2020 9:12 AM
70	You say rate 1-5 with 1 the most negative then have six options and the first choice is positive. Too confusing to reply.	12/7/2020 4:56 PM
71	Stop assuming that more is better!! Everything is measured by we had more this year than last year therefore that is success. And the DOW JONES should not be the only measure of success. No need for big SRDA or Chamber of Commerce to bring more, more, more.	12/7/2020 3:58 PM
72	The business community would grow even faster if Savannah had a descent workforce, public education here is a joke, absolutely worthless, most my applicants do good to string 6 words together and form a complete sentence. Nearly 100% of my employees come from outside the City of Savannah.	12/4/2020 4:29 PM
73	As the city moves to clean, renewable energy it's important to prepare the work force for the well paying green jobs this transition will require. We want to require high environmental standards for industry, both current and new.	12/4/2020 11:33 AM
74	We have given up way too much of our resources to court dirty businesses that give nothing to our community. We must become leaders in the technology and use of Solar energy and kick GA Power out of its favored position where it is allowed to rape our environment and our citizenry.	12/3/2020 7:43 PM
75	Until we solve the public education problem, we will never be able to entice, grow or retain successful businesses in Savannah. Those two issues go hand in hand, so we need to connect those two stakeholders and begin to rethink how we educate our kids. And I truly mean rethink it completely, K-12 and beyond. Otherwise, the best and brightest will continue to leave Savannah to find opportunities, and outside companies will not relocate nor local companies start up here because their employees will not want their kids to attend our broken public schools.	11/29/2020 6:51 PM
76	I find the first question a bit confusing. I feel there has been too much new construction in Savannah. While I want Savannah to maintain and enhance its prescence as a tourist destination, I do not feel that means continuous expansion of hotels and restaurants. IF that happens, I believe we lose the charm that makes us a wonderful historic destination. Maintaining this should be a high priority, but I think it wise to also diversify our economy.	11/29/2020 12:16 PM
77	Public service jobs and home businesses would help keep people from moving to other counties where big manufacturing is situated. Both would retain Chatham County population tax base.	11/28/2020 8:43 PM
78	It would be nice to have more companies that offer higher paying jobs like Gulfstream... Gulfstram should not be the only company like that on the are with the benefits etc.	11/27/2020 6:41 PM
79	Small businesses that cannot provide a living wage to employees should not be incentivized or encouraged.	11/27/2020 2:13 PM
80	We need a just transition to sustainable jobs and energy for Savannah's workforce along with promotion of local small businesses and other job training that will hire people here. Outside companies that come in will bring their own people, so it's better to play to the strengths of local residents to make opportunities for people already here.	11/24/2020 2:24 PM
81	Small businesses are equally good for Chatham Co.	11/23/2020 8:35 PM
82	Economic development should be balance with environmental preservation and social needs of the community. We should be moving towards a circular economy and holding our businesses (especially corporate) to this.	11/22/2020 1:58 PM
83	Very strong	11/22/2020 1:15 AM
84	These questions are clearly biased toward a governmental approach to all topics presented in this survey, a position To which I strongly oppose.	11/21/2020 10:34 PM
85	I worry that the Savannah area is going to lose its charm and "little city, big town" feel to focus on the corporationized tourism and just become a cheaper version of Charleston	11/20/2020 9:11 AM
86	Downtown area is over saturated with tourists.	11/19/2020 2:46 PM
87	None	11/19/2020 11:22 AM
88	RECOGNIZE WHEN WE HAVE ENOUGH/TOO MUCH, ESPECIALLY SHIPS AND TOURISTS. WE CAN'T HAVE FOREVER GROWTH WITHOUT LOSING WHAT WE LOVE ABOUT THIS AREA, AND LOSING SUSTAINABILITY.	11/19/2020 10:16 AM
89	There could be more focus on technology industry jobs. As more companies adopt remote work as a full time option, Savannah should work to become a place where tech workers want to relocate to.	11/18/2020 9:25 PM
90	Area too dependent on a few industries (GulfStream, City of Savannah, Federal government, hospitals). Need more technology manufacturing. More local independent business.	11/18/2020 6:49 PM
91	Improve the schools. Teach basic reading, math, and civics and not the newer ways. Encourage fathers to be more committed and involved in their children's lives so that the discipline problem decreases in schools. A well educated workforce with naturally drive businesses here.	11/18/2020 2:11 PM

92	I generally disagree with any statement that all economic growth is worth all costs. I think we need to be careful, and the pro-growth movement here seems to disregard or at least not bring forth the possible negatives of the x, y, or z. Really shows through in tourism and industry. Downtown is being inundated with tourists, and is it all really good? I think not. Humongous warehouses and roads are destroying wooded areas, and not a solar panel on those immense roofs. Not good. Out of balance.	11/18/2020 12:21 PM
93	We need less huge storage buildings and car washes on the Island. Things like this destroys the beauty of the Islands.	11/18/2020 11:59 AM
94	Tourism is a bad economic goal. Look at air bnb and short term rentals in Savannah, and how that has skewed the housing market.	11/18/2020 11:08 AM
95	I think that promotion and encouragement of green jobs and manufacturing is the way to go in Chatham County.	11/18/2020 8:23 AM
96	Savannah as a whole seems to be about 15 years behind the curve of adopting new technologies compared to the rest of the country. So many businesses have either no or an extremely dated online presence.	11/18/2020 7:29 AM
97	Make SEDA transparent and less arrogant. Where is the data about 1) number of promised jobs vs actual jobs created by companies over various periods of time, 2) % of actual jobs created that have livable wages, 3) what is the job churn rate: how may jobs have we lost and what types of jobs are they and what wages did they pay vs what we have gained?	11/17/2020 7:08 PM
98	Job services that test your skills on things individuals may not know how to rate themselves. Classes to learn ms office and similar skills. Help for new residents that may not know how to access current programs.	11/17/2020 6:40 PM
99	The economy is heavily saturated with tourist industry elements. Folks who live here need some attention, primarily the quality of our schools. Please look at some long-game investments in our workforce quality by increasing funding and quality of our schools. I know much of the education landscape is state driven, and that tax resources are limited. However, an investment in children now will pay back for generations. Please increase education funding.	11/17/2020 5:03 PM
100	I think we need a stronger mix of white-collar jobs, and new industries to attract a more diverse workforce, and offer better jobs to those who already call Savannah home.	11/17/2020 4:15 PM
101	No	11/17/2020 3:59 PM
102	Our schools aren't preparing students to be productive workers in the future. Students are basically given grades... we can't give a 0 even if students don't do the work. They will grow up thinking their boss will treat them the same way. We are in trouble with future generations because of the school system.	11/17/2020 3:53 PM
103	Need real value added industry not more warehousing. The city and region needs to stop subsidizing warehouse with tax abatements. Savannah does not seem to be open minded about new types of ventures and crushes them with over regulation. Maintain area as a tourist destination without using hotel/motel tax to subsidize the trade center. Need better definition of green and sustainable industries.	11/16/2020 11:49 AM
104	Far too much reliance on hospitality and tourism, with its low wage jobs. More training needed in high schools for high-tech careers.	11/16/2020 9:07 AM
105	no	11/15/2020 10:41 AM
106	I hope I don't need to tell anyone that Savannah needs to come up with a solution to all the empty malls we're going to have on the southside in 10 years (I almost said 20 but I think 10 is much more likely now.) While I love downtown as much as any tourist ever will, I don't think tourism is Savannah needs to be as limited to that part of the city as it is. Savannah is going to have a lot of empty space here on the southside. Look for ways of giving locals more recreation options that will also be attractive to tourists. I know a lot of the older, native Savannahians are anti-tourist but tourism is good for Savannah, that is just reality. I've been a tourist many many many times all over the world. If you put things worth doing outside of town, tourists will come to them. Manage it properly (like resident discounts) and locals will too.	11/15/2020 10:37 AM
107	Need more clean industrial development. The port creates a lot of trucking / warehousing jobs, but there needs to be more manufacturing type jobs, such as automotive production.	11/14/2020 6:10 PM
108	None!	11/14/2020 12:18 PM
109	Worried about mixed businesses increasing crime !	11/14/2020 12:22 AM
110	Have lived here less than a year.	11/13/2020 9:11 PM
111	PAY/Cost Of Living?	11/13/2020 7:24 PM
112	no	11/13/2020 6:42 PM
113	Would like to attract white collar jobs--e.g. company headquarters, R&D facilities.	11/13/2020 3:54 PM
114	I am blessed to have grown up never knowing anyone of my friends as a minority. They were simply my friends. As such, the constant drum beat of people screaming about racism or racial equality, or anything else along those lines is like nails on a chalkboard. I am an American, and I treat everyone else just like they are an American. Skin color, nationality, belief system, or any other self-identifying factor is absolutely meaningless as far as I am concerned.	11/13/2020 3:28 PM
115	Bus Stops and/or Bus Routes are very limited and often don't go to Industrial and Manufacturing jobs in Unincorporated Chatham Counties.	11/12/2020 7:46 PM
116	Since West Chatham is mainly residential, it could benefit by having a community college or technical high school for the young people in this area.	11/11/2020 1:58 PM
117	Don't bring industry here by touting CHEAP labor... We are smart, skilled, and capable... Let them come for our extra good community, not on the cheap side of things.	11/11/2020 12:43 PM

118	Social justice issues in our local economy remain unaddressed or are not addressed in a systematic and effective manner.	11/10/2020 12:58 PM
119	no	11/10/2020 11:20 AM
120	I don't buy this idea that we must "grow" I don't want it. WE the people can choose to move to any major city if we wanted more people around, more pollution, lower quality of life. I don't want more industry or business. Maintain the status quo. Growth means lower quality of life and means nothing to my day to day life. Growth means the rich get richer at my expense. Consider the human body- it stops growing at a point and most of our life it is NOT growing. I dont want to attrack "NEW"	11/9/2020 9:50 PM
121	There should be far fewer vacation rentals; there are plenty of hotels and inns to handle the tourist flow.	11/9/2020 5:41 PM
122	quality, not quanity in all above areas	11/9/2020 4:40 PM
123	no	11/9/2020 3:14 PM
124	Maintaining Savannah as a Tourist Destination is not a goal- keeping Savannah a wonderful city to live in is the goal, that also makes it nice for tourists. We don't need to design a city for tourists, make the best city for residents and the tourists (and film crews) will find us.	11/9/2020 2:10 PM
125	Tourism will always be key to Savannah's economic health, but we need to manage the volume and impacts. Tourists should feel safe enough that buses, walking and biking are PREFERRED ways to get around. We should also levy an impact fee on the port to help pay for road resurfacing, Tide to Town, bike racks, crosswalks, better bus stops, etc.	11/5/2020 4:28 PM
126	Slow growth is good growth for this County.	11/5/2020 2:32 PM
127	I don't know enough to comment on this. I've been employed in the same restaurant for 20 years, almost the whole time I've been in Savannah.	11/4/2020 3:55 PM
128	Economic development needs to be diversified. We need more than hotels.	11/4/2020 3:39 PM
129	Many of the questions about unincorporated Chatham County reflect an ignorance on the writer's part of that area.	11/3/2020 10:14 AM
130	We as residents of Savannah should determine the direction of economic growth in Savannah. Not the tourism division that only benefits the tourism and drinking. We need jobs in technology and services that benefit individuals and trends science/medical that would benefit growth in Savannah's population and long-term ability to compete with changing economics. Also economics at the neighbor and district level apart from city and county direction/mandate.	11/2/2020 7:28 PM
131	We need way more jobs that will pay WELL above minimum wage. People really, really do need more to survive, pay the rent, have health insurance, get educated, eventually get good jobs and raise a family -- and -- finally!--actively contribute to the community themselves. Why isn't EDUCATION in the public schools anywhere in this planning? It's time to stop giving tax breaks to tourist industry development.	11/2/2020 6:14 PM
132	Since I have been retired, I do not have much info about business or job opportunities since I am no longer working.	10/31/2020 10:04 AM
133	We cannot totally depend upon tourist, we need to diversify our economy, so when something like the pandemic hits or a business recession hits, and tourists stay away, our economy does not crash and burn. We need jobs to keep our young people in the area other than fast-food jobs, and retail.	10/30/2020 3:53 PM
134	Unions are an anachronism. Union jobs occupied by uneducated people are low stress and require no skills, whereas white collar jobs are high stress and require lots of education and skills; yet union workers make 3 or 4 times what white collar workers get.	10/30/2020 11:14 AM
135	Education, education, education. With an educated public we grow in good ways.	10/30/2020 11:02 AM
136	Let's be honest, at the present time low paying jobs is the main stay of employment in Savannah. That needs to change.	10/30/2020 9:47 AM
137	More employment opportunities should be provided. Not everyone wants to be a housekeeper or cook in a restaurant.	10/29/2020 11:17 PM
138	Development is wildly, unfairly biased towards the big companies and against small business.	10/29/2020 9:42 PM
139	STOP IT WITH THE SLOW-RIDES & horse carriages	10/29/2020 4:52 PM
140	no	10/29/2020 4:46 PM
141	Developing business at the local level is key to building the tourist economy. Fewer chains and more local businesses will allow us to maintain the charm that attracts outsiders.	10/29/2020 4:34 PM
142	Too many jobs in the Historic District are low paying and the workers have limited options for transporation.	10/29/2020 4:27 PM
143	Tourism should be maintained at current levels (pre covid) but we are too small to push for higher levels	10/29/2020 2:43 PM
144	SEDA could do a lot better	10/29/2020 2:11 PM
145	This is actually my field. The industrial jobs in outlying areas have no public transportation yet that is the best place for them. Industry that receives tax cuts should engage in a partnership with the county to expand public transportation to increase their workforce and improve employment for lesser skilled individuals. More community, government, industry partnerships are needed. The Tourism Counsel has done a great job of this. Find what is working and increase those approaches.	10/29/2020 1:34 PM
146	no	10/29/2020 12:36 PM
147	Encourage trade schools establishment and enrollment across all socio/economic levels.	10/29/2020 12:19 PM
148	While I am encouraged by the number of new buildings being resurrected on sites already	10/29/2020 12:13 PM

cleared- there seems to be an enormous amount of development on the industrial spectrum and it's incredibly unsightly. Views from the Savannah River are no longer beautiful because of the cleared and developed land....very sad. Chatham County needs to support residents with a livable wage, not simply an hourly wage.

149	I am out of the job market but I feel there are opportunities available.	10/28/2020 6:22 PM
150	Less major manufacturing and other industries that depend on the port and more emphasis on blue collar training for things like electricians, plumbers, masons, and other skilled trades.	10/28/2020 12:09 PM
151	COVID has shown us that basing the economy so strongly on tourism can have huge negative consequences. We should prioritize diversifying the local economy and attracting sustainable industries/businesses to the area.	10/28/2020 10:05 AM
152	There needs to be less focus on tourists and more on residents.	10/23/2020 12:35 PM
153	I have concerns about industrial and manufacturing in this environmentally sensitive area.	10/17/2020 6:53 PM

Q33 Are there other priorities or issues not covered in this survey that you think are important for {{ Q1 }} to consider as part of the Comprehensive Plan?

Answered: 263   Skipped: 1,143

#	RESPONSES	DATE
1	31405	2/8/2021 10:39 AM
2	Candy or financial incentive to take this survey.	2/8/2021 10:35 AM
3	1. Continuous noisy fly-overs from military base maneuvers. Copters fly low overhead and are extremely noisy. Typically begins in late evening around dinner and bedtime -- 7pm. -- especially over Tatemville. 2. There is excessive mold and fungus on homes and buildings. Mold and fungus are potential exposures that create lung (breathing) and skin and other issues.	2/8/2021 10:26 AM
4	Again, Have a Real and viable vision for Savannah in an illustrated form.	2/7/2021 12:34 PM
5	Consider revamping the means of transportation and keeping many green spaces.	2/6/2021 8:35 PM
6	Trash from panhandling. Ditch Covid crap	2/6/2021 5:32 PM
7	Historic and Archaeological preservation are extremely important for the future of our fair city and must be and continue to be fought for diligently!!!	2/6/2021 5:28 PM
8	Helping low income and homeless people find safe living and training for jobs. Elevating the community from the bottom elevates us all.	2/6/2021 1:25 PM
9	Much prayer is needed for Savannah to move in the right direction.	2/6/2021 12:58 PM
10	Savannah is a city that is tired of hearing about the downtown area. The historical area. the southside of Savannah desperately needs just as much attention. Savannah will never attract enough students to the GSU. campus. It has nothing to offer. Statesboro Ga had great planning. Not one attempt is being made to the southside area.	2/6/2021 12:27 PM
11	The panhandling in Savannah's public spaces and roads is becoming more prominent and aggressive. How can this trend be reversed?	2/6/2021 12:16 PM
12	Education is very important in the area. There needs to be more coordination between all types (public, private, etc.) to ensure that there is information provided to the public. There needs to be more set plans in case of natural, environmental, and other disasters and issues.	2/6/2021 9:42 AM
13	Wages are too low relative to other areas. Tourism/service Jobs pay below federal poverty line.	2/5/2021 7:30 PM
14	Panhandling, homelessness, and vagrancy on the streets are threatening the character of all of Savannah's neighborhoods both historic and residential. That must be addressed before the city becomes intolerable to pedestrian traffic. No more panhandling anywhere should be allowed.	2/5/2021 5:08 PM
15	Savannah desperately needs to diversify its economy in order to attract young professionals to settle in the city so that Savannah does not become a retirement community. Study the characteristics of other small cities, such as Asheville, NC, and Greenville, SC, that are successfully attracting and keeping young talent. A copy of these comments is being shared with District 4 Alderman Nick Palumbo and Savannah Mayor Van Johnson.	2/5/2021 1:06 PM
16	The trains are terrible. They seem to run at the most inconvenient times and stop traffic during work commute hours.	2/5/2021 11:46 AM
17	Planned parking for new development.	2/5/2021 10:38 AM
18	The police need to crack down on people Not Obeying the Rules Of The Road AND Driving while texting and talking on the phone. I see it all the time and if I see UT, police see it. The state law about driving while texting and talking on the phone is not being enforced.	2/5/2021 10:03 AM
19	The growth of the Savannah film industry should be applauded and helped.	2/5/2021 8:51 AM
20	No	2/5/2021 5:05 AM
21	Stop catering to the tourist industry. It is unstable and offers nothing to young people.	2/4/2021 11:58 PM
22	No	2/4/2021 11:41 PM
23	Widen DeRenne Avenue from Truman to 526. Clean up blight along DeRenne interning city off 526. Widen I-16 out yo I-95. Complete master plan of canal district with new arena. Build parking deck with new arena. Provide/construct safe and clean pedestrian connection from downtown to new arena.	2/4/2021 10:13 PM
24	Better control of panhandling and criminal activities	2/4/2021 7:08 PM
25	Natural areas are often grouped with recreational facilities- I think these are two separate things (a ballfield, in my opinion, is not a natural area).	2/4/2021 2:51 PM
26	Please spend some time thinking of a way to revamp savannah mall and old kroger into something of use for the whole savannah community.	2/4/2021 2:25 PM
27	I believe Savannah also needs to work on encouraging/attracting alternative burial methods. We have limited real estate and we should be finding ways to honor our dead without also creating a large expense or using large amounts of land.	2/4/2021 2:20 PM
28	If you are prioritizing energy efficient design. Current policy doesn't allow for the growth of solar panels and other energy saving measures. Our business went through a challenging process to	2/4/2021 2:08 PM

get solar panels approved- the desire was to model alternative energy sources for others in our community, while also playing a small part in conservation efforts.

29	Consider the impact on the children of this community when deciding about growth options. We need to focus also on how to increase housing and food security for them as well.	2/4/2021 1:51 PM
30	Get tough on crime. This constant gun shooting, petty theft and other nonsense should not be tolerated. The justice system here is a revolving door. We caught a criminal stealing from our neighbor and found that he had been arrested over 100 times in Savannah, including assault, domestic violence, running a stolen goods operation. The message needs to be that crime is not going to be tolerated here; then you won't have to worry about scaring away tourists.	2/4/2021 1:27 PM
31	Fixing the schools will help fix poverty and crime. SCCPSS could use more community center support to help.	2/4/2021 1:17 PM
32	Smart growth now sprawl. Enrich our citizens, not corporations.	2/4/2021 12:12 PM
33	Even inclusion...all neighborhoods deserve time and resources. Not just downtown.	2/4/2021 12:10 PM
34	I think too much attention is being paid to the tourists and not enough to the residents	2/4/2021 11:23 AM
35	More access to the waterways that don't involve a drive to the islands, more serviced places to encourage kayaking etc	2/4/2021 10:59 AM
36	Panhandling is a huge problem. It adds litter to the community. It makes me feel unsafe. And I feel like it's mostly scammers.	2/4/2021 10:49 AM
37	Less regulation on local efforts. Those who live here tend to take care of Savannah. It's those who are really trying to make tons of money on the back on Savannah through tourism that are the problem. We need to focus on being a city that is good for its inhabitants, not its visitors.	2/4/2021 10:01 AM
38	We must curb tourism growth and increase wages.	2/4/2021 9:24 AM
39	Preservation of the tree canopy and improving the schools	2/4/2021 8:21 AM
40	The work of the Coastal Georgia Indicators Coalition should be considered when making decisions about where to encourage placement of businesses, transportation and services. Use tourist money to support grocery stores, neighborhood activities for kids after school, community centers, ease of transportation and help for the poor old and disabled people who have a hard time getting around. Support minority businesses and recognize them in public ways. Increase awareness of Black history and trials and tribulations during the time of slavery. We all must understand this. We must have affordable housing. We must train workers for jobs that are coming. We must make education relevant to the needs. We must provide early education for children and early childhood care centers where kids can learn values.. We must modify the curriculum in schools to teach civics, help in everyday living (teach manners, courtesy, helping others, reading, healthy eating, bank accounts, the importance of education to get ahead. This, of course, should be geared toward the age of the children. Too many children are not learning this at home! A child's personality is set at age 4. We must get to them early in their lives. We must work with the State and national authorities to provide future transportation means. Need high speed rail to Atlanta and up the East Coast. The major roads are already getting too crowded and we need to cut carbon emissions. We need to do more to protect encroachment upon wet lands. We are losing our natural resources. We need to protect and encourage those who harvest fish, oysters, clams and other food from the sea. These people need our support too! Also need to build protections from hurricanes through innovative natural means. Thank you for this opportunity.	2/3/2021 7:05 PM
41	I've been here less than a year, and would VERY much like to make Savannah a permanent home for my family. However, looking around to buy/rent in a new place and noticing that there are Air B&Bs taking up a lot of space, especially in the historic district. I hope there are plans in place to make the historic district both a tourist destination and a great place for locals to live.	2/3/2021 1:41 PM
42	We've lost A LOT of what made Savannah different and charming. I don't have a clue how to get that back, but it should be a focus.	2/3/2021 11:51 AM
43	Stop being so slow to change, try new things don't be so stuck in the old ways of doing things.	2/2/2021 8:52 PM
44	Water/utility services needs improvement	2/2/2021 3:58 PM
45	Addressing the quality of the public schools. That is one of the top reasons people move out of the city. Investing in the schools will have numerous positive results, rather than the current situation: families with means move out of the city, perpetuating disparities.	2/2/2021 3:17 PM
46	We should have less concentration on confederate war memorials and adopt a more positive and inclusive atmosphere.	2/2/2021 11:48 AM
47	I moved here from a very tourist-driven city (Key West) and I feel very strongly that Savannah should NOT try to become that.	2/2/2021 10:47 AM
48	Invest in the community. The police budget is inflated. Maybe work on funding community programs and schools instead.	2/2/2021 1:42 AM
49	Homelessness, panhandling, crime	2/1/2021 10:03 PM
50	No!	2/1/2021 4:54 PM
51	The housing/rental market is too inflated for the income of residents not affiliated with SCAD	2/1/2021 2:17 PM
52	Please, please, PLEASE make SCAD and religious institutions start paying property taxes (especially SCAD). It is ludicrous that SCAD, as a private university, is allowed to claim non-profit status to begin with. They are buying up many properties downtown and robbing the city of a great deal of tax revenue. I don't think it's radical to ask these institutions to pay taxes toward the installation/maintenance/etc. of infrastructure and services they benefit from. Those on the opposite side of this issue argue that SCAD could move out of the city/county if made to pay taxes, and the indirect revenue generated by SCAD operating in the city outweighs the tax revenue they would pay anyway. To the first point, I think it is INCREDIBLY unlikely SCAD would pack up and leave the city after they've so strongly established their presence here. To	2/1/2021 1:37 PM

the second, it is not an either/or -- they can bring the city indirect revenue AND pay their fair share. PLEASE start having these conversations now at City Council so that we can work to get something passed as soon as possible.

53	Gun violence is still out of control. People running red lights, still out of control. If our recycling (if you can call it that) can't stay on schedule, and they think it's not necessary because it's free (yes, this was a reply I got when calling), start charging a fee but get it together.	2/1/2021 11:42 AM
54	Make the preservation of neighborhoods a priority	2/1/2021 10:43 AM
55	Build the FUTURE Savannah on the strong foundation that HISTORIC Savannah provides. Integration of the two will lead to SUSTAINABLE growth and prosperity.	2/1/2021 10:07 AM
56	Access to businesses downtown, especially restaurants, is difficult. But, I see empty private parking lots at night that could be used.	2/1/2021 10:00 AM
57	no	2/1/2021 8:42 AM
58	Crime	2/1/2021 8:14 AM
59	Trash and litter pickup. City is filthy	2/1/2021 6:24 AM
60	The location of jobs.	1/31/2021 7:53 PM
61	Again, parking. Anyone who's retail or service industry downtown should get free or discounted rates. Cause $20 a day to park 6 days a week to bring in that sweet tourist revenue for the city is a really bad way to treat workers	1/31/2021 7:41 PM
62	Figure out homelessness and vagrancy.	1/31/2021 5:46 PM
63	Protecting our environment is critical to everyone's well being. When I moved here 21 years ago, I was very dismayed to learn Savannah did not have a recycling program, The questions in this survey indicate city leaders are ready to take a stronger role in raising awareness (badly needed) on environmental problems and solutions.	1/31/2021 4:27 PM
64	Just maintaining our appeal as a tourist city, but still making sure the QOL for residents remains good. Controlling rent prices to prevent gentrification. And can we make SCAD pay some taxes?	1/31/2021 3:42 PM
65	Our City lacks true leadership. Malcolm Maclean, Curtis Lewis, John Rousakis, Floyd Adams were all true businessmen and understood the basic tenants of market forces AND how to interact with people. Hiding inside City Hall, posturing and posing for sound bites and abdicating your duties has led to a week government and horrible policies.	1/31/2021 11:16 AM
66	more legislative efforts to address criminal justice reform as a means to building quality of life (housing, re-entry programs, policies at DA/County/City level)	1/31/2021 10:56 AM
67	I would like to see the city have a commitment to the arts in a real, concrete way. Other cities have things like 1% for the arts, where a fund is set aside for public arts and culture events, and I think this could be a real benefit to Savannah. We, as a community, aren't fully utilizing the very strong arts community that has been built, primarily because there aren't the necessary resources to allow this artists to thrive.	1/31/2021 10:36 AM
68	Controlling the stray cats and dogs issue	1/31/2021 10:30 AM
69	no	1/31/2021 10:08 AM
70	Stop cutting down so many trees!	1/31/2021 9:50 AM
71	Blighted and vacant properties and lots. Incentive and encourage the city to get rid of the large amount of residential type properties they own. Work to get homelessness and lower income families into housing through taking care of blighted and vacant properties.	1/31/2021 9:41 AM
72	This is my home, but it has become so expensive to live here, and the rate of pay has not kept up with cost of living.	1/31/2021 9:14 AM
73	My neighbors are very concerned about the incidence of theft and gun crime in Savannah. I have seen this noted again and again on chat pages and I am concerned that this could negatively affect tourism.	1/31/2021 8:45 AM
74	Crime (and the underlying socioeconomic issues that cause it) is the biggest issue that hinders the quality of life in Savannah. From the sounds of gunshots in our neighborhood to porch pirates, it's always a concern in Savannah. Two more highly annoying issues are: 1. The pungent smells from the paper companies. It's 2021... this kind of air pollution is still acceptable? Really? 2. The ongoing drone of the horns from the trains. It's 2021... street crossing gates were likely invented more than 60 years ago. Is it too much to ask that Savannah acquire them to spare us the nightly sounds of the 4am train horns???	1/31/2021 8:27 AM
75	Make it easier to communicate with the traffic division.	1/31/2021 7:16 AM
76	I believe Savannah could be, in the next 5-10 years, the best place to live in the US. City continues to be "cleaned up" and needs aggressive marketing to overcome the perception that this is an unsafe and unappealing city. That this city is not "Charleston's ugly stepsister". Savannah needs to stay "small" yet think big on transportation and affordable housing. Avoid gentrification as much as possible by insuring the AA community knows this is their city too. Continue to address Savannah's past history with slavery but continue to show what MLK said back in the 1960's that Savannah was the most integrated city in the South. So much is possible here and I give credit to all that has already been done. I sure it hasn't been easy.	1/31/2021 6:45 AM
77	For God's sake no more hotels, no more chain businesses. No more Gap on Broughton. This is supposed to be either a special destination to enjoy as a vacation or a special place to live. Savannah won't survive as a generic strip mall of chains. Lower the rents and costs of doing business in town to attract and Keep small special and unique businesses and trades that then attract the tourists that we do need while at the same time attracting residents to participate as well. That is what made Savannah special and what made us move here 10 years ago. If you allow 8o% of the homes in the historic district to be overrun with corporate Air BnB's then who dresses the squares for Holidays? Who mingles with the tourists to create the desired	1/31/2021 2:25 AM

atmosphere? Why would I even consider staying or opening a new small business? Why would I want to continue to personally and financially invest in a strip mall tourist trap instead of my own home town? Allowing residents of historic district to short term rent a room or even 3 in their own home or carriage house or even an additional property they own in town is okay as long as they prove they truly are living in Savannah, that it is their primary residence and they are physically for a reasonable period of time during the year. You have allowed out of state companies to buy up homes in the historic district and give them carte blanche on the # of short term rental permits while giving the middle finger to true residents who have 1 or 2 additional spaces they use the income to live on. That is corrupt and has killed what was attractive. And I don't even own another property but I also don't have any incentive to invest in an additional property or my own business because all the perks go to developers and corporations that simply do not care beyond their bottom line and then they move on and leave empty spaces and a destroyed economy where the workers it takes to run their endeavors can't afford to live and work here much less put their kids in private schools because the public schools are so atrocious. You have created a vicious abusive cycle that needs to be broken in order to be fixed so we can all remain and build a better Savannah.

78	No	1/31/2021 1:01 AM
79	You have covered my biggest issue, but what about more housing for persons with furbabies? We need more low-cost help with animals and more folks willing to help with the overpopulation of feral/stray cats and dogs. Ferals call Savannah home too and would be great public service if we had more vets willing to do capture and release programs so we can get animals fixed and more places that do emergency housing for families with pets who have been displaced. I mean they aren't just animals, they are part of the family; especially in my household.	1/30/2021 11:42 PM
80	Please let the turn of Savannah into a theme park for tourists stop where it is.	1/30/2021 10:47 PM
81	Crime is terrible and many innocent bystanders are effected. We hear gunshots at our house in Victorian district several times a week. There needs to be more police on streets including neighborhood beat cops on foot patrolling and more staff for 911 so police can respond quickly.	1/30/2021 9:51 PM
82	Gun violence Fireworks	1/30/2021 9:14 PM
83	We need to fix our school system. Our public schools receiving failing grades and it's awful. Our crime is also awful. We lose so many officers for reasons that are within our control. We also need to promote better co-mingling among our residents. Right now it's very divided, especially along racial lines.	1/30/2021 8:23 PM
84	Downtown Savannah should not have one way streets that are being used as Highways... Henry, Anderson, Drayton, Whitaker for example should be put back to 2 way streets which would be a healthier traffic pattern and would open opportunities for better economic growths in many areas. Slowing traffic down in all neighborhoods should be a priority. Having additional traffic signals as well. Expand the DOT Shuttle from Victory Drive to downtown and add one line on the East side (ex. Lincoln and Price) and one on the West side (ex. Montgomery and MLK). Thanks!	1/30/2021 10:54 AM
85	Provide housing for the homeless	1/28/2021 10:25 AM
86	The priorities and issues is 20 Clay Street, that property need to be remodel or completely demolition. When individuals that do not live in this community they try to get into this house. Yet, something need to be done about this property.	1/28/2021 10:16 AM
87	We have got to come to grips with the crime issue, much of which is drug related, or we are going to end up a mini-Baltimore or Chicago.	1/18/2021 2:36 PM
88	We need to focus on making Savannah a great place to live for the residents and workers, and less on catering to visitors. We need to build fewer hotels and have fewer vacation rentals, and better housing for the people who live and work here.	1/18/2021 11:34 AM
89	There are too many non-profit organizations getting a free ride on the back of the City's tax paying citizens. SCAD and the multitude of churches are not contributing to the cost of the FIRE Department? How is this possible?That needs to change.	1/17/2021 11:02 PM
90	Reducing/Eliminating touch traffic through the Historic Area!!! - especially east-west traffic. There ARE some signs (that's about it) but they are NOT enforced. The general noise from the tour bus megaphones and the smell of their exhaust fumes are bad enough, but the rumble and braking sounds of truck after truck around all these beautiful AND SMALL streets is totally unacceptable, and just wrong.	1/17/2021 9:45 PM
91	Savannah needs a comprehensive traffic route plan for the downtown historic and victorian district. commercial traffic needs to be restricted to very specific available routes, keeping "through commercial traffic" off of the majority of the residential streets.	1/17/2021 8:33 PM
92	Provide services to West Savannah residents. We pay hefty property taxes, and all of our commercial spending is in Pooler.	1/16/2021 11:01 AM
93	We need parks and recreational facilities in The Highlands!!! We need a sub station for the police as well to help cut down on the crime out here.	1/15/2021 3:36 PM
94	Specify Transit Oriented Develop and make plans for rezoning and redeveloping Ogeechee Mall as a dense, mixed-use urban center.	1/15/2021 3:20 PM
95	When planning for development - leaders need to make sure they are proactive about it. I am highly concerned about issues of gentrification in the city and want to ensure that planners are taking this into consideration.	1/15/2021 2:18 PM
96	Big arena where we could attract Big name singers for concerts.	1/15/2021 1:06 PM
97	security and safety wasn't covered enough. there is not enough police presence. COVID 19 protection is not enforced enough.	1/15/2021 12:23 PM
98	The Highlands area needs access to local shops and restaurants. It is a waste to drive downtown. Please consider more commercial space and less warehouses.	1/15/2021 11:33 AM
99	The priority for the future should be to find solutions for the failing public schools and the failing	1/15/2021 11:29 AM

disadvantaged youth being ill served by their families and their school system. The staggering number of high school dropouts and unqualified graduates alike, forecast a lifetime of poverty that public initiatives like housing subsidies, transportation, etc. only serve to accommodate and perpetuate.

100	Improve maintenance of streets with pot holes, large dips. Paint street lines more frequently.	1/15/2021 10:33 AM
101	Review the zoning regulations for Chatham county and make them better. We need real buffer requirements between residential and any commercial/ manufacturing land uses. If Chatham county wants to move towards more development and industry, then do it with integrity and do it right to preserve quality of life and property values. If nothing else, there will no longer be groups of people upset at your meetings because the public would know that their best interest was in mind. Having clear and livable rules takes away anxiety. Thank you again for the survey and for listening	1/15/2021 10:08 AM
102	Criminal activity in the downtown and southside areas after dark.	1/15/2021 9:54 AM
103	Senior activities and recreation areas outside of downtown area.	1/15/2021 9:50 AM
104	Safety in all areas of Savannah - Police presence in all areas. If you want locals to visit and support downtown, safety must be an emphasis.	1/15/2021 9:46 AM
105	Take climate change seriously!	1/15/2021 8:50 AM
106	Keep savannah beautiful. There's a reason NY times and Vogue, Architectural digest etc spotlight us, for the unique historic beauty of our squares trees buildings. Do not lose that or the city is lost. Spend more money there and less on cheap hotels. Get direct flights to LA. Film business was booming here and that brings money and celebrity spotlight which helps our economy and reputation. Take that money and help our public schools and support beautification and environmental issues.	1/12/2021 6:21 AM
107	I guess just that we have to find a way to include ALL that live here in the many opportunities that abound here.	1/12/2021 1:48 AM
108	Best to get a plan in place with GPA for the mega ships that will be coming please allow for bike pedestrian access if a new bridge will be built	1/9/2021 9:35 PM
109	Lowering crime should be a high priority. Would also appreciate better reporting of crimes especially follow-up reporting. (In newspaper and on TV)	1/9/2021 1:52 PM
110	Crime is an important issue. Citizens are willing to leave due to a lack of presence of authorities and their fear to do their job.	1/9/2021 10:41 AM
111	Sidewalks on streets that don't have them. It's been 100 years of neglect. There should no longer be any excuses. There was nothing in here about addressing crime, or courts that just put criminals back on the street.	1/9/2021 10:21 AM
112	Please add covered areas for all bus stops. It always saddens me to see people waiting for transportation in the heat and rain.	1/8/2021 2:32 PM
113	Make the streets safer-less crime, more police	1/6/2021 10:45 AM
114	No	1/3/2021 10:15 PM
115	Eliminate CAT, it's the biggest waste of taxpayer funds in this city, and that's saying a lot. You could buy every single rider a car for what the budget expenditures currently run. There are empty buses running the streets all day, every day. Uber or cabs would be a fraction of the cost and employ more people.	12/29/2020 6:35 AM
116	This has covered everything	12/27/2020 1:04 PM
117	Would love to see more bike paths. Specially longer ones that aren't utilizing the road. The new Benton Blvd extension (into Port Wentworth) is wonderful! Would love to see the sidewalk/path extended further and connect to the shopping center. Also, would be nice to get some type of bike path away from, but running along Jimmy Deloach, and connecting to HWY 80. Something similar to what runs along Pooler Parkway. We love riding bikes, and would be nice to be able to ride longer routes without having to go in circles or be on the main roads - we don't trust these drivers with our lives.	12/22/2020 9:03 AM
118	Savannah needs to revisit and reevaluate the needs and wants of its citizens more frequently. Circumstances change at a greater pace, nowadays.	12/21/2020 2:57 AM
119	There needs to be more long range planning, so this is incredibly important. It often seems as we are planning only for tomorrow. It's time to be progressive and bold in our actions toward incentivizing affordable housing, placing a moratorium on hotel construction, and attracting tech/engineering/intelligent industries to our city.	12/20/2020 6:05 PM
120	It very important that the words affordable housing is not used inappropriately. Currently in Savannah, GA affordable housing is not affordable. There needs to be more housing that is income based for young people trying to get a start on life. Most young people with the minimum wage rates here cannot even afford to pay $500 rent plus utilities and other household expenses. Please reconsider building more income based housing without it having to be a housing project in the crime areas. Thank you for your efforts in making Savannah, GA a better place for the residents.	12/19/2020 9:14 AM
121	No	12/18/2020 8:49 PM
122	This may be in place, but I am always in favor of adaptive reuse over new construction, and measures to incentivize incoming industry in that direction.	12/17/2020 8:14 PM
123	I love old houses and live in one. However, I wish consideration could be given to allowing more energy-efficient windows. Single pane windows that don't fit properly aren't good for the environment nor my utility bills.	12/17/2020 5:11 PM
124	Racism! Blatant In savannah	12/17/2020 9:21 AM
125	Laurel Grove South could be connected to Bowles C. Ford Park and help enhance natural recreation. Laurel Grove North could restore the central sunken glade that is a beautiful park	12/16/2020 4:53 PM

like setting. Greenich Cemetery could open trails through the wooded edge of the marsh along its northern edge. East Savannah and Avondale and Pine Gardens could be tied together with a marsh shoreline trail to their east for some of the best waterfront in Savannah.

126	We should not look at race or ethnicity . We are all Georgians.	12/14/2020 12:52 PM
127	Savannah is unique for the number and greenery of the trees in the old established neighborhoods. This is not appreciated by the local government, thus: I'm Canadian and when I brought a friend down here a few years ago, it was the middle of winter, he wanted to see Green Trees, and I kept telling him we'd see Green Trees in Savannah. All the way down, through N. Carolina, through S. Carolina, through Beaufort SC, there was depressing snow and brown trees and shrubs, he was (mildly) dejected. Then we hit Savannah, and GREEN TREES and SHRUBS!! He brightened right up, with a great big wondrous grin. "I told you so" I said. "Yeah, you did" he said happily. We went on a small tour of the greenery. The canopies of trees over the roads is unique. I MARVEL at them. Such practice is unknown in the north, where they trim the trees over the roads because you just know where they'll break because of snow load. Accordingly, when you cut down a (hardwood) tree, plant two nearby. And every yard should have a (hardwood of fruit) tree planted in it. I choose to be dismayed at the bare naked look of new subdivisions....	12/11/2020 9:51 PM
128	Savannah needs a thorough and in-depth audit of its budget conducted by an independent firm. Sadly, city government appears to be corrupted and an audit would help prove it untrue it it is untrue.	12/9/2020 11:06 PM
129	Rats are a city wide problem. But individuals have to pay to control them.	12/9/2020 10:23 PM
130	Commit to the 100% Savannah initiative. In general, be more like Amsterdam. We have the knowledge to make our lives sustainable and can only do so much as individuals. Our collective power through our elected leaders and institutions can create structures that it much easier to transition to a sustainable city and nation.	12/4/2020 6:24 PM
131	Crime reduction	12/4/2020 4:29 PM
132	The plan should be forward thinking to prepare for the massive changes that are coming. It should be integrated with the Savannah Sustainability Office's 100% plan for clean, renewable energy which will be Savannah's part in mitigating these changes worldwide. It should also include a public educational campaign to build awareness to way these changes are necessary. We have to begin changing our expectations about what constitutes the good life.	12/4/2020 11:38 AM
133	Let's make sure that the Sustainability Dept. has the resources it needs to make 100% Savannah a reality. Let's protect all citizens from pollutants and become a hub of know-how in Solar panel manufacture and production. We need to improve our broken school system so we can attract white collar professionals to live in our area who have children.We can't give tax breaks for dirty jobs and our minimum wage has to be something at a level where a person working full time is not needing gov't assistance. We need good health care and clean water and food.	12/3/2020 7:47 PM
134	I feel that community gardens should be available, sustained and maintained in every district as well as farmers markets to provide healthy food options to every Savannah community.	12/1/2020 10:08 AM
135	Perhaps it would be helpful for you to connect with other similarly sized cities around the country and the world when thinking through this plan? Savannah is unique, certainly. But it shares many assets and struggles with places in Europe, Australia, Asia and South America. Maybe other towns and cities have wrestled with the same challenges and have some helpful solutions and ideas we might adopt or build on? We have extraordinary people in this town. A stunning natural and built environment. Fascinating history and dynamic arts and culture. A climate that allows us to be outside much of the year. And a joie de vivre that is infectious. But we also have crippling poverty, gun violence, food deserts, health struggles like obesity and diabetes, and long-standing racial inequality, not to mention a genteel form of southern patriarchy and misogyny. It will be difficult to take Savannah forward while holding onto the best of the past but welcoming needed changes in the future. But I've seen Savannah grow and evolve since my youth in the 1960s, '70s and '80s, and I know it can do it again. But we shouldn't have to do so in a vacuum. Study other cities, if you can, and learn from their mistakes and failures. Why reinvent the wheel if you don't have to?	11/29/2020 6:59 PM
136	Seriousness in providing education on conservation, and climate change issues, and providing sustainability initiatives from the county level seems most paramount to me. I feel the county is more interested right now in continued construction/ development projects, without any focus on environmental and/or quality of life consequences in the long run for Savannah (and the planet).	11/29/2020 12:21 PM
137	It is sad that the neighborhoods are still historically racially segregated.	11/28/2020 9:10 PM
138	Figure out the taxes. I want to do my part but we need to do more like Florida to give the residents some relief but maintain the public services like police and fire department etc.	11/27/2020 6:43 PM
139	Make SCAD PAY taxes on its prime real estate or make them locate elsewhere.	11/27/2020 2:14 PM
140	Promote pride in ownership and make sure every citizen knows they are an owner.	11/27/2020 1:30 PM
141	Rail system or more bus lines that run frequently to and from the Pooler area.	11/26/2020 7:44 PM
142	further efforts to lower the homicide rate. gangs? drugs???	11/25/2020 10:20 PM
143	Water conservation! The Floridian aquifer is already experiencing salt water intrusion. We need to switch to rain water capture and grey/black water treatment and reuse quickly.	11/24/2020 2:25 PM
144	Please do what you can to encourage the healthcare infrastructure. The two reasons I would tell people to not move to Savannah are housing and healthcare. It is difficult to find a primary care physician, and I have never had so much trouble getting regular checkups, lab work, and urgent care.	11/23/2020 9:35 PM
145	I would like our roads on Isle if hope better maintained. I like the new walking/bike path up Skidaway, but I don't think it should be brought to sandfly. Our power is horrible, I would like to get solar panels and would like to see assistance in that direction. In the last 5 years I've lost over $20,000 in electronics due to power spikes and brown power conditions.	11/23/2020 8:48 PM

146	Quality of water services was not covered and it should have been.	11/23/2020 8:36 PM
147	Keep Chatham Emergency Service (Fire) off of Isle of Hope. We have a great fire services that is better trained, equipped and staffed not to mention much cheaper per year than CES (SSFD)	11/23/2020 8:24 PM
148	Our water system should be run by the county and not a private company that cheats its customers	11/23/2020 8:21 PM
149	Recycling is the gateway to sustainability and a circular economy. It is the first thing people come in contact with (and generally have access to) as a way to engage with more environmentally friendly behaviors. Many people I know do not trust the city in terms of what is actually being recycled vs not and they therefore do not trust the city government. Rebuilding this trust starts with many things, but one thing you could do is invest more into sustainability and within it, recycling education, and honesty about the market volatility.	11/22/2020 2:01 PM
150	Please refrain from ascertaining that government should influence my neighborhood or anyone's neighborhoods In unincorporated Chatham County, with "planning" that is neither smart nor acceptable to those who live here.	11/21/2020 10:37 PM
151	Cooperation/collaboration among various units of government (cities within Chatham County, neighboring counties, coastal Georgia region, etc.); Town-Gown collaboration.	11/20/2020 10:24 AM
152	Please refer to and consider the existing SE Chatham Community plan which was formally adopted by the County Commission. Although it has some age, the concerns and policies that were included after a 6 years development process are still very relevant and consistent with the desires of most SE Chatham citizens.	11/19/2020 4:01 PM
153	wee	11/19/2020 3:35 PM
154	Addressing engagement with the state to encourage to become more proactive in promoting strong environmental, climate, and environmental justice policies.	11/19/2020 12:40 PM
155	None	11/19/2020 11:22 AM
156	Aggressively reduce crime. Stop over regulating small business. Better physical maintenance of existing roads, storm drainage. Fix the flooding on 37th street it's been like that for decades. Stop wasting SPLOST on convention centers, boat docks, and more projects that require more tax dollars for maintenance; use SPLOST for basic infrastructure (capital repairs, stormwater, use to buy open space for green infrastructure).	11/18/2020 6:58 PM
157	Chatham County needs better master plan. Too many pockets of strip malls that fail and become eye sores. Preserve Chatham County's beauty - huge oak trees, marshes, palm trees and open spaces. We don't need a building just because there is room for one.	11/18/2020 6:39 PM
158	All of the speed limits around the county were set decades ago and are too high or too low. Sidewalks should be on every major roadway. Relax restrictions to encourage grocery stores to go into other areas not being served. Encourage more indigenous trees - no clear cutting. Ga Power should have to move their lines if it means cutting into a Live Oak. This is especially egregious at Bethesda and their historic trees. Encourage more docks - both public and private. The sewer rates have skyrocketed and must be explained publicly. There is no obvious way to dispute them. They should NOT go up when we are obviously watering our yard April-August.	11/18/2020 2:17 PM
159	Don't let outsiders take over Savannah at any cost.	11/18/2020 12:22 PM
160	If the goal is a vibrant, healthy, enjoyable community, design for that. If political correctness is the goal, then forget about the first sentence.	11/18/2020 11:10 AM
161	I think unincorporated Chatham County needs widespread access to affordable high speed internet, subsidized when needed, and updated electrical infrastructure - particularly power lines. The power lines on Isle of Hope and other areas of the county are currently being replaced after a hurricane presents a problem. However, with continued climate change, storms will only be more powerful. I think the goal should be to bury all the lines for grid stability.	11/18/2020 8:26 AM
162	VOTING RIGHTS!	11/18/2020 12:48 AM
163	Access to public resources (water and trash) rather than private companies	11/18/2020 12:24 AM
164	I think road beautification is lacking in Chatham county. There are opportunities to make some of the major corridors more aesthetically pleasing and safer through landscaping etc	11/17/2020 11:49 PM
165	Get taxes from SCAD	11/17/2020 10:11 PM
166	More high quality recreational opportunities and fields. Cooperation between City, County, and School Board on capital projects they all share.	11/17/2020 7:46 PM
167	Tree canopy and no drlling on coast. Environmental protections first	11/17/2020 5:34 PM
168	I am concerned about the resining and expansion of Waste Management on Little Neck Road. There are thousands of people who are affected by the stench, garbage along the roadway and poor condition of the road due to heavy trucks. I want to be able to enjoy my back yard without the odor which permeates the area getting even worse.	11/17/2020 5:09 PM
169	I live in the Avondale neighborhood and we border the bonaventure salt flats and it is a wonderful natural area. I was happy to see that access to natural areas was included in the plan. I think education about how to comfortably co-exist with these natural landscapes is needed. We have a significant littering problem in Avondale, much of which stems from fast food businesses and people dropping garbage out of their cars. Keep Savannah Beautiful attempted an "education campaign" without any science to back themselves up. Littering must be addressed to preserve the integrity of our natural landscape. Please partner with other entities to both learn how to move the needle on litter, and take action to do so. The problem is much bigger than small citizen groups can handle. Businesses are not held accountable for the waste they cause, and people do not understand the consequences of littering. The residents of Avondale (I am the VP of the neighborhood association) have clean ups constantly, and we need help on a larger scale!	11/17/2020 5:08 PM

170	Yes, police presence in all communities is limited. Daily drive thru is absolutely required in every Savannah neighborhood.	11/17/2020 4:56 PM
171	Promoting small businesses, and having a wide mid to high end restaurants with outdoor dining should be a priority. Those are things that draw people in when they are looking to relocate to a new city.	11/17/2020 4:16 PM
172	No	11/17/2020 3:59 PM
173	the unicoprorated areas keep getiting hit with higher and higher costs for yard waste, sewer, and it ahs bgot to stop. It is becoming unaffordable to water your lawn or even have anything but basic water for cooking adn washing. Why should I have to pay sewer charges on the 2/3 of my water that is only used to water my lawn and garden? There is no one speaking up for the residents.	11/16/2020 3:55 PM
174	Review development regulations and financial practices (subsidies, water/sewer rates, tapping fees, special sales taxes, etc.)that create perverse incentives for development.	11/16/2020 11:50 AM
175	Somehow, Savannah has fostered a culture in which talking, meeting, and "visioning" about problems is the same thing as actually taking constructive action on them. There is talent, skill, expertise and wealth in this community—but we seem to lack the actual will to effect meaningful change.	11/16/2020 9:13 AM
176	infrastructure is behind the development of neighborhoods. You need to fix the infrastructure before building more housing and businesses	11/15/2020 8:21 PM
177	The budget needs to be cut in areas rather than raise taxes to cover special interest projects.	11/15/2020 11:21 AM
178	Savannah already is a beautiful and respectable (I mean in the number and quality of features it has for both residents and tourists.) A future Savannah that blends urban, suburban and natural/rural(ish) as brilliantly as it does now (whether that came to be by accident or design) would be unbeatable. I love this city.	11/15/2020 10:44 AM
179	yes! Chatham County should provide fire prevention services	11/15/2020 10:41 AM
180	Noise	11/15/2020 8:36 AM
181	Taxes have doubled What are we getting in return? Nothing that we as homeowners can see.	11/14/2020 9:02 PM
182	I would like to see a genuine effort made at all levels, from all sectors, to find ways to confront and break the cycle of multi-generational poverty. We HAVE to find a way to educate and inspire people to do more to improve their situations and their circumstances. We have to provide not only opportunities, but encouragement for those who have no context for why they should work harder and longer -- we owe to ourselves as a community to bring EVERYONE along to have a better quality of life.	11/14/2020 7:39 PM
183	Education should be of the utmost importance. While there seems to be an increased emphasis on career and technical education, it seems to be pushed more by industry, rather than the schools. Need to be stressed more than ever that college is not for everyone. More focus on the logistics from the manufacturer/shipper perspective.	11/14/2020 6:16 PM
184	Senior education	11/14/2020 6:09 PM
185	I think you covered everything!	11/14/2020 12:18 PM
186	I would like small boutiques and cafes on Johnny . Mercer !	11/14/2020 12:25 AM
187	Being aware of the diverse people, cultures, customs in whatever area is developed.	11/13/2020 9:12 PM
188	Bridge cross Savannah River at Truman.	11/13/2020 7:28 PM
189	no	11/13/2020 6:42 PM
190	My highest priorities: 1. elevate the education, skills, and jobs of the current population so that they have a higher standard of living--particularly people of color. 2. Preserve the incredible natural resources that are unique in the U.S. 3. Redevelop areas of blight and improve the appearance of private and public areas to instill pride.	11/13/2020 3:58 PM
191	I believe it is critically important that we ensure that you an agenda 21, 2030, or 2040 as it is now often known is not part of what we seek to do here in the greater Savannah area. it is important that we maintain the environment. It is important that we do work towards more efficient green energy solutions. It is important that we continue to strengthen the relations within our communities including with law enforcement and emergency services. if you really want to make change, you force term limits on the people who are elected to offices. You don't let them grow rich and old. let them serve two terms and get out. Go get a real job with benefits and they do not get to live on the taxpayer dole forever.	11/13/2020 3:30 PM
192	The white bluff rd area near Mill Stream ct is very dangerous. It is hard pulling out of your neighborhood onto White Bluff. There are wrecks all the time.	11/13/2020 2:56 PM
193	Yes, incorporating an better community plan and resources for recycling, composting.	11/12/2020 10:53 AM
194	Public services, utilities, public safety,	11/11/2020 5:32 PM
195	More protection in County's land use plan against inappropriate rezoning as in recent Waste Management case.	11/11/2020 2:02 PM
196	Not enough mentioned about feeding folks. It's not an entirely private non-profit endeavor. Lets help folks eat better and for less $$$	11/11/2020 12:44 PM
197	Alternative routes into Savannah from north of 95 on 21	11/10/2020 7:46 PM
198	A focus on maintaining neighborhoods by balancing the mix of houses and prioritizing residents over tourists. The surge in vacation rentals destroyed my neighborhood in Crawford Square so I moved from downtown.	11/10/2020 3:18 PM
199	Only a comment: I understand that the tourist economy is important to the city HOWEVER, sometimes it feels like the people who LIVE in the city are not! Healthy neighborhoods need fulltime, involved residents NOT transients.	11/10/2020 3:11 PM

200	Black lives and minority lives matter.	11/10/2020 12:58 PM
201	I just recently moved to Savannah. The attraction of a diversity of industries is important. I don't think there is a need for three tour bus/trolley companies!	11/10/2020 11:22 AM
202	Increased law enforcement presence in my neighborhood.	11/10/2020 6:21 AM
203	Reduce the industrial footprint substantially in favor of natural wetland preservation, and increasing single family residential and commercial footprint.	11/9/2020 11:44 PM
204	Noise reduction. Pollution reduction. Animal recreation. repaving streets.	11/9/2020 9:53 PM
205	no	11/9/2020 6:24 PM
206	We need less focus on TOURISM and ALCOHOL. More focus on making life better for locals and people who have moved here for film industry jobs. They will be a huge portion of Savannah's population soon!	11/9/2020 4:33 PM
207	No	11/9/2020 4:08 PM
208	none	11/9/2020 3:15 PM
209	Again I think the MPC should just muzzle their activities And let people get on with the simple things in their life like painting their houses without interfering	11/9/2020 1:53 PM
210	regulation of vacation rentals and enforcement of the height plan for the historic district. additional protections for historic buildings not in an historic district.	11/9/2020 1:42 PM
211	Environmental justice for lesser-privilege neighborhoods.	11/9/2020 12:43 PM
212	People, not cars. Community, not tourists.	11/9/2020 12:42 PM
213	Are there amenities missing? What else will support the area outside of tourism?	11/9/2020 12:37 PM
214	More creative job opportunities, lure creative businesses,	11/9/2020 12:37 PM
215	Improve the quality of the streets , potholes, etc.	11/9/2020 12:36 PM
216	Implement a plan!! Hos does this plan meld with others, like Savannah 2033. We are becoming plan weary, especially when it is rare to see even parts of any actually implemented.	11/9/2020 12:36 PM
217	The Zoning Board needs to have a process in place when residents of an area AND the MPC staff say a project is not conducive to the area. If they are going to do whatever they want why have zoning at all?	11/6/2020 11:53 PM
218	Food trucks should be allowed on public streets, not just in designated "parks." The value of food trucks is being missed because of our weird regulations on where they can be. The to-go cup zone should extend all the way to Victory, between MLK and Waters.	11/5/2020 4:32 PM
219	Protecting historic buildings outside of registered districts Savannah mall site site redevelopment!	11/5/2020 1:43 PM
220	You're letting the Chamber and SEDA off too easy. They endanger our city with their anti-environment attitude. One pipeline or oil spill or Golden Ray accident would really F us up.	11/4/2020 7:33 PM
221	As the mother of a young child, I would love to see some indoor play structures for inclement weather situations. Also, more and better playgrounds geared toward children with disabilities.	11/4/2020 3:58 PM
222	How are we going to deal with the crime in the city.	11/4/2020 3:40 PM
223	Response times of ems	11/3/2020 11:01 AM
224	Why doesn't the MPC include the Savannah Chatham County Public School system in the planning process? Not doing so is absurd to the nth degree.	11/3/2020 10:16 AM
225	EDUCATION!!!	11/2/2020 6:14 PM
226	I am impressed with this survey and survey tool	11/2/2020 1:23 PM
227	More effort needs to be made for equity in our public education.	11/2/2020 3:13 AM
228	I am concerned regarding the direction/wording of some of many of these questions	11/1/2020 11:56 AM
229	more free parking down town so locals can use business there more, and just nip in for an evening walk in the squares.	11/1/2020 8:28 AM
230	Quit trying to rewrite history by destroying/relocating our monuments. People who dont like it here should move!	10/30/2020 8:46 PM
231	The inclusion of public safety as a whole to any type of growth plan for a jurisdiction is just as important as economic growth. If we can not protect the people and their investments, then how are they supposed to come to Chatham County.	10/30/2020 7:19 PM
232	Crime and education	10/30/2020 6:28 PM
233	As a retiree, I am unaware to many programs that support job growth. However, I firmly believe training and job development is very important for the overall local economy	10/30/2020 6:21 PM
234	Keep taxes low. Be efficient	10/30/2020 6:03 PM
235	We have a history of systemic racism if one looks at the largest gated golf community juxtaposed (emphasis on gated) and we have run-down public housing and a lot in between. So many of the elite send their children to private schools, and we then have segregation in the public school systems. We still are basically a segregated society, between the wealthy and the poor, as well as between the skin color. We warehouse the elder and people with disabilities. If we were able to meet on common ground, we may be able to actually form communities. So much of the housing keeps people away from their neighbors. Just my thoughts as a history teacher.	10/30/2020 4:00 PM
236	Increase availability of high internet speeds to attract more high tech and small service	10/30/2020 3:29 PM

businesses.

237	Much work needs to be done to work against climate change (hurricanes, rising sea levels, droughts, etc.) and to mitigate against causes of global warming. We need to take a leadership role.	10/30/2020 2:36 PM
238	Economic Racial Disparities	10/30/2020 11:28 AM
239	A comprehensive plan needs to include educational opportunities for everyone, good healthcare, affordable quality childcare, housing for all, eliminate homelessness and hunger. Control taxes, encourage healthful activities by providing parks and outdoor spaces for exploring nature. Encourage a respect for the natural environment, especially for the ocean and estuaries since we live at the edge of the continent. People should be made aware of how our actions effect the overall environment and health of the planet. Increase interest in recycling, and eliminating plastics from daily use, close fast food joints, encourage healthful foods, diets, and lifestyles, encourage organic farming, and farmers markets. Discourage national chain stores, promote more locally made goods, and artistic projects. Preserve our natural resources.	10/30/2020 11:21 AM
240	There needs to be more pride and focus on the incorporated area. The county fails to realize their own citizen like the cities do. Water service, highway noise, and fire protection are largely ignored by the county for unincorporated areas. It seems that the county simply doesn't care and actually hopes that more area is annexed by Savannah so they have less to worry about. They have no desire to take care of or invest in their own area beyond what they have to. Shameful.	10/30/2020 10:38 AM
241	Again, get open containers of alcohol off the streets of downtown Savannah.	10/30/2020 9:48 AM
242	Many of these survey questions are confusing.	10/30/2020 8:03 AM
243	LISTEN TO THE STAKEHOLDERS WHO ARE THE RESIDENTS. Be forthcoming on what community changes are coming per the permission of the MPC.	10/29/2020 11:18 PM
244	no	10/29/2020 4:46 PM
245	Not that I am aware of	10/29/2020 4:39 PM
246	Protection of the Historic District is very important to me. I don't live in the HD but very near. I dislike the emphasis on tourism, tour guides, horse carriages, etc. It's no longer a neighborhood for residents.	10/29/2020 4:28 PM
247	start enforcing the environmental overlay district or get rid of it.	10/29/2020 1:40 PM
248	My greatest concern is that the City 911 Services were discontinued without establishing services in the unincorporated areas. There is no excuse for lack of tornado sirens. None.	10/29/2020 1:36 PM
249	We have too many aspirational general plans, but not enough specific practical plans which are implemented	10/29/2020 1:32 PM
250	Stop the intrusion of government. Every year it gets worse. That is why we are on the brink of becoming a socialist country.	10/29/2020 1:10 PM
251	no	10/29/2020 12:36 PM
252	Continue to promote tourist interests outside the Historic District and play up the cultural aspects rather than "party city."	10/29/2020 12:20 PM
253	None at this time.	10/29/2020 12:17 PM
254	Environmental efforts should always safeguard all hazards that threaten our ground water, quality of air, and natural forest. N.W.L.	10/29/2020 10:56 AM
255	I love the new County Police Force. Good Job!	10/29/2020 9:31 AM
256	No	10/29/2020 6:40 AM
257	Stop building things with SPLOSH money without identifying where the money to operate/maintain it will come from!	10/28/2020 6:24 PM
258	Stop duplication of efforts - get municipalities to work with the county instead of duplicating efforts.	10/28/2020 2:27 PM
259	Besides Chatham EMS & Fire, we love the new county Police Department. We now see police everywhere, whereas in the past we never did.	10/28/2020 1:51 PM
260	Swift moves against property violations that include court time and heavy fines for the owners; more money to animal help organizations like Humane Society, One Love, Coastal Pet Rescue, and others trying to mitigate overpopulation and animal cruelty, elimination of fines and jail time for drug USE, not drug dealing.	10/28/2020 12:13 PM
261	adopt policies to retain tree canopy and create some larger new parks on the west side of the county such as Lebanon Plantation or Hopeton and Keller tracts on Quacco	10/28/2020 11:34 AM
262	thank you! It was a good survey!	10/28/2020 11:16 AM
263	Pay attention to citizen input.	10/28/2020 11:15 AM

Q34 What is your zip code?

Answered: 849   Skipped: 557

#	RESPONSES	DATE
1	31405	2/8/2021 11:23 AM
2	31405	2/8/2021 11:18 AM
3	31405	2/8/2021 11:06 AM
4	31405	2/8/2021 11:02 AM
5	31405	2/8/2021 10:58 AM
6	31405	2/8/2021 10:54 AM
7	31405	2/8/2021 10:48 AM
8	31405	2/8/2021 10:44 AM
9	31405	2/8/2021 10:39 AM
10	31405	2/8/2021 10:36 AM
11	31405	2/8/2021 10:31 AM
12	31405	2/8/2021 10:26 AM
13	31405	2/8/2021 10:16 AM
14	31401	2/7/2021 12:35 PM
15	31419	2/6/2021 10:09 PM
16	31419	2/6/2021 8:35 PM
17	31401	2/6/2021 7:51 PM
18	31412	2/6/2021 7:24 PM
19	31405	2/6/2021 5:44 PM
20	31419	2/6/2021 5:32 PM
21	31419	2/6/2021 5:28 PM
22	31405	2/6/2021 1:25 PM
23	31419	2/6/2021 12:58 PM
24	31419	2/6/2021 12:28 PM
25	31401	2/6/2021 12:16 PM
26	31405	2/6/2021 9:42 AM
27	31419	2/6/2021 9:39 AM
28	31404	2/6/2021 8:20 AM
29	31419	2/6/2021 7:02 AM
30	31404	2/6/2021 6:26 AM
31	31401	2/5/2021 9:18 PM
32	31406	2/5/2021 7:46 PM
33	31410	2/5/2021 7:44 PM
34	31419	2/5/2021 7:30 PM
35	31401	2/5/2021 6:56 PM
36	31406	2/5/2021 5:52 PM
37	31404	2/5/2021 5:20 PM
38	31405	2/5/2021 5:09 PM
39	31405	2/5/2021 4:49 PM
40	31419	2/5/2021 2:54 PM
41	31404	2/5/2021 1:06 PM
42	31419	2/5/2021 1:00 PM
43	34106	2/5/2021 12:27 PM
44	31405	2/5/2021 12:17 PM
45	31404	2/5/2021 12:11 PM
46	31405	2/5/2021 11:46 AM
47	31401	2/5/2021 10:38 AM

48	31404	2/5/2021 10:17 AM
49	31419	2/5/2021 10:03 AM
50	31406	2/5/2021 9:44 AM
51	31401	2/5/2021 8:51 AM
52	31405	2/5/2021 8:37 AM
53	31401	2/5/2021 7:28 AM
54	31404	2/5/2021 6:14 AM
55	31411	2/5/2021 5:05 AM
56	31405	2/5/2021 2:20 AM
57	31419	2/4/2021 11:58 PM
58	31406	2/4/2021 11:41 PM
59	31410	2/4/2021 10:27 PM
60	31406	2/4/2021 10:13 PM
61	31419	2/4/2021 10:02 PM
62	31406	2/4/2021 9:41 PM
63	31419	2/4/2021 9:39 PM
64	31406	2/4/2021 9:20 PM
65	31406	2/4/2021 9:11 PM
66	31404	2/4/2021 8:52 PM
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Plan 2040 Survey

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Q35 What is your age?

Answered: 857 Skipped: 549
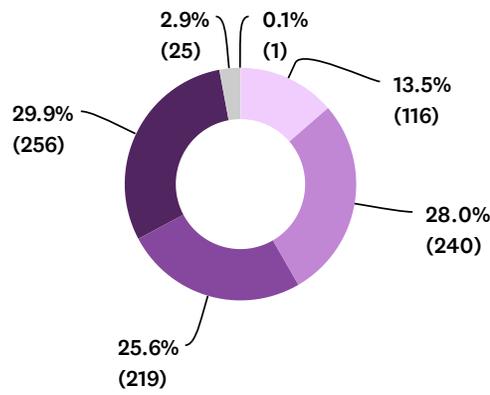
ANSWER CHOICES	RESPONSES	
Under 18	0.1%	1
18-34	13.5%	116
35-49	28.0%	240
50-64	25.6%	219
65 and older	29.9%	256
Prefer not to answer	2.9%	25
Other (please specify)	0.0%	0
TOTAL		857

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q36 What is your race/ethnicity? (Select all that apply.)

Answered: 855   Skipped: 551
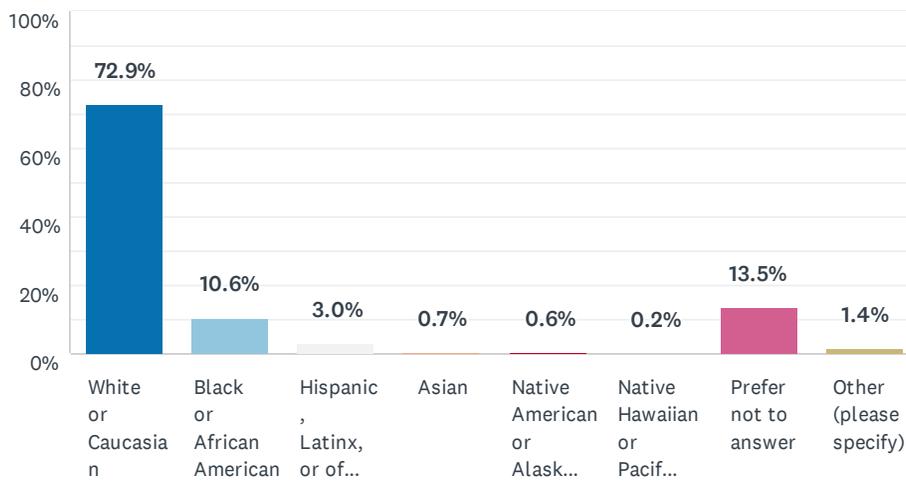
ANSWER CHOICES	RESPONSES	
White or Caucasian	72.9%	623
Black or African American	10.6%	91
Hispanic, Latinx, or of Spanish origin	3.0%	26
Asian	0.7%	6
Native American or Alaska Native	0.6%	5
Native Hawaiian or Pacific Islander	0.2%	2
Prefer not to answer	13.5%	115
Other (please specify)	1.4%	12
Total Respondents: 855		

#	OTHER (PLEASE SPECIFY)	DATE
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2	This is not relevant.	2/5/2021 5:52 PM
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5	Russian	12/22/2020 9:03 AM
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7	Citizen	11/23/2020 8:37 PM
8	why is this asked?	11/20/2020 8:57 AM
9	European-American	11/14/2020 12:08 AM
10	Bi-Racial	11/10/2020 9:26 AM
11	Human Race	10/31/2020 8:51 AM
12	Human race	10/30/2020 12:10 PM

Q37 What is the highest level of education you have completed?

Answered: 857   Skipped: 549
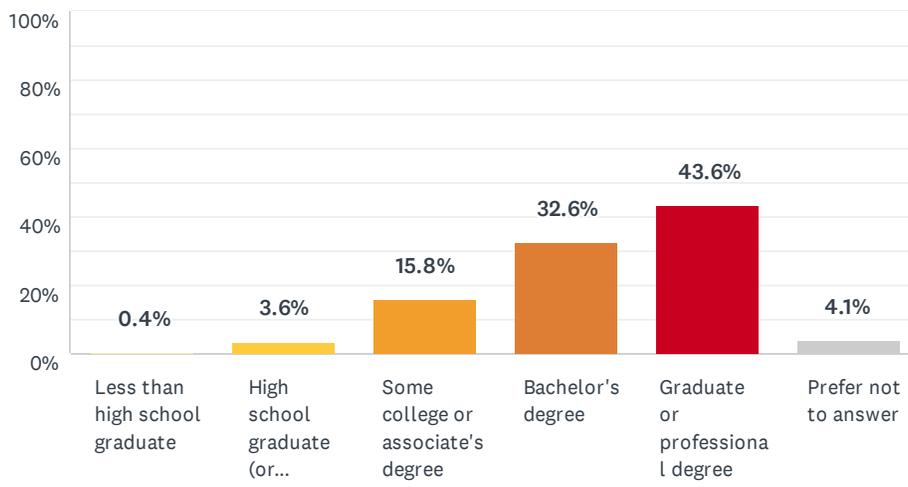
ANSWER CHOICES	RESPONSES	
Less than high school graduate	0.4%	3
High school graduate (or equivalent)	3.6%	31
Some college or associate's degree	15.8%	135
Bachelor's degree	32.6%	279
Graduate or professional degree	43.6%	374
Prefer not to answer	4.1%	35
TOTAL		857

THE EXPANSION OF SAVANNAH

The city of Savannah's original development pattern, established by James Oglethorpe in 1733, has been repeated and replicated with few exceptions. While not exhaustive, the following is a comprehensive history of how Savannah developed and expanded. Urban development is influenced by a wide and varied set of factors; as such, this history necessarily incorporates the placement of public and private institutions, cultural elements, landscape features, technology, natural and manmade disasters, illnesses, subdivisions, recreational sites, industrial advancement, and more.

SAVANNAH BEGINNINGS

The following is a history of the founding of the city of Savannah and its beginnings, from the time when the land was occupied by the Yamacraw to the late 1800s.

The area now known as the city of Savannah was first occupied by the Indigenous Yamacraw people. The group consisted of both the Lower Creeks and Yamasees tribes who lived on the bluffs overlooking the Savannah River. They were led by Mico Tomochichi, and later his nephew and heir, Toonahowi. The bluff, located forty feet above the surrounding low country marshes, provided protection from flooding and allowed for ships to dock close to the land. This location would become vital to the success of Savannah as port city. The immediate and surrounding areas are crisscrossed with rivers, salt marshes, and wildlife. Its climate made the area ideal for settlement.

In early 1733, when General James Edward Oglethorpe (1696-1785) arrived on the Georgia coast with 114 colonists, he was met by Tomochichi and the Yamacraw people. Mary Musgrove, a member of the Yamacraw, had an English father and a Creek mother and served as an interpreter between Tomochichi and Oglethorpe. Through this communication, Tomochichi and Oglethorpe negotiated, and later developed, a working relationship. This relationship allowed for the founding of a new town that would serve as the seat of the thirteenth English colony.

General Oglethorpe and his close associates devised a plan for Savannah and the Georgia Colony that was meant to address the deep-rooted social and economic ills of England in the early 1700s. The Oglethorpe Plan proved to be forward thinking for its time and far reaching in its impact. (See Page 8 for detailed information on the Oglethorpe Plan). As a Member of Parliament, Oglethorpe was a reformer who sought relief for imprisoned debtors, unemployed people, and the masses living in overcrowded, unsanitary conditions. After successfully advocating for legal reforms to address these problems, he turned his attention to developing the new Georgia Colony, named for King George III, as a model society built on the principles of "Agrarian Equality." There were certain prohibitions when the town charter was written; the new colony would be free of slavery and the greed associated with it and would accept religious dissenters. However, Catholics and Jews were prohibited, paid lawyers were not permitted, and rum and other spirits were not allowed.

The Colonial settlement pattern placed Savannah, with its deep-water access, at the economic center of the area. Between the Savannah River, the northern boundary of the county, and the southern Ogeechee River border, were garden and farm lots (by name) that were planned for the original wards of the town. These garden and farm lots were not absorbed into the Savannah city limits . Beyond the farms were agricultural villages such as Hampstead and Highgate, now

occupied by the military base Hunter Army Airfield and private estates such as Wormsloe and Beaulieu.

By 1741, Savannah and the surrounding area was called "Savannah County," which included all the territories north of Darien. In the 1750s, these territories were called parishes. In 1777, the county system of government was established replacing the parish system. "Christ Church Parish" was replaced with "Chatham County," after William Pitt, Earl of Chatham, and the Prime Minister of England.

The Institution of Slavery in Early Savannah

Colonial Era Slavery (1733 – 1776)
Initially, Georgia was one of the only American colonies to ban slavery. This was due to Oglethorpe's and the other Trustees' beliefs that the enslavement of Africans was inconsistent with their social and economic intentions. This policy restricted the size of farms and plantations in colonial Georgia, in stark contrast with South Carolina landholders and their enslaved labor force. Despite its ban in early Georgia, the institution of slavery was an integral part of the colony's development; enslaved people brought from South Carolina still cleared land, tended cattle, and labored on farms.

When the Trustees gave up their charter in 1752, and the Colony was under Royal rule, the institution of slavery became officially and widely permitted in Savannah. Between 1750 and 1775, the population of enslaved Africans in Georgia grew from less than 500 to approximately 18,000 people. Once Georgia became a Royal colony, enslavers from South Carolina and other states saw an opportunity to sell enslaved Africans to wealthy white planters in Savannah. At first, the city lacked what was needed to accommodate such a process with only one municipal dock, a few warehouses, and no lazaretto or pesthouse (a place for quarantining newly arrived immigrants of all races to protect the colony from infectious diseases).

The colony passed a set of legal slave codes in 1750 as it moved from restricting slavery to accepting the system as central to its economy. Slave codes were a set of laws to ensure enslaved people were controlled throughout the city. Enslaved people had to apply for work papers before they could accept any work outside of their original placement of work. They could not gather in public spaces, nor could they form schools or learn how to read or write. However, there were roughly six schools in the city that operated secretly to teach local Black residents, whether freed or enslaved. Between 1755 and 1765, the colony's assembly (influenced by other Southern states) passed a more comprehensive set of legal codes, which remained unaltered before the onset of the Civil War. These laws were set to control and limit the movement of the enslaved in and around the city. Enslaved people could not gather except under white supervision in limited numbers, and could not hire themselves out, barter, or sell goods.

Many enslaved people were forced to do physically demanding work in the rice and cotton fields of the Savannah and Ogeechee River basins, while others were forced to labor in Savannah's expanding urban economy. Enslaved people were housed on the plantations or in the city, where they often lived in attics or basements, carriage buildings and lane cottages, close to wealthy white enslavers. Among those who were enslaved in Savannah, there was also a small community of free

African Americans. Though required by law to have "white guardians," and prevented from owning real estate, some Black people, nevertheless, ran small businesses and owned property, with "white guardians" holding the deeds in their own names.

Late Eighteenth Century - Nineteenth Century Slavery
During the 1770s, great quantities of uncultivated lands in Georgia led to quick sales of enslaved people at high prices. Although Savannah merchants did not invest directly in slave voyages, they received generous commissions on the cargoes of enslaved people that they handled in the city. According to the mercantile firm Cowper and Telfair, Savannah merchants charged a five percent commission on the gross of the sales.

The robustness of the institution of slavery in late eighteenth century Savannah led to antebellum mansions dotting the city and an influx of people looking for work and economic growth opportunities. Enslaved labor was critical in the industrial workings of the city and in developing new business corridors, such as those on River, Bay, Broughton, and South Broad streets. Enslaved people's labor dug canals, constructed rail tracks, paved city streets, and cleaned up sewage. The construction boom of new houses, businesses, warehouse, and civil infrastructure can all be attributed to enslaved people's labor.

By the nineteenth century, Savannah was transformed into a bustling commercial outpost. The institution of slavery shaped Savannah into an economic contender in the world market of cotton. Enslaved people in the city center fed and clothed the wealthy, tended to their enslaver's gardens, groomed horses, drove the wagons, operated rice mills, and made up a large part of the city's artisanal class.

The Weeping Time
The largest recorded auction of enslaved people in U.S. history took place on March 2-3, 1859, at the Ten Broeck Racecourse on the west side of Savannah. On these days, Pierce M. Butler sold 436 men, women, and children from his Butler and Hampton Plantations. This break-up of families and loss of home became known as the "the weeping time." Northern newspapers sent reporters in disguise in order to get close to the sale. Mortimer Thomson, a reporter from the New York Tribune, wrote over twenty pages in detail about the horrors of that day. Two years from the beginning of the Civil War, the news of this sale further polarized the country over the institution of slavery. The precise sale site is a quarter mile away, and not visible, from a commemorative marker placed by the Georgia Historical Society.

The Freedmen Era (1865-1878)
On January 16, 1865, Union General William T. Sherman issued his Special Field Order No. 15, which confiscated a strip of coastline from Charleston, South Carolina, to the St. John's River in Florida, including Georgia's Sea Islands and the mainland thirty miles in from the coast. The order redistributed the roughly 400,000 acres of land to newly freed Black families, in no more than forty-acre segments. However, Special Field Order No. 15 was a short-lived promise; U.S. president Andrew Johnson overturned Sherman's directive in the fall of 1865, after the Civil War ended. Most of the land along the South Carolina, Georgia, and Florida coasts was returned to the

planters who had previously owned it. By May 1866, the lands on Ossabaw Island and other plantations in the area were restored to the Confederate owners.[1]

The Plantations of Savannah
After the agreement between James Oglethorpe and Chief Tomochichi for the land that would become the Savannah Downtown area, the Yamacraw people settled to the west of the town. Although Tomochichi deeded over the site of Savannah, and points eastward to the British in 1733, the tribe kept control of the land between Musgrove and Pipemaker's Creek to the west.[2] The Yamacraw built a new town and hunted the land until Tomochichi's death in 1739. Afterward, the tribe drifted away to other villages. In 1757, the lands that once belonged to the Yamacraw were transferred to the Crown. Once under Crown control, this area, from the river's edge north to what is now Louisville Road (Old Augusta Road), became the Savannah River plantations.

Since the institution of slavery was originally prohibited in the Georgia colony, farmers who owned small sections of desirable rice lands often could not utilize enslaved people to cultivate them. Consequently, this class of planters gradually sold their acres and usually moved into the interior, away from the Savannah River, where they would again start small farms or hire themselves out as laborers. In this way, entire villages were absorbed by larger plantations. Ebenezer, Highgate, Hampstead, Argyle, and several other earlier settlements were abandoned, and eventually included in plantation holdings.

Most of the plantations along the Savannah River and south of Savannah cultivated rice in the lowlands and cotton on the high lands. The plantation era slowly came to end when dry culture was implemented to combat the Yellow Fever epidemics throughout the nineteenth century.[3]

Vale Royal or Royal Vale Plantation
The plantation of Vale Royal (1782) was owned by Joseph Clay and originally consisted of 1,000 acres. This acreage was bounded by the Savannah River to the north,[4] Fahm Street (originally known as Farm Street) to the east, Augusta Avenue to the south, and (what is known today as) West Lathrop Avenue. By the 1790s, Clay added a distinctive triangular plot of land to the plantation between Louisville and Augusta Roads. This area became known as "Ten Broeck Racetrack," the site of the largest sale of enslaved persons (see *The Weeping Time").* Due to the dry culture implemented by the city to prevent the spread of disease, Vale Royal slowly disappeared. By the Civil War, the entire plantation ceased to exist. Today, this area consists of the Hudson Hill, West Savannah, and Woodville neighborhoods.

Hermitage Plantation
Patrick MacKay bought a tract of land downriver know as Exon, which he renamed Hermitage.[5] The Hermitage Plantation was a small 100-acre tract of land that was three miles east of Savannah

[1] "Timeline", Island History. Ossabaw Island, https://ossabawisland.org/

[2] Savannah Writer's Project, Mary Granger, ed. *Savannah River Plantations* (Savannah: Georgia Historical Society, 1947) 392, 419.

[3] Martha Keber, Low *Land and the High Road: Life and Community in Hudson Hill, West Savannah, and Woodville Neighborhoods.* City of Savannah's Department of Cultural Affairs, 2008. 3.

[4] Savannah Writer's Project, Mary Granger,)

[5] Ibid.

and not quite as suitable for crop land. Instead, during this time, the land was planted with garden crops and was home to livestock. A later owner of the plantation, Dr. Beecroft, was most likely the individual who introduced the first peach orchards to the land, as well as the first brick-making enterprises.

Henry McAlpin was the owner of the Hermitage Plantation who made the brick making industry into an industrial success. The high lands on the riverbank were established as a brick yard, rice mill, and sawmill, each with its own wharf to facilitate shipping. McAlpin also built one of the earliest railways in the United States to connect his two kilns, which helped this industry grow to large proportions. This is the site of the manufacturing of the famous "Savannah grey brick" that resides in a great many Savannah homes, streets, and commercial buildings. Fort Pulaski was constructed on the Savannah River entirely of the grey brick fired in the Hermitage kilns. In place of the Hermitage Plantation is the first pine pulp paper mill, now one of the largest in the United States.

Other Notable West Savannah Plantations

Other well-known plantations west of Savannah, following in order after Hermitage, were Brampton Plantation, Rae's Hall, and Whitehall. Next was Colerain/Tweetside, which over time was subdivided into the Grange, Clifton and Springfield Plantations in the late eighteenth century. Next was Drakies and Mulberry Grove, which was once 2,200 acres located on a bluff in what is now Port Wentworth.[6] Its neighboring plantations, Richmond/Oak Grove, were the last of the plantations along the Savannah River in Chatham County. These have become today's Garden City and Port Wentworth municipalities.

East Savannah Plantations

There were once several plantations east of downtown Savannah. Along the Savannah River, moving from closest to Savannah to farthest, there was Brewton Hill, which was first known as Walnut Hill, Deptford, the site of Fort Jackson, and Causton's Bluff, which was the last of the plantations east of Savannah, before St. Augustine's Creek. This set of land tracts changed names and ownership less than the plantations to the west of the city. By the mid-nineteenth century, rail tracts were constructed across these plantations leading to Tybee Island. Eventually, shipyards and industry erased almost all memory of these plantations.

South Savannah Plantations

Greenwich and Bonaventure Plantations were just south of Causton's Bluff Plantation. Placentia Plantation, where Savannah State University now sits, was a 1,200-acre rice plantation near Thunderbolt.[7] Moving further south, there was the Cedar Grove Plantation and the Wormsloe Plantation. Wormsloe Plantation is a well-known historic site on Skidaway Island that was owned by Noble Jones. Wormsloe stayed in the family until 1973 when the state acquired it. Other plantations in the areas south of Savannah include Beaulieu, as well as Rose Dew, Silk Hope, Lebanon, and Grove Point plantations to the southwest.

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[6] Ibid.

[7] Lori Carter, John Postell Williamson 1778 to 1843, The Savannah Biographies Volume 16, Special Collections, Lane Library; Armstrong Atlantic State University, 2011. 3.

Historically Black Communities

The institution of slavery had a tremendous impact on the movement of people. Following emancipation, formerly enslaved people created and settled into areas, such as the following, throughout Savannah and Chatham County.

Beach Institute

In 1865, only months after U.S. forces led by General Sherman entered Savannah, the Protestant-based American Missionary Association (AMA) from Albany, New York, came to help establish a school for newly freed Black residents in Savannah. After operating in a series of temporary spaces, including the Methodist Church on South Broad Street and the Massie School, the AMA decided to officially build a schoolhouse. The project was funded by a generous donation of $13,000 from Alfred E. Beach, the editor of Scientific American Magazine and inventor of the first New York City subway system. In late December of 1867, the building on the northeast corner of Harris and Price streets was erected by the Freedmen's Bureau. Appropriately named "Beach Institute," in honor of Alfred E. Beach, it was the first school to open in Savannah for the education of Black students after emancipation.

There were 600 scholars in the first student body, along with nine female teachers and one male principal. Tuition for each student cost $1 a month. In 1874, the institute was taken over by the Savannah Board of Education and became a free public school for Black children. Only four years later, a fire caused the building to be temporarily unusable. At this time, the AMA resumed control. They felt as though the standard of education at the Beach Institute had declined under the Savannah Board of Education. However, the 1891 opening of Georgia State Industrial College Thunderbolt (now Savannah State College) caused a decline in enrollment. The student body declined even further after Savannah's first public high school opened on Cuyler Street in 1914. In 1919, the school was forced to close.

The surrounding neighborhood, roughly bounded by Liberty, Gwinnett, Price, and East Broad Street, developed in the 1850s. A large component of this development was due to investors from the Savannah-Albany Railroad looking to create housing for their workers. Unlike the rest of downtown Savannah, the plan for the neighborhood surrounding the Beach Institute did not include tything lots, trust lots, or central squares. The predominant building type was the double one-story cottage.

The King-Tisdell Cottage Foundation Inc. was founded in 1984 by Wesley Wallace Law (W.W. Law), a prominent community activist and preservationist. In the 1990s, the King-Tisdell Cottage Foundation converted the Beach Institute building into "The Beach Institute African-American Cultural Center," which preserves and presents African American history and culture. The Beach Institute Historic Neighborhood remains the oldest surviving African American neighborhood in Savannah.

Ossabaw Island

By 1800, large-scale indigo production in Georgia and on Ossabaw Island ended. The silky and highly prized Sea Island Cotton became the primary crop on Ossabaw Island. Skilled enslaved people picked and processed this delicate long-fiber cotton.

Following the end of the Civil War, Ossabaw Island came under the control of the U.S. Government's Bureau of Refugees, Freedmen and Abandoned Lands. A few formerly enslaved people of Ossabaw Island applied for and were awarded land on Ossabaw ranging from 10-20 acres. Mustafa Shaw, originally from McIntosh County and a discharged member of the 33rd Infantry of the United States Colored Troops, was one who was awarded land on Ossabaw Island.[8]

In 1878, Ossabaw's African American community established the Hinder Me Not Baptist Church, most likely at Middle Place Plantation. There were 68 members of the church, and the first known minister was Reverend B.O. Butler. In 1883-1885, Reverend Thomas Bonds served as minister. However, by the mid-1890s, the African American inhabitants of Ossabaw Island had relocated their community to the mainland, establishing the Pin Point and Montgomery communities. This was due in part to a series of hurricanes that hit the Georgia coast in August and October of 1893 and 1898.[9] Thousands of people living on the Sea Islands in Georgia and South Carolina lost their lives. When the church's congregants and Minister immigrated to the Pin Point community on the mainland, the congregation of Hinder Me Not split into two to become the First Beulah Baptist Church of Montgomery and Sweet Field of Eden.

Despite having moved their community off the island in the 1890s, many African American workers and their families spent extended periods of time living and working on the island up until the 1950s. In the 1970s, the last known African American families to live on Ossabaw Island moved off the island once more, many rejoining their relatives in Pinpoint, Sandfly, and Montgomery.[10]

Pin Point
During the Civil War, the Beaulieu Plantation, located 12-miles south of Savannah, housed a battery established by General Robert E. Lee. This battery served as a defense against the U.S. Army's approach to the mainland from Green Island Sound.[11] It was eventually overwhelmed by General Sherman's land forces, marking an end to the Civil War and a triumphant end to the institution of slavery in Savannah.

After obtaining their freedom, those who were enslaved at Beaulieu Plantation settled on Ossabaw, Green, Skidaway, and the other Sea Islands. The move was part of General Sherman's Special Field Order No. 15, and the freedmen prospered in their new settlements until the order was reversed. In 1896, after a series of devastating storms decimated several of these communities and most of Ossabaw Island, several freed slaves purchased tracts of the plantation from Judge Henry McAlpin. The judge had acquired the 600-acre property in a public auction on July 15, 1896, for

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[8] Ibid.

[9] Ibid.

[10] Ibid.

[11] Robert Walker Groves, Beaulieu Plantation, *The Georgia Historical Quarterly* 37, No. 3 (September 1953): 205.

$1,107.[12] The buyers included the families of William Bond and Benjamin Dillward. These families settled what is now called Pin Point, possibly a contraction of the name Chinquapin Point, recalling the abundance of chinquapin trees growing there.

Sandfly

Established by African Americans in the nineteenth century, Sandfly is centered around the intersection of Montgomery Cross Road and Skidaway Road. Many families in this community trace their ancestry to those who were formerly enslaved on nearby Wormsloe Plantation, and later purchased land and established homes and churches as freed persons. After 1870, Central Avenue became the main route for the Industrial Streetcar System, making Sandfly a crossroad between the city of Savannah, Wormsloe Plantation, Bethesda Home for Boys, and Isle of Hope. Sandfly continues to thrive as a historic African American community.[13]

White Bluff and Coffee Bluff

This area dates to the colonial period of Savannah. White Bluff Road created a direct link to the city and the future development of the White Bluff and Coffee Bluff neighborhoods. At first, White Bluff was home to the small settlement of Vernonburg. Surrounding land quickly was developed into a plantation of 150 acres by John Houston in 1769, and an additional fifty acres in 1782.[14] White Bluff was made up of the smaller settlements of Twin Hill and Nicholsonboro.[15] Coffee Bluff was a plantation on the Forest River next to Rose Dew Plantation. Both neighborhoods were settled by freed slaves from St. Catherine's, Ossabaw, and Sapelo Islands at the end of the Civil War.[16]

THE OGLETHORPE PLAN

The following section details the components of the Oglethorpe Plan, which fundamentally influenced the development of the city of Savannah and surrounding areas.

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[12] *Georgia Historical Society*, Pin Point vertical files.

[13] *Georgia Historical Society* and *Sandfly Community Betterment Assc. Inc.* Sandfly Historical Marker.

[14] Edith Duncan Johnston, *The Houstouns of Georgia*, The University of Georgia Press, Athens, 1950. 195, 240.

[15] "White Bluff; Black Enclave Tries to Preserve Identity," *Savannah New Press*, Section E Review & Opinion, July 27, 1986.

[16] Ibid.

The physical plan for Savannah was synthesized by James Oglethorpe and the Trustees and consisted of a complex hierarchy of elements, the nucleus of which was the ward. The ward itself was to consist of ten lots, four tythings, four trust lots, and a central square (Figure 1). Each ward had a name and was part of a larger integrated regional land system. Streets were laid out as wide boulevards with corresponding lanes that ran between the tything lots. The patterns of small blocks and connected streets created a unique urban plan.
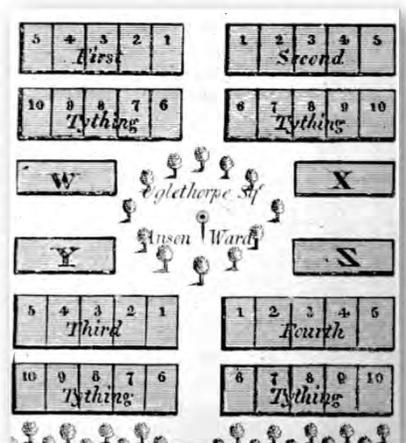
Figure 1 – Oglethorpe Plan

Each trust lot was to be used for a civic purpose, such as a school, government building, church, museum, or other public venue. The tythings, on the other hand, were each subdivided into ten lots for residential use. In a typical ward, the trust lots were set east and west of the central square, and the residential lots of the tythings were located on the north and south sides of the trust lots and the square. Each tything is divided into two rows of five lots, separated by lanes.

From the wards, the plan expanded out to include the commons, which surrounded the town on the east, west, and south. The area to the west was originally reserved for the Indigenous Yamacraw tribe. Beyond the commons, there were five-acre triangular garden plots and forty-five-acre farms, which were awarded to each of the new settlers of the colony. Beyond the farm lots, tracts of land divided into one-mile squares yielded a regional plan of about sixty square miles. In and beyond these one-mile squares were agricultural villages, such as Hampstead and Highgate (now occupied by Hunter Army Airfield) and private estates on the water such as Wormsloe and Beaulieu. Outlying settlements were connected to the town of Savannah by waterways and colonial road systems. As suburbs developed in the nineteenth and twentieth centuries, the configuration of this regional plan of Savannah informed major streets locations.

While Oglethorpe himself only laid out the first six wards, the foundations of the design informed development for decades to come. By 1856, Savannah had expanded to 24 wards, the ultimate number laid out in accordance with the Oglethorpe Plan. Each of the 24 wards retained the basic configuration established by Oglethorpe in the first six. Within each 10.5-acre ward, the 1.7-acre civic square, approached at the center by wide street, created a compact yet uncrowded town.[17] The Savannah plan also informed the architecture in the region, resulting in a dense urban pattern of townhouses and carriage houses in the old town and a more suburban pattern as development extended into former farm lots.

Trust and Tythings Lots

Walkability within the town was essential in an era when most households traveled to every destination on foot. Residents of Savannah during this time walked to obtain goods and services, to work, and to see friends and family. Even wealthier households owning horses and carriages found it more convenient to take most trips on foot. Because people walked to most destinations,

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[17] Squares within the original six wards were 315 feet east to west and 240 feet north to south, except for Johnson Square, which was 435 feet east to west. These dimensions do not include street right-of-way, which later became more prominent.

Savannah initially ceased to expand when it reached a size of about one square mile and then grew inward through the subdivision of lots. The original 60-foot tythings lots were subdivided into 20 and 30-foot lots, which became the norm by the end of the era. Trade during the colonial period was primarily water-borne, and thus larger cities were situated at or close to where rivers met natural harbors. Infrastructure created for trade also facilitated travel between cities. Until the mid-1800s, more people traveled by water than on land for non-local trips.

For these reasons, Savannah and other cities were compact focal points for trade, local commerce, and other human activity. The Oglethorpe Plan served the needs of this era extremely well. It was not until railroads and streetcars became prominent modes of transportation that new growth patterns emerged.

1733: The Original Four Wards and Trustees Garden Lot
Derby Ward
Boundaries: East/West Bay, Whitaker, West/East Broughton, and Drayton streets
Square: Johnson Square
Named for: Right Honorable James, Tenth Earl of Derby, Georgia Trustee
It was in Derby Ward where Oglethorpe pitched his tent upon his arrival in Georgia, and from here the development of Savannah began.

Decker Ward
Boundaries: West Bay, Jefferson, West Broughton, and Whitaker streets
Square: Ellis Square
Named for: Sir Matthew Decker, Georgia Trustee

Heathcote Ward
Boundaries: West Broughton, Jefferson, West Oglethorpe, and Whitaker streets
Square: Telfair Square (originally named St. James Square)
Named for: George Heathcote, Georgia Trustee

Percival Ward
Boundaries: East/West Broughton, Whitaker, West/East Oglethorpe, and Drayton streets
Square: Wright Square (also known as Percival Square (prior to 1762) and Courthouse Square)
Named for: Right Honorable John Lord Viscount Percival, President of Georgia Trustees

Trustees Garden Lot
Along with four original wards, a ten-acre lot called the Trustee's Garden was also created. It was originally bounded by what would become General McIntosh Boulevard and East Bay Street, as well as the palisades that once fortified Savannah. The Trustee's Garden created by the Georgia's Trustees for encouraging and improving botany and agriculture and was used to experiment with what would grow in the southern humid environment. By 1755, Governor John Reynolds bought the property for his own use and a fort was constructed on the edge of the bluff by the British during the American Revolutionary War. Eventually, a residential neighborhood developed here, outside the ward plan. Today, the area is known as the "Old Fort."

1734 Wards

Anson Ward
Boundaries: East Broughton, Drayton, and Lincoln streets, and East Oglethorpe Avenue
Square: Oglethorpe Square (Originally known as "Upper New Square")
Named for: Originally named "Upper New Ward", later named for Lord George Anson, Admiral of the Fleet in the English Navy

Reynolds Ward
Boundaries: East Bay, Drayton, East Broughton, and Lincoln streets
Square: Reynolds Square (Originally known as "Lower New Square")
Named for: Originally known as "Lower New Ward," later named after Captain John Reynolds, first colonial governor of Georgia, 1754-1757.

1791 Wards
The newly formed government began expanding the colonial town between 1791 and 1799, adding a total of four new wards (two to the west and two to the east). The wards along West Broad Street (later Martin Luther King, Jr. Boulevard) were developed at a decreased scale compared to the original six wards.

Franklin Ward
Boundaries: Martin Luther King, Jr. Boulevard, and West Bay, West Broughton, and Jefferson streets
Square: Franklin Square
Named for: Benjamin Franklin
Franklin Ward and Square is smaller in scale compared to the original six wards because it is bounded by the West Common. Franklin Ward was laid out at the same time as Warren and Washington Wards as part the city expansion of early 1790s.

Oglethorpe Ward
Boundaries: West Bay, West Boundary, Fahm, Zubley, and Ann streets
Square: No Square
Named for: James Oglethorpe, Founder of the Georgia Colony
Oglethorpe Ward was the seventh ward laid after the State of Georgia was formed in 1787 and does not follow the urban plan of the original wards. It is much bigger than the previous wards. This side of town was never divided into garden lots and was set in the west common. Originally this area was set aside as "Indian Lands."[18] Around 1760, the lots were divided in varying sizes known as Yamacraw. This area retains the Yamacraw name and refers to the housing built 1938-1941. In 1856, Oglethorpe Ward was divided into three sections (North, Middle, and South) which were crisscrossed with narrower streets compared to the other wards. The ward was flanked by industrial expansion.

Warren Ward
Boundaries: East Bay, Lincoln, East Broughton, and Price streets
Square: Warren Square
Named for: General Joseph Warren, President of the Massachusetts Provincial Congress

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[18] Robin B. Williams with David Gobel, Patrick Haughey, Daves Rossell and Karl Schuler. *Buildings of Savannah.* (Charlottesville: University of Virginia Press), 2016. 92.

Warren Ward is part of the eastern expansion, which occurred in the early 1790s. It follows the same pattern as first six wards, but Warren Square is about half the size the original squares.

Washington Ward
Boundaries: East Bay, Price, East Broughton, and East Broad streets
Square: Washington Square
Named for: George Washington, President of the United States (visited Savannah as part of his Southern Tour in 1791)
Washington Ward is part the eastern expansion, which occurred in the early 1790s and follows the same pattern as the first six wards. However, the square is smaller in scale compared to the original squares. Washington Square is the original site of the Trustee Garden, which would have been on the side of palisades that once ran across Warren Ward to protect the city. Washington and Warren wards were originally part of the East Commons before the 1790s expansion.

1799 Wards
Columbia, Greene, and Liberty Ward were all laid out at the same time, as part of the eastern expansion of the city, which occurred in the late 1790s.

Columbia Ward
Boundaries: East Broughton, Lincoln, Oglethorpe, and Price streets
Square: Columbia Square
Named for: The female personification of the United States

Greene Ward
Boundaries: East Broughton, Price, East Oglethorpe, and East Broad streets
Square: Greene Square
Named for: Nathaniel Greene, American Revolutionary War Hero
Green Ward was restricted in size due to being bounded by the East Common.

Liberty Ward
Boundaries: Jefferson, West Bay, and West Broughton streets and Martin Luther King, Jr. Boulevard
Square: Liberty Square
Named for: Sons of Liberty, Revolutionary group with an active Savannah Chapter.

1801 Ward
Elbert Ward
Boundaries: Jefferson, West Oglethorpe, and West Liberty streets and Martin Luther King Jr. Boulevard
Square: Elbert Square
Named for: Samuel Elbert, Revolutionary War hero and Georgia Governor
Elbert Ward was the city's first expansion to the south and was about half the size of the earlier squares of Oglethorpe's era. Both ward and square became a victim of twentieth century urbanization. The square was lost to Montgomery Street/U.S. 17 running straight through to West Bay Street and the construction of the Civic Center.

1815 Wards

Jackson Ward
Boundaries: Whitaker, West Oglethorpe, Jefferson, and West Liberty streets
Square: Orleans Square
Named for: The Battle of New Orleans
While Jackson Ward is dated to June of 1815, five months after Andrew Jackson's victory in the Battle of New Orleans, surveyor maps indicate the ward was being planned out before the War of 1812. Jackson Ward has also been a victim of the twentieth century urbanization scheme. In addition to Liberty Ward, the construction of the Civic Center altered the western end of Jackson Ward, cutting off Jefferson Street at the Liberty Street intersection. Additionally, from 1877-1946, streetcars tracks crossed through the middle of the square in line with Barnard.

Brown Ward
Boundaries: Abercorn, East Oglethorpe, Whitaker, and East Liberty streets
Square: Chippewa Square
Named for: The 1813 victory of the American troops under Major General Jacob Brown
Brown Ward had more blocks than the other wards. It was first laid out in 1815, and by 1853 it was extended to the edge of Colonial Cemetery. Chippewa Square is the same size as Johnson Square, the first square laid out by Oglethorpe. However, because of the large square, the trust lots in this ward are smaller compared with earlier wards.

1837-1839 Wards
With the development of the Central of Georgia Railroad in 1833, Savannah began to see a high-speed rate of growth. Nine new wards were laid out between 1837 and 1854, bringing the total wards to twenty-four.

Jasper Ward
Boundaries: Drayton, West Liberty, Whitaker, and West/East Jones streets
Square: Madison Square
Named for: Sergeant William Jasper
Before its formal development, this area was already home to the Oglethorpe Barracks. It occupied the entire northeastern tything lots, which was built in 1834. However, the barracks were replaced in 1890 by the historic DeSoto Hotel, which in turn was demolished and replaced by the DeSoto Hilton in 1968. The rest of ward, including Madison Square, was laid out in 1839.

Lafayette Ward
Boundaries: Lincoln, East Liberty, Drayton, and East Jones streets
Square: Lafayette Square
Named for: Marquis de Lafayette
Lafayette Ward was developed gradually and in stages. In 1837, only the northwestern tything lots were sold, and the remaining western lots were sold in 1839. The eastern half was sold in 1854. The city jail occupied what would become the northwestern trust lot from 1801-1846. Lafayette Square was designed at the same time the ward was laid out in 1837. Streetcars tracks cut through the square from 1877-1946 in line with Abercorn Street.

Pulaski Ward

Boundaries: Whitaker, West Liberty, Tattnall, and West Jones streets
Square: Pulaski Square
Named for: Casimir Pulaski, American Revolutionary War hero
Pulaski Ward was laid out beginning in 1837 and completed by 1839. The ward was laid out a bit differently compared with the earlier wards. Because Tattnall Street on the western side of the ward was already an existing street, the trust lots are shallow and the tything lots are three across instead of five.

1841-1847 Wards
<u>Crawford Ward</u>
Boundaries: East Broad, East Oglethorpe, Abercorn, and East Liberty streets
Square: Crawford Square
Crawford Ward was first laid out in 1841-1847 and is bigger than other wards due to the inclusion of the Colonial Cemetery. Crawford did not develop like the central and western wards of the city. Historically, the area did not attract high style architecture; maps indicate mainly small residences called "shanties."

<u>Chatham Ward</u>
Boundaries: Whitaker, West Jones, Tattnall, and West Gaston streets
Square: Chatham Square
Named for: William Pitt, First Earl of Chatham
Chatham Ward was laid out in 1847. Like Pulaski Ward, the layout was different compared with the earlier wards. The pre-existing Tattnall Street caused the trust lots to be shallower than the earlier ones, and tything lots to be three across. In addition, the expansion of the ward was limited to the already underway development of garden lots to south.

<u>Monterey Ward</u>
Boundaries: Drayton, East/West Jones, Whitaker, and West Gaston streets
Square: Monterey Square
Named for: American victory at the Battle of Monterey
Monterey Ward and square was laid out in 1847 as the final ward and square along the Bull Street corridor. In 1851, some of the residents successfully petitioned the city to increase the length of the southernmost tything lots fronting Gaston Street. This allowed for bigger yards and setbacks compared with earlier, older counterparts. Monterey Square, the fifth square along the Bull Street corridor, rivaled Johnson Square in prestige with the construction of the city's second monument.

1851: The Final Three Wards
<u>Troup Ward</u>
Boundaries: Price, East Liberty, Lincoln, and East Jones streets
Square: Troup Square
Named for: George Michael Troup, a Senator and Governor of Georgia
Troup Ward was laid out and developed in 1851 as one of three final wards to follow Oglethorpe's original urban plan. Troup Ward was mostly developed out of what was once known as the Common and the remainder of the ward was acquired by the city in 1852, with the purchase of two garden lots to the east. There are four smaller tything lots in Troup Ward, instead of the original

five. The ward was slow to develop with many lots remaining vacant until after the Civil War. Troup Square once had streetcar tracks running through its center, in line with Habersham Street.

Wesley Ward
Boundaries: Price, East Jones, Lincoln, East Gaston streets
Square: Whitefield Square
Named for: John Wesley, Principal Founder of the Methodist Movement
Before the city expanded east to create Wesley Ward in 1851, this area was known as the town common, and was the location of the African American Burial Ground.[19] When Colonial Cemetery stopped accepting burials in 1852, and Laurel Grove Cemetery began accepting them, the African American Burial Ground was relocated to Laurel Grove South. Wesley Ward's square, named Whitefield Square, once had streetcar tracks running the down center of it. When the tracks were removed in 1946, a wide roadway was proposed to be constructed through the square, similar to the Montgomery Street expansion through Elbert, Liberty and Franklin squares. Fortunately, it did not pass the proposal phase.

Calhoun Ward
Boundaries: Lincoln, East Jones, Drayton, and East Gaston streets
Square: Calhoun Square
Named for: John C. Calhoun, South Carolina stateman
Like Wesley Ward to the east, Calhoun Ward also housed part of the African American Burial Ground. In addition, the ward's southern tything lots were not laid out until 1854. Calhoun Ward's development was faster compared with Troup and Wesley Wards, probably due to its central location as one of the last squares approaching Forsyth Park. Calhoun Square also had streetcar tracks running through it until 1946. It is here where Oglethorpe's original urban plan of wards and squares comes to an end.

The city continued to expand but abandoned the original formula of the ward. Through the late nineteenth century and into the twentieth century, neighborhoods were created based on transportation and large-scale subdivision development. The large-scale subdivisions created their own green space for the enjoyment of the residents of the subdivision. Some neighborhoods were grouped together to create a "ward," but they did not resemble Oglethorpe's urban plan.

Squares
Oglethorpe laid the city out in a series of grids that allowed for wide open streets intertwined with shady public squares that served as town meeting places and centers of business. Of Savannah's 24 original squares, 22 squares are still in existence today.

Johnson Square
Boundaries: West Bryan, Bull, and Congress streets
Johnson Square was laid out in 1733 and named for Robert Johnson, the Royal Governor of South Carolina when Georgia was founded. Johnson Square was the first of Savannah's 24 squares and served as its commercial hub. In the center stands a monument of General Nathanael Greene, a Revolutionary War hero and Savannah patriot.

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[19] Ibid., 154.

Ellis Square
Boundaries: West Bryan, Barnard, and West Congress streets
Once lost to a parking structure, the old city square was restored thanks to a public/private partnership between the City of Savannah and area developers. The restored square features underground parking and a public green space. Ellis Square was laid out in 1733 and was named in honor of Henry Ellis, the second Royal Governor. It was here that the "Old City Market" was located, and merchants sold crops and wares.

Reynolds Square
Boundaries: East Bryan, Abercorn, and East Congress streets
Reynolds Square was laid out in 1733 and named for Georgia's first Royal Governor, John Reynolds. In the center stands a monument to John Wesley, the founder of Methodism and the Anglican minister to the colony in 1736.

Telfair Square
Boundaries: West State, Barnard, and West York streets
Telfair Square was laid out in 1733 as St. James Square; it was renamed in 1883 to honor Edward Telfair, a three-time governor of Georgia and patron to the arts.

Wright Square
Boundaries: East State, Bull, and West York streets
Wright Square was laid out in 1733 and named for Sir James Wright, Georgia's third and last colonial governor. The monument in the square honors William Washington Gordon, an early Mayor of Savannah who established the Central of Georgia Railroad. The large boulder memorializes Tomochichi, the Yamacraw Chief who welcomed General Oglethorpe and the first colonists.

Oglethorpe Square
Boundaries: East State, Abercorn, and East York streets
Oglethorpe Square was laid out in 1742 in honor of James Edward Oglethorpe, the founder of Savannah, Georgia's First City. In the northeast quadrant sits a marker to the Moravians who arrived in Savannah in 1735 from the current day Czech Republic.

Franklin Square
Boundaries: West Bryan, Montgomery, and West Congress streets
Franklin Square was laid out in 1791 and named in honor of Benjamin Franklin. For many years, the square was the site of the city's water tower and was referred to as "water tower square." The square was partially destroyed in 1935-1937 with the transformation of Montgomery Street into Highway 17. It was restored in 1985 to its original configuration. In 2007, a monument, sculpted by James Mastin, to commemorate Haitian Volunteers who fought in the Battle of Savannah in 1779, was added to its center.

Warren Square
Boundaries: East Bryan, Habersham, and East Congress streets
Warren Square was laid out in 1791 and named in honor of General Joseph Warren who was killed at the Battle of Bunker Hill during the Revolutionary War.

Washington Square
Boundaries: East Bryan, Houston, and East Congress streets
Washington Square was laid out in 1791 and named to honor George Washington, the first President of the United States. Some of the oldest houses in Savannah are located around this square.

Columbia Square
Boundaries: East State, Habersham, and East York streets
Columbia Square was laid out in 1799 and named "Columbia," the female personification of the United States of America. Before the green square that currently exists, a streetcar line passed through Columbia Square from 1877-1946. Redesigned in 1970-1971 by Sam Monk, the square now includes at its center a fountain from the Wormsloe Plantation, an early Savannah settlement.

Greene Square
Boundaries: East State, Houston, and East York streets
Greene Square was laid out in 1799 to honor General Nathanael Greene, a Revolutionary War hero who fought against the British in Savannah. The square was redesigned in 1967-1968 by Clermont Lee, and includes small, raised garden beds and tabby sidewalks.

Liberty Square
Boundaries: Formerly Montgomery and West President streets
Liberty Square was roughly half the size of earlier Oglethorpe Era squares. This square was laid out in 1799 and was named to honor Savannah patriots, the "Liberty Boys," who were instrumental in setting the stage for Georgia's involvement in the American Revolution. However, in 1935, a decision was made to have Montgomery Street/U.S. 17 run through the square to West Bay Street.

Elbert Square
Boundaries: Formerly Houston and McDonough streets
Though it was ultimately lost to Montgomery Street/U.S. 17, Elbert Square was laid out in 1801 and was named in honor of Samuel Elbert, a Revolutionary War hero, and Georgia Governor.

Chippewa Square
Boundaries: Hull, Bull, and East Perry streets
Chippewa Square was laid out in 1815 and named to commemorate the Battle of Chippewa in the War of 1812. In the center stands a bronze statue of the colony's founder, General James Edward Oglethorpe, who faces south protecting Savannah from the Spanish in Florida.

Orleans Square
Boundaries: Hull, Barnard, and West Perry streets
Orleans Square was laid out in 1815 in honor of the heroes of the Battle of New Orleans during the War of 1812. The fountain in the square was dedicated in 1989 by Savannah's German Society to recognize the contributions of Savannah's early German immigrants. Orleans Square was home to the city's first brick cistern in 1833. It replaced the smaller wooden cistern that was built just three years earlier.

Madison Square
Boundaries: West Harris, Bull, and West Charlton streets
Madison Square was laid out in 1837 and named to honor James Madison, the fourth president of the United States. In the center stands a monument of Sergeant William Jasper, who fell during the Siege of Savannah in 1779. A granite marker denotes the southern line of the British defense during the 1779 battle. Madison Square housed one of the many city cisterns installed between 1833 and 1850.

Pulaski Square
Boundaries: West Harris, Barnard, West Charlton streets
Pulaski Square was laid out in 1837 and named in honor of Count Casimir Pulaski of Poland, the highest-ranking foreign officer to die in the American Revolution. Pulaski fell during the Siege of Savannah in 1779. The square has no fountain or monument at its center.

Lafayette Square
Boundaries: East Harris, Abercorn, and East Charlton streets
Lafayette Square was laid out in 1837 to honor the Marquis de Lafayette, who aided the Americans during the Revolutionary War. The current fountain was erected in the center of the square in 1982-1983 by the Colonial Dames of America to commemorate the 250th anniversary of the founding of the colony.

Crawford Square
Boundaries: East Hull, Houston, and East Perry streets
Crawford Square was laid out in 1841 and named in honor of William Harrison Crawford, Minister of France during the reign of Napoleon. Crawford was said to be the only foreign politician with any influence over Napoleon.

Chatham Square
Boundaries: West Taylor, Barnard, and West Gordon streets
Chatham Square was laid out in 1847 and named in honor of William Pitt, the Earl of Chatham. Pitt was an early supporter of the colony and though he never visited Savannah, Chatham County and Chatham Square were named in his honor. Chatham Square once served as a playground for the neighboring Barnard Street Public School.

Monterey Square
Boundaries: East/West Taylor, Bull, and West Gordon streets
Monterey Square was laid out in 1847 and was named to commemorate the 1846 Battle of Monterey during the Mexican American War. The square's monument honors Casimir Pulaski.

Calhoun Square
Boundaries: East Taylor, Abercorn, and East Gordon streets
Calhoun Square was laid out in 1851 and named in honor of John C. Calhoun. Calhoun was a South Carolina statesman and Vice President under John Quincy Adams and Andrew Jackson. Calhoun Square is the only square where all the surrounding historic buildings remain.

Troup Square

Boundaries: East Harris, Habersham, and East Charlton streets
Troup Square was laid out in 1851 and named in honor of George Michael Troup, a Senator and Governor of Georgia. In the center stands the Armillary Sphere, an astronomical device designed to show the relationship among the celestial circles.

Whitefield Square
Boundaries: East Taylor, Habersham, and East Gordon streets
Whitfield Square, laid out in 1851, was the last of the Savannah squares. It was named to honor Reverend George Whitefield, founder of the Bethesda Orphanage, the oldest orphanage in the United States. A gazebo sits in the center, and Victorian architecture is prominent in this area.

OTHER SIGNIFICANT URBAN FEATURES

The following section details features, beyond the Oglethorpe Plan, such as parks, cemeteries, and markets, which played a role in shaping the city of Savannah.

The Riverfront
As more settlers arrived in Savannah, officials focused on improving the harbor and its navigation. This resulted in the development of the Wharf Lots, which were developed gradually starting in 1798. As development continued, these lots began to encroach on the river and the bluff. This encroachment resulted in excavation of the sandy bluff for ramps and passageways, down to what is known today as Factor's Walk and River Street.

The Savannah River
The waterfront has always played an important role in Georgia, whether as a colonial port, exporter of cotton, or tourist destination. River Street runs along the Savannah River, where the colony of Georgia was founded in 1733, and is the location of the original Port of Savannah. In the 1700s, it was the main location for goods coming into the city, and by the mid-1800s, Savannah was the leading exporter of cotton in the world. The four and five story buildings along the waterfront were originally constructed as cotton warehouses.

The hand-laid cobblestones that pave the ramps leading from Bay Street down to River Street were originally used as ballast material on the many ships that sailed into Savannah's harbor. The ships collected chert, quartz, granite, basalt, and other rocks from their initial locations and deposited the stones upon unloading in Savannah. The stones originated in several exotic locales including Madeira Island, Spain, Canada, France, and the British Isles. Savannah settlers found the stones to be an affordable and abundant building material and used them throughout the Historic District.

The last cotton office on the waterfront closed in 1956. In the 1970s, the area was redeveloped by local landowners and urban planners determined to revive the history and prosperity of Savannah's Waterfront. Today it is a major destination for tourists.

Factor's Walk
Factor's Walk was a place of interaction for factors, traders, and laborers who would use the passageway to transport, view, and inventory goods for trade and purchase. As buildings were built on the riverfront, the difference in height between the river and the top of the bluff created

the appearance of a two-story building from the top of the bluff and a five-story appearance from the riverside of the building. The upper stories were utilized as office space by the factors, or brokers, who the dominated the riverfront trade industry, thus becoming known as "Factor's Row." The two lower floors were used as storage space, while the middle level was known as Factor's Walk.

The area known as Factor's Walk was once a sandy continuous pedestrian walkway that started from West Broad Street and ended at East Broad Street. The construction of River Street in 1834 led to the opening of ramps, or dray ways, down to the docks. Dray ways were named for how they were used by horse drawn cargo carts, called drays.[20] The dray ways worsened the erosion problem on the bluff and were later, in 1834, required to be paved. As development of the wharf lots and use of the dray ways grew, it was recognized that all buildings constructed below the bluff required a retaining wall at the base due to the slope of the bluff. The retaining walls begin at Barnard Street ramp to the west and end at the East Broad Street ramp to the east. These walls were constructed from the mid-to-late 1800s in different sections at various times. The walls vary in height, from two to nineteen feet. Most of the walls are constructed entirely of ballast stone, while others are constructed entirely of brick.

Factor's Walk evolved from being Savannah's center of trade and commerce to now functioning as a contributing thoroughfare of the historic city's tourism district.

Parks

Emmet Park
Boundaries/Location: Along Bay Street, between Abercorn and East Broad streets
Once a Native American burial ground, Emmet Park was originally known as the Strand and the Irish Green and is located near a neighborhood that was home to many Irish Savannahians. In 1902, Emmet Park was named for Irish patriot and orator Robert Emmet. Bordered by sections of Factors Walk, Emmet park is home to the Salzburger Monument of Reconciliation, the Celtic Cross, Savannah's fallen soldiers from the Vietnam War, the Chatham Artillery Memorial, and the Old Harbor Light.

Forsyth Park
Boundaries: Drayton, Gaston, and Whitaker streets and East Park Avenue
This 30-acre park features a one-mile perimeter, popular among outdoor enthusiasts. Development of the park began in the 1840s, when the northern section was donated to the city by William Hodgson. In 1851, the park was expanded and named for John Forsyth, a Georgia Governor. The park's north end is home to a cast iron fountain that was erected in 1858. The Forsyth Park Fountain was designed to resemble the grand fountain in Paris at the Place de la Concorde. An exact replica of the Forsyth Park Fountain resides in Cuzco, Peru. The park is also adorned by the Confederate Soldier Monument, the Marine Corps Monument, the Spanish-American Monument, and the Fragrant Garden for the Blind. The Forsyth Park Fountain is one of Savannah's most visited attractions.

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[20] Elliot Edwards, "A Historical Sketch of Factor's Walk Retaining Walls and an Investigation into the Cause of the Wall's Erosion," *Georgia Journal of Science,* 64,6, 2006.

Morrell Park
Location: Between the Savannah River and East River Street, at the East Broad Street ramp
In the 1970s, Morrell Park was redeveloped by local landowners and urban planners determined to revive the history and prosperity of Savannah's Waterfront. This riverside park is home to one of Savannah's most beloved figures, the Waving Girl, which was commissioned in 1972. The statue commemorates Florence Martus, the lighthouse keepers' sister who waved to ships in Savannah's port for more than forty-four years. She stands as a symbol of Savannah's gracious Southern hospitality and charm. Savannah's Olympic Flame is also located here, as Savannah was the site of the 1996 Olympic yachting events. The flame burned throughout the duration of the centennial games in Atlanta.

Markets

The city of Savannah has had many markets throughout its history. Markets were structures or open-air, and were places where people sold, bought, and exchanged goods or services. The most well-known market in Savannah was City Market (c.1872), located on Ellis Square.

In March of 1755, the Georgia General Assembly granted the City of Savannah the power to establish and regulate a city market. In 1759, the first market was established on Johnson Square. However, by August 1759, City Council decided a new market house should be built around the public well and pump at Broughton and Bull streets.[21] Then, in September 1759, the City Council decided to build a market around Tomochichi's original burial ground, at the center of Wright Square.[22] This market continued until 1763. Meanwhile, in December 1762, the Georgia General Assembly discussed moving the market back to Ellis Square. By April 1763, a lot in Ellis Square was designated for use as a public market. A secondary market was built just below the bluff at Bull Street to accommodate waterborne vessels delivering goods.

In 1787, the market on Ellis Square was destroyed by fire and a temporary market, below the bluff, was constructed. By December of 1788, a special tax authorized the construction of a 40-square foot market to be built back on Ellis Square. This second building was constructed in 1811. Between 1802 and 1811, Warren Square was also used as a market.

In 1820, a fire that started in a bakery on Ellis Square caused the entire market, and much of northern half the city, to burn down. Later, in January of 1820, the City Council passed an ordinance to relocate the market to South Broad Street (now Oglethorpe Avenue), extending east and west along South Broad Street, just off Barnard Street. By December 1820, a group of citizens obtained permission from the State to privately erect a new market on Ellis Square, to be presented to the City of Savannah when finished. The City Council accepted the offer to erect a new market on Ellis Square by private means in January 1821. The building was completed by August 13, 1821. Both the South Broad Street and Ellis Square markets were simultaneously in use.

The 1821 Ellis Square market was in use until 1870, when it was demolished due to the extensive repair needed and inadequate space. The new Ellis Square City Market, an ornate brick structure

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[21] Chatham County-Savannah Metropolitan Planning Commisson?, City of Savannah, Georgia. Historic Preservation Department, Vertical Files.
[22] Ibid.

with Romanesque arches, large circular windows, and a 50-foot roof line, was completed in 1872. In 1882, electricity was provided to the market through a contract between the City of Savannah and the Brush Electric Light Company. By 1892, an ordinance was passed allowing the Electric Railway Company to run tracks through the market to accommodate streetcar traffic.

By 1937, suggestions to raze or renovate City Market were voiced. By 1952, plans for a 199-car parking structure were being considered. In 1953, City Council approved a 50-year lease for the parking structure, which demolished the City Market building. In October 1953, the market closed to customers, and by March 1954, the 82-year-old building was gone.

The 50-year lease agreement expired in December 2004. In 2005, the parking garage was torn down and replaced by an underground parking structure developed through a public-private partnership. This provided the opportunity to restore a public square at ground level above the parking structure. Ellis Square is back as a public square and maintains the original urban plan.

Burial Grounds and Cemeteries
Savannah is home to many historic cemeteries and burial grounds, each with its own unique history and character. The first recorded colonist burial grounds are referenced in the Colonial Records, and were located on Lot 6, by the northwest corner of Bull Street and Oglethorpe Avenue, as well as on Lots 2 and 3 of York Street. The York Street burial ground was discontinued once Colonial Cemetery was established in 1750.

Colonial Cemetery
Established in 1750, the cemetery was created before the ward development extended south and is one of the very few interruptions in the pattern of the Oglethorpe Plan. For almost 100 years, many of the Savannah burials took place in Colonial Cemetery. Many prominent Savannahians are buried there. The last burial in Colonial Cemetery took place around 1850. After this time, Laurel Grove Cemetery was used as the main cemetery in Savannah.

Jewish Cemetery
The Jewish Cemetery first was established as a gesture of goodwill by James Oglethorpe shortly after the Jewish immigrants' arrival to Savannah in 1733. The property, just south of the then city's limits at South Broad Street, is on what we know today as Oglethorpe Avenue. The cemetery was in use from 1733 to 1765. In 1983, during the 250th anniversary of the founding of Savannah, the Trustees of the Mordecai Sheftall Cemetery Trust paid respects to the location with a marker in the median of Oglethorpe Avenue.

Jewish Community Cemetery
Another Jewish cemetery was established in 1773 just outside the city wall. Mordecai Sheftall allocated one and a half acres of the five acres granted to him by King George III to the Trustees for use as a place of burial "for all persons whatever professing the Jewish religion." The cemetery saw 84 burials between 1769 and 1881, including Mordecai Sheftall and his wife, Frances.

Levi Sheftall Family Cemetery

The Levi Sheftall Family Cemetery, also known as the de Lyon-De La Motta Cemetery or Cohen Street Cemetery, is located off of what is now Cohen Street in the southwest area of downtown. It is the burial ground for members of the Sheftall, de Lyon, and De La Motta families. The cemetery was established by Levi Sheftall in 1765 as a 25 x 40-foot walled plot on the land that King George III had granted to Mordecai, Levi's brother. Mordecai's father, Benjamin Sheftall (1702-1762), was the first to be buried behind the walls. Levi's walled family plot is next to Mordecai's Jewish Community Cemetery.

Laurel Grove Cemetery
Planning for the Laurel Grove Cemetery commenced in 1818. Development, however, was not initiated until 1850, after the other cemeteries in the city were approaching full capacity. Laurel Grove Cemetery was racially segregated between its northern and southern sections. The larger, northern portion was allocated to whites, while the southern portion (four acres in total) was designated for African Americans.

The land in which the cemetery stands was once a rice field owned by the Springfield Plantation. The 67-acre graveyard was designed to include multiple pathways and lush landscaping that would encourage picnics and gatherings. Although Laurel Grove was meant to be the main burial site for Savannah's deceased, some wealthy residents preferred to be buried in the expensive Bonaventure Cemetery. By 1907, all the available grave lots in the northern section had been filled. As a result, the city purchased the large Bonaventure Cemetery to supplement its burial grounds. Laurel Grove South took much longer to reach capacity, and lots were available throughout the late twentieth century.

Bonaventure Cemetery
Bonaventure Cemetery was created in 1846, on the land that was previously the Bonaventure Plantation, just south of the city of Savannah. During the Victorian period, cemeteries were no longer simple graveyards and had become parks filled with beauty, welcoming both the dead and the living. In 1875, a streetcar stop was added at Bonaventure Cemetery, to encourage people to use the streetcar.

East Savannah Cemetery
While there is not an established date or date of creation for this cemetery, the oldest headstone found dates to 1874. This cemetery seems to be older than the surrounding community of East Savannah. The community operates and maintains the cemetery, and there is no clear ownership or chain of title for the land.

LePageville Cemetery
This cemetery was established behind the houses of the LePageville community on the north side of President Street. The community was built in 1885 as a workers' village for the employees of the Savannah, Florida, and Western Railway. The land was once a rice field owned by the Deptford Plantation. As many as several hundred people may have been buried there. Graves were marked with headstones, wooden crosses, or pots and pans. When families moved, the memory of that cemetery nearly disappeared into the underbrush that hovered over the grave sites. Today only one headstone remains in the cemetery.

Catholic Cemetery
Since the late eighteenth century, the southwestern corner of Colonial Cemetery had been informally reserved for the French and Irish Catholic citizens of the city. In 1853, when Colonial Cemetery closed for further burials, a new area had to be established for Savannah Catholics. This was due to the City's refusal to assign a section of Laurel Grove Cemetery for the use of the church's communicants. The Rt. Rev. Francis X Garland, Bishop of Savannah, purchased 8.3 acres of what was originally part of the Reinhard Farm, on the east side of Savannah, to establish a new Catholic Cemetery. The other part of the farm was acquired for the early twentieth century subdivision Wagner Heights. In 1875, a streetcar stop was added at the Catholic Cemetery to encourage people to use the streetcar.

Hillcrest Cemetery
This antebellum 40-acre cemetery sits adjoining the Catholic Cemetery on Wheaton Street. Hillcrest Abbey Mausoleum is on the Wheaton Street Hillcrest Abbey Cemetery property along the back.

Greenwich Cemetery
Greenwich Cemetery is a rural cemetery located on a scenic bluff of the Wilmington River, east of Savannah. It stands on the site of the former Greenwich Plantation and became an addition to Bonaventure Cemetery in 1933.

There are more burial grounds and cemeteries throughout Savannah that hold sizeable lots for ones who have passed. The city has and will continue to allot land for the dead, which is part the continuing urban development of ongoing expansion.

HISTORICAL DEVELOPMENT PATTERNS

The city's original development pattern, established by James Oglethorpe in 1733, has been remarkably resilient and adaptable. For that reason, Savannah enjoys international recognition as a planned city and an enduring legacy. This section gives an overview of the Planned Town Era, which was established by the Oglethorpe Plan, and then describes the four subsequent eras that shaped Savannah and Chatham County by reinforcing, redefining, or replacing the Oglethorpe Plan. (Note: This is a summary of areas and neighborhoods as they developed. It is not, nor is it intended to be, exhaustive.)

The Planned Town Era (1733-1869)

1733-1825
During the Planned Town Era, the pattern of the ward, first established by the Oglethorpe Plan, continued in a repetitive, easy-to-follow pattern. The first six wards and commons area were enclosed with a palisade wall that was used to protect the young colonial settlement.

Savannah's earliest settlers were allotted individual five-acre garden lots; the triangular lots were created by dividing ten-acre square parcels in half. The shape created longer crop rows for more efficient farming. As Savannah expanded, landowners began to subdivide their garden lots for

private development; small blocks and connected streets that aligned with Savannah's plan were created in most cases.

1825-1869

The following describes neighborhoods and areas originally developed from 1825-1869, in the later stages of the Planned Town Era. These areas were largely separate from the Oglethorpe Plan, either in development style or location.

Yamacraw Village

Yamacraw Village dates to colonial times and was where the Yamacraw originally resided. When the Yamacraw left the area, it attracted Russian, Norwegian, and Irish immigrants, and later free African Americans. Yamacraw Village currently sits on the west side of Savannah, between West Boundary Street and Martin Luther King, Jr. Boulevard, and just a few blocks from the Savannah River. However, originally Yamacraw Village abutted the bluff, overlooking the Savannah River. Waterfront industries eventually pushed back to its current location.

Before the 1940s, the crowded area was filled with wooden shanty houses. However, in the early 1940s, federal funding established Savannah's second public housing project, consisting of 480 units that originally housed African Americans, along with a smaller number of German Jews and Irish Catholics. As part of the housing project's design, federal officials constructed an administration building, located at 349 West Bryan Street, in the image of the Hermitage Plantation mansion. By the 1960s, Yamacraw Village was largely occupied by African Americans, and remains so to this day. The development is the oldest project in the Savannah Housing Authority's portfolio.

Frogtown and Currytown

The Frogtown area was originally part of the Royal Vale Plantation. After the Civil War, freed enslaved people settled in the area. They called it Frogtown because, after a rain, frogs could be found everywhere. Even though a railroad station was housed in Frogtown in the early twentieth century, it remained relatively separate and isolated from the downtown core of Savannah. Regardless, the area was once lined with homes and thriving Black businesses. In the mid and late twentieth century, urban renewal, and the development of the overpass on West Broad Street (now Martin Luther King, Jr. Boulevard), cleared the neighborhood. Garrison Elementary School now stands where Frogtown once was.

Currytown (or Currie Town), just south of Frogtown, is bounded by Tattnall, West Liberty and West Jones streets, and West Broad Street (now Martin Luther King, Jr. Boulevard). The neighborhood came into existence in the early nineteenth century and was originally outside the

city limits. By 1839, the city had extended its jurisdiction to include Currytown.[23] By 1856, it was designated the Currie Town Ward.[24]

Ossabaw Island
Between 1825 and 1869, Ossabaw Island was under the colonial ownership of Grey Elliot. Elliot later sold the island to Dr. Henry Bourquin, who then sold it to his son-in-law John Morel. In 1777, Morel died, and the plantation passed on to his sons, who divided the island into three plantations. In 1802, Morel, Jr. died and his share, the South End Plantation, was divided into two plantations— South End and Buckhead. In 1847, Ossabaw Island became part of Chatham County. The 1910 census indicates only six people lived on the island. There were, and are, no roads or bridges that connect the island to the mainland.

The Beach Institute Area
Originally laid out as garden lots, then late 1700s the property was under Sir James Wright ownership which eventually passed to Josiah Tattnall. However, after the American Revolutionary War in 1782 it was sold as the Fair Lawn Plantation. By 1853, Albany Railroad—later becoming the Savannah, Florida, and Western—established a terminal at Liberty and East Broad streets. At this point the neighborhood experience rapid growth, with housing for the railroad workers. Today the area encompasses thirty-three acres of land divided into eleven blocks. The urban plan consists of long blocks with streets and lanes aligning with the wards to the west; however, it does not continue the pattern of wards.

Forsyth Park
Forsyth Park is a large city park that occupies 30 acres in downtown Savannah. The park is bordered by Gaston Street on the north, Drayton Street on the east, Park Avenue on the south and Whitaker Street on the west. Before the park was created for recreational activities and leisure, it was called the Commons. The Park was originally created in the 1840s on ten acres of land donated by William Hodgson. Originally called Hodgson Park, it was expanded in 1851 with a donation of twenty acres of land owned by Georgia Governor John Forsyth. It was then renamed Forsyth Park, becoming the 30-acre park of today. Forsyth Park is extraordinary in that it is one of the first large-scale parks to be created in the United States. The famous Central Park of New York was not created until 1859.

The Streetcar Era (1869-1920)
By 1854, the city limits pushed further south to Estill Drive (now called Victory Drive), west to include what is now Carver Village and Laurel Grove Cemetery, and east to include the extension of President Street.

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[23] A.H. MacDonell, *The Code of City of Savannah of 1907, Containing the Charter of City of Savannah with General State Laws Affecting Municipal Corporations, Also Ordinances Adopted By the Mayor and Alderman of the City of Savannah, Now of Force with an Appendix Containing Laws of the City Court of Savannah, A List of the Local Laws heretofore enacted for the City of Savannah and the County of Chatham, and a list of Franchises and Privileges granted by the City*. [Georgia Law Down to and Including Acts of 1906], [Ordinances Down to and Including December 1906], Morning News Print, 1907. 317-318.
[24] Ibid., 314.

Savannah's Streetcar Era began in 1869, when the Savannah-Skidaway and Seaboard Railway Company was formed. The company began providing intercity streetcar service connecting downtown Savannah with Montgomery Cross Road, the White Bluff area, Isle of Hope, Skidaway Island and Thunderbolt. The first streetcars were horse drawn and could seat up to twelve people. This allowed residents, who were previously forced to work close to home, to travel across Savannah and outside the city for employment opportunities, recreation, and residency expansion. The streetcar suburbs became the city's "first ring" suburbs—the first concentric ring of growth to form around the original town that had remained much the same size for a century and a half. The second ring resulted from the introduction of the automobile in the early twentieth century.

While the streetcar revolutionized travel, it was still a difficult ride in many areas of the city, as most streets in Savannah were not paved. In 1886, small parts of West Broad Street (now Martin Luther King, Jr. Boulevard.) were paved with Belgian blocks. Asphalt was introduced in 1886 as well, when a small portion of Broughton Street was paved with it.[25] Vitrified brick was used on Abercorn and Habersham streets between Oglethorpe and Liberty.[26]

1885 - LePageville

Founded and designed by Robert LePage in 1885, superintendent of the wharf in Savannah, LePageville was built to house the African American workers of the Savannah, Florida, and Western Railway Company. The entirety of the neighborhood was conveniently located near the docks so as to house workers who were employed by the company to haul lumber at the wharf. It was originally planned to have 108 homes; however, only 50 were built. The homes had two rooms and a garden plot, and the neighborhood had one church. Houses did not have indoor plumbing, and many did not have electricity.

1886 - Victorian District

The city's Victorian District was the first area that grew rapidly as a result of the new accessibility created by streetcars. Initially, it was a transitional area with growth patterns closely resembling those of the Oglethorpe Plan. Later development produced larger lots with more yard area. Commercial uses were located on corner lots adjacent to residential blocks.

Dr. James J. Waring (1829-1888) pioneered the expansion of the city limits to encompass the first Streetcar Suburbs. In 1866, he acquired and developed a tract on the southern perimeter of the city, which became Waring Ward in 1870 when it was annexed into the city.[27] Waring continued the street grid pattern consistent with the Oglethorpe Plan. However, he departed from the lot development pattern by requiring 20-foot setbacks for new construction.[28]

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[25] Thomas Gamble, *A History of the City Government of Savannah, Ga from 1790 to 1901*, City Council, 1900. 290.

[26] Ibid., 291

[27] "Victorian District Building Survey and Evaluation," *City of Savannah*, September 1980, 6.

[27] "Victorian District Building Survey and Evaluation," *City of Savannah*, September 1980, 6.

[28] Ibid, 7.

1853 to 1867 - Cuyler-Brownville District

The Cuyler-Brownville neighborhood was originally developed in the mid-nineteenth century for freed enslaved people and remains today as one of the most intact and continuously occupied African American neighborhoods in Savannah. The current neighborhood consists of what was once two separate neighborhoods: Dillontown and Brownville. Originally, Dillontown was a 100-acre tract of land laid out in a grid-like pattern with squares. Brownville was also laid out in a grid pattern, but lots had a north-south orientation. At the time of development, this area was outside the Savannah city limits. By 1886, these developments became part of the city, and the squares were filled in with new buildings. As infill occurred, it changed the initial urban plan of the neighborhoods. By 1890, streetcar service reached west as far as Laurel Grove Cemetery. Today, these neighborhoods are known collectively as the Cuyler-Brownville Historic District.

1871 - Woodville

By 1871, the Woodville area was a subdivided tract of land. Woodville and West Savannah would grow organically, as more people moved to Savannah to work at one of the many factories along the Savannah River. Houses had neither heat nor running water.[29] It would not be until 1980 when the majority of homes in Woodville would see both running water and sewer access.

West Savannah

West Savannah is an area bounded by the Savannah and Ogeechee Canal and Stiles Avenue. Once associated with several plantations, including the Hermitage, Brampton, and the Retreat, the area was still largely rural by the early twentieth century and was occupied by truck and dairy farms. However, between 1917 and 1930, new employment opportunities at the Savannah Sugar Refinery, Diamond Match Company, and Union Camp Corporation led to the transformation of this area. After WWII, West Savannah became part of the city of Savannah and street names changed from letters to proper names. Building and construction increased at this time, replacing earlier row buildings with single family homes.

1880s to 1890s - East Savannah

The East Savannah neighborhood was originally outside the city limits and primarily an African American neighborhood. It was a rural, isolated area, located between Elgin and East Gwinnett streets. The people living in the East Savannah neighborhood mainly worked for the Florida and the Western Rails Company stowing cargo.[30] This area later would be absorbed into the Savannah Gardens neighborhood. Early on, East Savannah had few houses and no electricity, indoor plumbing, or running water. Well into the 1940s, kerosene lanterns and outhouses were the norm. This was a stark contrast to the white subdivisions that were constructed in the 1940s and 1950s. Sometime during the mid-twentieth century, developers began developing East Savannah in small pockets, creating a sporadic pattern of development in the area.

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[29] Martha Keber. *Low Land and the High Road: Life and Community in Hudson Hill, West Savannah, and Woodville Neighborhoods*. City of Savannah's Department of Cultural Affairs, 2008. 29.

[30] Martha Keber, *Ebb and Flow: Life & Community in Eastern Savannah*. City of Savannah's Department of Cultural Affairs/Leisure Services Bureau, 2011. 42-43.

1898 - Eastside
In 1854, Savannah extended its boundary on the southeast to incorporate all of the land east to Waters Avenue and south to Anderson Street. In 1890, electric streetcars were put into service and soon had an enormous impact on the growth of the city and other communities to the east. The development of Eastside, an approximately 160-acre area, was made possible because of the streetcar. Collinsville, developed in 1898, and the Meadows, developed in 1900, were two middle-class streetcar developments on Savannah's east side. Early architecture in these two neighborhoods reflect the adjacent Victorian District. However, by the early twentieth century, more Craftsman and other eclectic styles emerged. Collinsville and the Meadows became two of Savannah's more prestigious developments before the completion of the Ardsley Park and Chatham Crescent suburbs of the 1920s. Collinsville and the Meadows are known today as the Eastside Historic District. This area is significant in community planning and development because it continued the city's grid plan of the nineteenth century and reflects the major impact of urban mass transit at the turn of the twentieth century.

1890 to 1920 - Thomas Square/Mid-City/Streetcar
Further expansion of the streetcar lines was followed by a further expansion of the city limits. The current Thomas Square Streetcar Historic District, immediately south of the Victorian District, developed between 1890 and 1920. Development patterns changed even more during this period. Lot sizes increased to an average of nearly 4,000 square feet, double the size of those in the National Historic Landmark District. The ward structure changed to one comprised solely of rectangular blocks. The streetcar system survived until 1946 when electric streetcars gave way to gasoline powered buses which helped commuters crisscross the county.

1907 - Daffin Park
Daffin Park, which occupies the north half of the Daffin Park/Parkside Historic District, was designed in 1907. The Beaux-Arts style park features two circular nodes at the east and west ends joined to the four corners by tree lined diagonal roads. Named for Philip Daffin, the first chairman of the Savannah Park and Tree Commission, the park features the Historic Grayson Stadium and remains a center of community gathering and recreation.

1910 - Ardsley Park/Chatham Crescent
Around 1910, the city expanded its corporate limits further southeast, past the Thomas Square neighborhood, to include two suburbs of Savannah. With the rising popularity of the automobile, people felt the freedom to move further away from the city center. The site of the new Ardsley Park and Chatham Crescent was to be a boggy land on the fringes of the streetcar lines, located on the south side of Estill Drive (now called Victory Drive).

Ardsley Park was, and still is, a small subdivision laid out in grids with squares similar to downtown; however, its neighbor, Chatham Crescent, is a much larger tract of land, laid out in a Beaux Arts style. Here, city blocks were punctuated with one-acre half circles, crescent shaped streets, and a landscaped mall. There was originally a hotel planned for the center; however, due to financial issues, the eight acres of land was used to construct a school, now called the Savannah Arts Academy. Both Ardsley Park and Chatham Crescent were walled communities that combined

quality planning, landscaping, and architecture, with the goal of providing country living in close proximity to the urban center.

1912 - Wagner Heights
Wedged between an old farm and Wheaton Street, the Wagner Heights subdivision grew out of a burst of neighborhood planning and development in the early twentieth century. It had hallmarks of the later, more suburban style subdivisions to the south of the city. Wagner Heights was small and was only six blocks long and two blocks deep; across from the subdivision, there was a ballpark and a streetcar line. Despite advertisements of conveniences and the area attracting a small number of families of German descent, Wagner Heights remained mostly vacant.

1914 - Twickenham
The Twickenham neighborhood emerged from what was Brewton Hill Plantation. In 1914, the Twickenham Development Company announced to investors and white homebuyers, 'Savannah is expanding east."[31] Twickenham Terrace was a subdivision adjacent to the Savannah Golf Club on Garrard Avenue, which had "modern" conveniences, such as city water and paved streets. It was close to downtown, but far enough out to escape the city's heat. Twickenham was developed for white workers at the Atlantic Coast Line Railroad (ACL). The development was constructed 30 years after the LePageville neighborhood, which was also tied with the rail's wharfs. These two neighborhoods showcase the differences in the housing/developments that were offered to white versus black workers.

Before, the 1940s, single family residences? were the norm in Twickenham, East Savannah, and Wagner Heights, with some homeowners building their own homes. This led to these areas being sparsely developed prior to World War II.

1914 to 1947 - Parkside
Parkside is a residential subdivision just south of Daffin Park and is a significant example of the early twentieth century automobile suburb. The neighborhood consists of one-to-two story houses, built between 1914 and 1947. The houses are set on smaller lots with uniform setbacks, and the neighborhood's blocks continue the city's grid pattern.

1917 - Gordonston
To the southeast of downtown Savannah, Gordonston was developed as a new subdivision in 1917. The area was named Gordonston for its developer, William Washington Gordon III, whose family was responsible for the establishment of the Central of Georgia Railroad. The plan of this 80-acre streetcar and early automobile suburb included broad landscaped avenues, a radial plan, quality construction, and was situated near schools and the old Savannah Golf Club. The architecture includes examples of Colonial and Tudor Revival, Craftsman, and bungalow styles. An eight-acre park, located to the east of this marker at the end of Kentucky Avenue, was dedicated in 1926 by Juliette Gordon Low, founder of the Girl Scouts of the USA as a memorial to her parents. Wrought iron panels on either side of the entrance to the park were hand-forged for Juliette Low in England.

Early Automobile and Wartime Era (1920-1946)

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[31] Ibid., 18.

While automobiles were introduced late in the nineteenth century, their impact on development patterns was not felt until the 1920s. The industry and technology associated with the automobile fundamentally changed urban and community planning.

By the 1920s, families across the country were purchasing automobiles. Greater mobility offered by the automobile stimulated a second ring of suburban growth, which again resulted in larger lots averaging 6,000 square feet. Houses sat further back on their lots, and garages and carports were common features. Multi-family uses were integrated into neighborhoods, but less frequently than in the downtown district. Residential areas also contained less commercial development as automobile owners drove greater distances for goods and services. The inseparability of households and automobiles provided far more opportunities to develop beyond the urban fringe.

1925 - Ardmore and Hull Park
Southeast of Ardsley Park/Chatham Crescent, Ardmore and Hull Park emerged in 1925. Ardmore offered relatively large lots with a diamond shape park (Hull Park) on the southeast corner of the subdivision. The construction of this subdivision coincided with a migration of Northerners seeking warmer climates. A conscious effort was made to advertise Savannah as a progressive, modern city with excellent residential districts in order to entice people to move to Savannah. Even the architecture of Ardmore and Hull Park was designed to influence people to move here. The Spanish Colonial Revival Bungalows, English Cottage, and English Vernacular Revival style was a stark contrast to the Ardsley Park and Chatham Crescent grandeur styles.

1925 - Bacon Park
Bacon Park was first established by the Chatham County Commission as a regional recreational area. The site was originally the Chatham County Prison Farm, which consisted of 1,625 acres. Initially, the area consisted of three golf courses. First was the golf course off of Eisenhower, which still exists today. The second was a nine-hole range, that is now the Bacon Park residential neighborhood. The third golf course was located where Georgia Regional Hospital sits today. The recreational area included the Lake Mayer and Memorial Stadium off Skidaway Road. It is this recreational area that would become a subdivision in the 1950s and 1960s.

1940s - Fellwood Homes
Fellwood Homes was the first neighborhood created by the Housing Authority of Savannah. It was located on a 26-acre tract off West Bay Street. Fellwood Homes lasted until 2007, when it was demolished to make way for the Sustainable Fellwood neighborhood.

1942 - Francis Bartow Place
Francis Bartow Place opened in 1942, exclusively for white defense workers. Located on a triangular lot between West Lathrop and Augusta Avenues, this subdivision differed from housing erected in East Savannah during WWI. The Francis Bartow housing was labeled as "defense housing," whereas on the eastern side of the city developments such as Deptford Place, Tattnall Homes, and others were labeled as "war housing." This distinction prevented the Francis Bartow Place from being demolished at the end of WWII.

1942 - Tattnall Homes

In 1942, Tattnall Homes, located between the established neighborhoods of Twickenham and East Savannah, were constructed as housing units for defense workers at the Southeastern Ship Building Corporation. It was understood that these prefabricated homes were used for wartime only, and once peace returned, the houses were to be torn down. Though the housing was for the employees of the shipyard, Black employees were excluded from residing there. By the 1950s, Tattnall Homes and the East Savannah neighborhoods joined to create Savannah Gardens. In the late 1960s, the neighborhood became more diverse in terms of age, household size, and race. The original Tattnall Homes neighborhood was demolished in several phases, and today, only one duplex building remains.

1942 - Pine Gardens

The Pine Gardens neighborhood was developed to provide housing for civilian shipyard workers employed at the nearby Southeastern Ship Building Corporation. After the war, in 1950-1952, the Pine Garden Annex was developed adjacent to the original Pine Gardens subdivision, in order to provide housing to the returning veterans. This subdivision included a shopping plaza, a fire department, churches, and a school. Here, the expansion of the city and necessary housing was spurred not by local transportation endeavors, but by war manufacturing and commercialization.

1943 - Deptford Place

Savannah's largest housing development emerged in 1943 and was called Deptford Place. Here, the homes were constructed as one-story row houses built of cinderblocks because lumber was in short supply. Deptford Place was another community that was closed off to Black families. By 1968, the last housing units in Deptford Place were demolished. Currently, the area is an industrial park.

Wartime housing created new neighborhoods with businesses, churches, schools, and fire stations. These conveniences benefitted not only new residents, but also long-time residents from the older, more established neighborhoods in East Savannah and Twickenham.

Modern Automobile, Post War Era (1946-Present)

By 1946, automobile dependence was commonplace for travel to work, accessing goods and services, and visiting friends and relatives. Post-World War II prosperity spurred a second great economic expansion, much like that of the 1920s. However, several factors combined to produce a much greater geographic expansion of American cities. Two factors most often cited are low interest loan guarantees by the Federal Housing Administration and increased funding of suburban road construction by the Federal Highway Administration.

Suburban Expansion

Suburbs formed rapidly, giving rise to new demand for commercial districts. The development patterns of the suburbs differed greatly from those of earlier eras; lots increased in size, averaging near 10,000 square feet. Subdivisions, having replaced wards as a unit of growth, were larger in area and uniformly residential, almost always consisting of single family detached homes. Commercial districts were larger and distinctly separate from residential areas.

1940s to 1980s - Hudson Hill

Hudson Hill, located west of downtown Savannah and north of West Savannah, developed in the late 1940s and the 1950s; however, its biggest development of housing was not until the 1950s - 1980s. Before WWII, some of the industries along the river provided housing in Hudson Hill in the form of small cottages. These cottages were replaced with single family houses by the 1940s.

1948 - Carver Village
Carver Village, named after George Washington Carver, was built in 1948 in an effort to answer the Savannah African American population's acute need for quality housing. Located west of downtown Savannah, this neighborhood is a late example of the Federal Housing Administration's (FHA) overt segregationist housing policies. The densely developed and primarily residential district is composed of narrow rectangular lots fronting straight, grid-patterned streets. Housing primarily consists of compact one-story houses constructed of concrete block, some with stucco or brick veneer. Significant house types represented in Carver Village include American Small Houses and ranch houses and are characterized by minimal stylistic detailing. Celebrated Savannah architect, Cletus W. Bergen, designed the district's earliest houses in the English Vernacular Revival style; at least 37 of the existing homes in Carver Village can be attributed to him. Carver Village is a significant site for Black heritage and community planning.

1950 - Kensington Park/Groveland
After WWII, Kensington Park and Groveland were among the first residential subdivisions in Savannah built for the middle and upper class. Additionally, as one of the first subdivisions to be constructed along DeRenne Avenue, Kensington Park and Groveland were planned with connecting streets, including wide curvilinear roads. The houses were laid out with a uniform setback, which differed from the downtown neighborhoods. It is located on the south side of DeRenne Avenue, directly south of downtown.

1953 - Magnolia Park/Blueberry Hill
Located southeast of downtown and on the south side of DeRenne Avenue, Magnolia Park/ Blueberry Hill is another subdivision that resulted from the post-WWII construction boom. Built in 1953, the subdivision has large lot sizes ranging from 100′ x 35′ to 75′ x 135′.

1955 - Mayfair and Paradise Park
Located north and south of Montgomery Cross Road respectively, Mayfair and Paradise Park are both 1955 subdivisions that expanded the city even further south and southeast during the post-WWII construction boom. Each subdivision consists of curvilinear streets and uniform setbacks. Lot sizes vary, though most are smaller than previous subdivisions north of Eisenhower Drive and south of DeRenne Avenue.

1955 - Windsor Forest
The first portion of the Windsor Forest subdivision consists of 350 acres of residential housing development. Later, a golf course was added as an amenity to the development. Forty-seven acres were given to Savannah Country Day School and 100 acres to what is now the Armstrong Campus of Georgian Southern University. The Windsor Forest subdivision was part of the

wave of new construction post-WWII. It is south of the Abercorn Street Extension and Truman Parkway intersection.

1970s to 1980s - Georgetown

The area now known as Georgetown remained rural until the 1970s, when it began to see the development of subdivisions. Across the Little Ogeechee River, it is considered a suburban community of Savannah where most residents commute to downtown for work.

Highway Infrastructure

1956 -Interstate 95

Interstate 95 (I-95) is the main interstate highway on the east coast of the United States and serves the Atlantic coast of Georgia. It crosses into the state from Florida and travels to the north, past the cities of Brunswick and Savannah, to the South Carolina state line at the Savannah River near Port Wentworth.

1967 - Interstate 16.

The first part of I-16 opened on October 11, 1966, to traffic between US 319 (exit 51) in Dublin, Georgia to SR 29 (exit 67) near Rockledge. In 1968, the segment between US 280 to downtown Savannah was completed and opened. The last part of I-16 opened on September 22, 1978, placing it in Emanuel, Candler, and Bulloch counties and completing the connection between downtown Macon and Savannah.

1990s-2010s - Harry Truman Parkway

The idea for the Harry Truman Parkway, originally known as the Casey Canal Parkway, was initially developed in the 1920s. After years of studies, recommendations, and delays, the north-south parkway began as a toll road, with construction starting at President Street (east of downtown) and concluding at the Abercorn Extension. The original plans for the parkway consisted of a two-lane highway; it was not until 1974 when a four-lane highway was proposed. The first phase of the project opened in 1993. The last phase opened in 2015.

1950s to 1990s - Urban Renewal

City Market on Ellis Square

In 1954, the city signed a 50-year lease with the Savannah Merchants Cooperative Parking Association, allowing the association to demolish City Market, built in 1870, and to construct a parking garage. Anger over the demolition of the historic building helped spur the historic preservation movement (most notably the Historic Savannah Foundation) in Savannah.

Union Station

Union Station opened in 1901, and was located at 419-435 West Broad Street, between Stewart and Roberts streets, on the site that is now listed as 435 Martin Luther King, Jr. Boulevard. It was designed by Columbia, South Carolina architect Frank Pierce Milburn and was an example of Spanish Renaissance and Elizabethan styles. The main feature of the structure was an octagonal rotunda, which measured 80 feet in diameter and served as the general waiting room. The exterior walls were made of pressed brick with granite and terra cotta trimmings. The building also had two towers. Since most of the station's history took place under the

South's Jim Crow segregation system, a 'colored' waiting room was assigned to African Americans.

Savannah's Union Station hosted the Atlantic Coast Line Railroad, the Seaboard Air Line Railroad, and the Southern Railway. While the term 'union station' generally implies a station that hosts all train companies stopping in a city, the Central of Georgia and the Savannah and Atlanta Railway used other stations in Savannah. Many visitors disembarked from the trains onto West Broad Street (now Martin Luther King, Jr. Boulevard). This brought enough business for theaters, bars, and stores to open in that section of town. For decades, Union Station and its surroundings became known as the economic and cultural center for Black Savannah. Union Station was demolished in 1963 for the construction of the I-16 flyover.

Civic Center
In the 1940s and 50s, before the current Civic Center, Savannah had a sports arena in East Savannah.[32] The arena existed until the Civic Center was constructed in 1974 and accommodates up to 9,600 attendees. The construction of the Civic Center between West Oglethorpe Avenue and West Liberty Street closed off Jefferson Street from direct north-south access. On the west side of the site, Elbert Square was lost as part to the construction. Many houses were demolished, while others were moved to other areas of Savannah.

Armstrong College (now part of the Georgia Southern Campus)
When Armstrong College was in what is now the Armstrong-Kessler Mansion at Bull and West Gaston streets, it had plans to expand its campus from Chatham Square to Drayton Street. All of the buildings in this area were to be removed, including the Mercer-Williams House, which was to be the school's gym. However, those plans were derailed by Mills B. Lane and Walter Hartridge, who encouraged the school to relocate their campus to the southside. This further expanded the city limits in 1966.

Interstate 16 Flyover
The construction of the I-16 flyover, which was completed in 1968, demolished large sections of western Savannah, including Union Station and the Frogtown neighborhood. The neighborhood had once been home to two local theaters, doctors' offices, restaurants, and bars and was the thriving center of Black commerce and community. During and following the construction of the flyover, people were moved out, many businesses were shut down, and buildings were demolished. The highway created a psychological barrier, as much as a physical one, and became a "divisive structure." Many attempts have been made to remove the flyover over the years, but none have been successful.

Parking Structures and Street Closures
Parking structures and street closures altered the city's urban plan by impacting what was being built and where. Additionally, parking garages and street closures impacted how people interacted with the city through walking, automobile and public transportation and how local business could possibly succeed.

Redevelopment and Revitalization Efforts

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[32] Keber, *Ebb and Flow: Life & Community in Eastern Savannah*. 104-105.

River Street

In June of 1977, at a cost of $7 million, a new waterfront plaza was unveiled. Some 80,000 square feet of empty abandoned warehouse space was transformed into a variety of shops, restaurants, bars, and art galleries. This redevelopment project helped stabilize downtown and was a large part of the revitalization of Savannah's Historic District.

Ellis Square

When the 50-year-old parking structure's lease expired in 2004, the city began plans to restore Ellis Square. The parking structure was demolished in 2006, to make way for a renewed public square (park) that features open spaces, as well as an underground parking structure.

Canal District Redevelopment

The development of a new arena and the surrounding Canal District on Savannah's westside is one of the largest and most recent redevelopment projects to be undertaken by the City of Savannah. The new arena site presents the opportunity to develop the Canal District, creating a vibrant new center of activity.

If adequate paths are created, the arena would be within walking distance of existing housing, hotels, restaurants, and a student residence hall. Improved connectivity to downtown would be a much-needed improvement for west Savannah residents. There are to be two paths over the Springfield Canal, one of which will connect the arena to the future parking lot on the east side of the canal. The proposed uses for the historic Water Works Pump House could have many economic and societal benefits in the long run. "The Water Works Building lends itself to repurposing as a community market, which can return long-absent goods and services to the west Savannah neighborhoods as it revives the civic draw of the original Ellis Square open-air market," wrote the consultants in the Canal District Master Plan. "The market at the same time becomes a natural center for local-business incubation and career-skills education and development."

Bike Lanes

Savannah is one of the highest-ranking cities in Georgia in bicycle commuting and ranks ninth in the South in percentage of population that gets to work by bike. Savannah also has more continuous miles of green bike lanes than any city in Georgia. Since 2019, the City of Savannah has installed approximately six miles of bike lanes, including upgrading nearly four miles to green painted bike lanes.

DOT

Founded in 2006, the purpose of Savannah Mobility Management, Inc., or SaMMI, is to implement and oversee Savannah's Visitor Mobility Plan for an integrated mobility system. This includes the Downtown Transportation system, or DOT. With two convenient services, the DOT provides fare-free transportation around Savannah's Historic District. The DOT route consists of two loops, Forsyth and Downtown, which connect residents and visitors to Savannah's visitor centers, parking facilities, area attractions, shops, restaurants, and hotels.

1950s to Present - Historic Preservation in Savannah

A half century of economic decline—due to automobile-oriented suburban development in post-World War II—signaled Downtown Savannah's demise. By the mid-1950s, much of the downtown was reeling in disinvestment and deterioration. Buildings were blighted and empty, crime was high, residents were fleeing to the southside, and there was little to no tourist activity.

Historic Savannah Foundation
In 1954, the demolition of the beloved City Market on Ellis Square for a parking structure served as the catalyst for a growing preservation movement. By the following year, another serious threat arose—a nearby funeral home was set to purchase the c.1820 Isaiah Davenport House to tear it down for a surface parking lot. Local journalist, artist, and activist, Anna Colquitt Hunter, gathered six of her friends to block the demolition and formed Historic Savannah Foundation (HSF). This group of seven women, led by Hunter's vision and their collective will and connections, purchased the property for $22,500. What began as an effort to save one house quickly turned into an organized movement that went on to save an entire city. HSF has since grown into one of the most respected local preservation organizations in the country, emphasizing not only the protection of individual historic buildings but also the revitalization of blighted neighborhoods.

Historic Preservation Protections Under the Law
National
The National Historic Preservation Act of 1966 required that every state has a historic preservation office. The Historic Preservation Department (HPD) oversees the compliance of federal agencies in relation to historic resources, administers multiple economic development programs, and collaborates with key stakeholders for planning, conservation, tourism, and site protection.

State
The Georgia Historic Preservation Act of 1980 is the State's enabling legislation and authorizes cities and counties to enact ordinances to create historic preservation commissions and to designate historic structures and districts. Alteration, new construction, and demolition of designated properties may be regulated.

Archaeological resources on state owned or controlled properties mare protected by the 1969 State Antiquities Act. In 2020, the City of Savannah passed an archaeological ordinance for projects on city-owned property.

Local
As enabled under the State Preservation Act, Savannah has (at the time this document was written) four Local Historic Districts and four Conservation Districts, which are afforded local protection through overlays in the City of Savannah Zoning Ordinance. Savannah's status as a Certified Local Government maintains its eligibility for preservation funding as well as other benefits.

Historic Districts

The following is a list of all nationally and locally registered historic districts in the city of Savannah and unincorporated Chatham County. For a description of each district, see the National Register City and County Boards, in the appendix.

City of Savannah
1966 – Savannah National Historic Landmark (Local Historic District)
1974/82 – Victorian (Local Historic District)
1976/78 – Central Georgia Railroad Shops & Terminal Facility
1978 – Laurel Grove South Cemetery
1983 – Laurel Grove North Cemetery
1985 – Ardsley Park – Chatham Crescent (Local Conservation Districts)
1997 – Thomas Square – Streetcar (Local Historic District)
1998 – Cuyler-Brownville (Local Historic District)
1999 – Daffin Park – Parkside Place (Local Conservation District)
2001 – Gordonston
2001– Bonaventure Cemetery
2002 – Eastside
2009 – Fairway Oaks – Greenview
2014 – Kensington Park – Groveland
2014 – Pine Gardens
2019 – Carver Village (Local Conservation District)

Unincorporated Chatham County
1966 – Fort Pulaski National Monument
1973 – Wormsloe Plantation
1973 – Bethesda Home for Boys
1984 – Isle of Hope Historic District
1996 – Ossabaw Island
1997 – Savannah and Ogeechee Canal

Amenity Community Era (Present-Future)

A new era of reduced automobile dependence and increasing mobility options is emerging and producing alternative forms of development, including neo-traditional development, conservation subdivisions, high-amenity communities, and town centers. Combinations and reformulations of these types of development could create new land use patterns that are distinctly different from earlier suburban patterns. Decreased dependence on the automobile is a characteristic of each of these new forms of development. While the change is modest at present, it has the potential to expand as consumers are presented with more options for walking, bicycling, and transit, as well as shorter automobile trips to obtain goods and services.

While quality schools and personal safety considerations remain strong market forces, many home buyers are seeking "quality of life" enhancements, including a sense of community, recreational amenities and greenspace, better access to goods and services, reduced commute times to work, multiple housing options within a community, and smaller yards. Enhancements such as these often require smaller developers to build for specific market segments, while larger developers are producing planned communities with a wider variety of elements. The

result can be a larger scale of planned development, greater coordination among developers to integrate their products, more planned commercial development tied to specific residential projects, increased development near interstates and other freeway interchanges, and greater orientation to amenities.

There are potential benefits to these trends, including reduced traffic (and therefore less congestion and pollution) as residents can walk, bicycle, or use transit to reach more destinations. A potential concern with such communities is increasing income segregation and social insularity resulting from physical separation or gates.

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FORT PULASKI

HISTORIC DISTRICT

DOOR TO INTERIOR OF DEMILUNE

Located on Cockspur Island, Fort Pulaski National Monument and its rifled cannon serve as a landmark in the history of military science and invention during the Civil War. The defining events of Fort Pulaski occurred during the American Civil War. In April of 1862, Union troops directed rifled cannon fire at the fort breaching the southeast angle. The quick success of this experimental cannon surprised military strategists worldwide. The accuracy and range of the rifled cannon rendered brick fortifications obsolete. Immediately after capturing the fort, Union Major General David Hunter, an ardent abolitionist, ordered the release of the enslaved people in the area. Many people were recruited into the Union army comprising the First South Carolina Colored Regiment. The historic site contains scenic marsh and uplands that support a variety of unique flora and fauna characteristic of southern barrier islands. Fort Pulaski National Monument is operated by the National Park Service and is open to the public to explore the history and natural beauty of the site. It was listed on the National Register of Historic Places in 1966.

DISTRICT BOUNDARY MAP

ARCHWAY INSIDE FORT PULASKI

WORMSLOE PLANTATION

HISTORIC DISTRICT

JONES' TABBY HOUSE RUINS

Wormsloe Plantation was established by Noble Jones, one of the original English colonists, four years after the settling of Savannah. This 822-acre estate is located on a sandy peninsula on the Isle of Hope, surrounded by coastal marsh and rivers. During the colonial era, Wormsloe's strategic location made it a valuable component of Savannah's outer defenses against Spanish attack, with Jones using it as a guard post and housing marines in his fortified tabby residence, which still exists on the property today. During the 1750s, enslaved peoples on the property cultivated a wide variety of crops, including cotton and mulberry trees for silkworms. The Wormsloe Estate was passed down through the generations, with Wormsloe House being built in the 1830s when the estate was inherited by George Wimberley Jones DeRenne. The Wormsloe House went through various architectural iterations, with heirs adding a Neoclassical library building, the oak allee, and three interlocking ornamental gardens designed by Augusta DeRenne to the estate. In 1973, the Wormsloe site was transferred from the Wormsloe Foundation to the State of Georgia. While the Wormsloe House remains a private residence, the Wormsloe Historic Site was listed on the National Register of Historic Places in 1973.
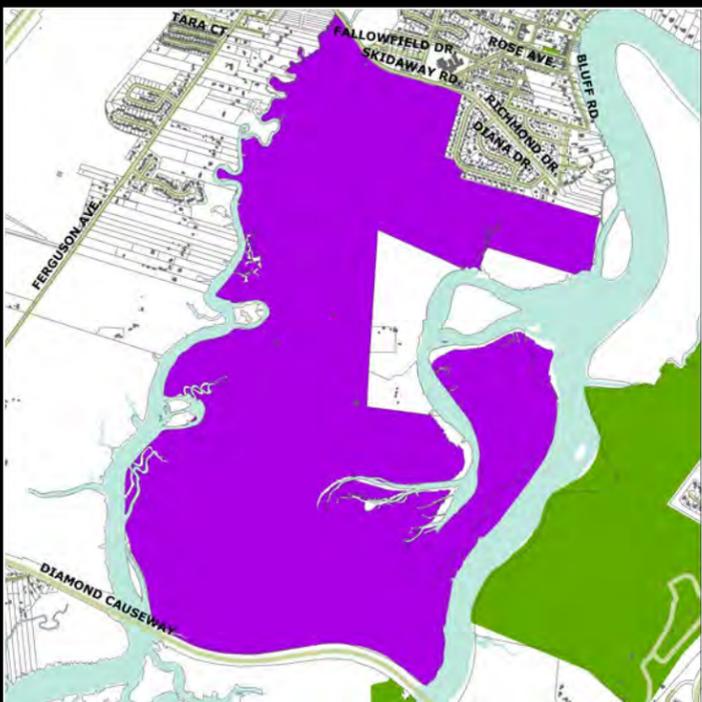
DISTRICT BOUNDARY MAP

GATES TO WORMSLOE PLANTATION/HISTORIC SITE

BETHESDA HOME FOR BOYS

HISTORIC DISTRICT

BURROUGHS HALL

Founded in 1794 by George Whitefield, one of the most influential evangelical preachers in the mid-18th-century, the Bethesda Home for Boys began as a colonial orphanage. Bethesda, which means "House of Mercy" originated in March of 1740 and is one of the oldest child caring institutions in America. The orphanage included dormitories, an infirmary, and a workhouse. Early contributors included James Habersham, who served as original headmaster, and Benjamin Franklin, who was an avid supporter and donor to the orphanage. In 1773, three years after Whitefield's passing, a fire destroyed the main orphan house. The orphanage continued to operate on a reduced scale throughout the American Revolution, until a school was established on the site in the 1790s. In 1855, the Union Society purchased the old site, rebuilt the orphan house, and it was renamed the Bethesda Home for Boys. In 1992, Bethesda began educating students with principles rooted in George Whitefield's founding mission. Rebranded as Bethesda Academy, the school continues to operate today with a commitment to college preparatory learning. The Bethesda Home for Boys was listed on the National Register of Historic Places in 1973.
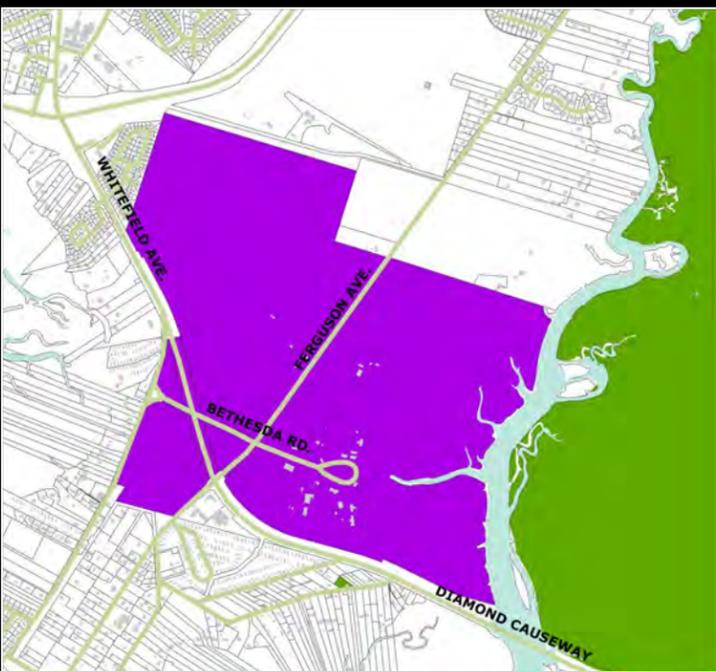
DISTRICT BOUNDARY MAP

BETHESDA ACADEMY GATES

ISLE OF HOPE

HISTORIC DISTRICT

NEOCLASSICAL REVIVAL HOUSE

In the early eighteenth century, the area where the Isle of Hope Historic District is located was settled by Henry Parker. The Parker Family divided the area into large five acre riverfront lots and larger inland lots in the early nineteenth century. Very gradually, in the 1840s and 1850s summer homes were built on the Riverfront by wealthy Savannah residents to escape the heat and malaria of the city. Its popularity increased after the Civil War and the connection of Isle of Hope with the city railroad line in 1871. By the early twentieth century, it became a year round suburb of Savannah. The primary street, Bluff Drive, is crescent-shaped, follows the horseshoe bend of the Skidaway River, and takes maximum advantage of the prevailing breezes and riverfront scenic vistas. The houses in the district range from one to three stories in height and scale from small cottages to imposing mansions. The architecture of Isle of Hope encompasses a broad spectrum of architectural styles including: Victorian Cottages, Victorian Eclectic, bungalows, Greek Revival, and Neoclassical Revival. The Isle of Hope District was listed on the National Register of Historic Places in 1984.
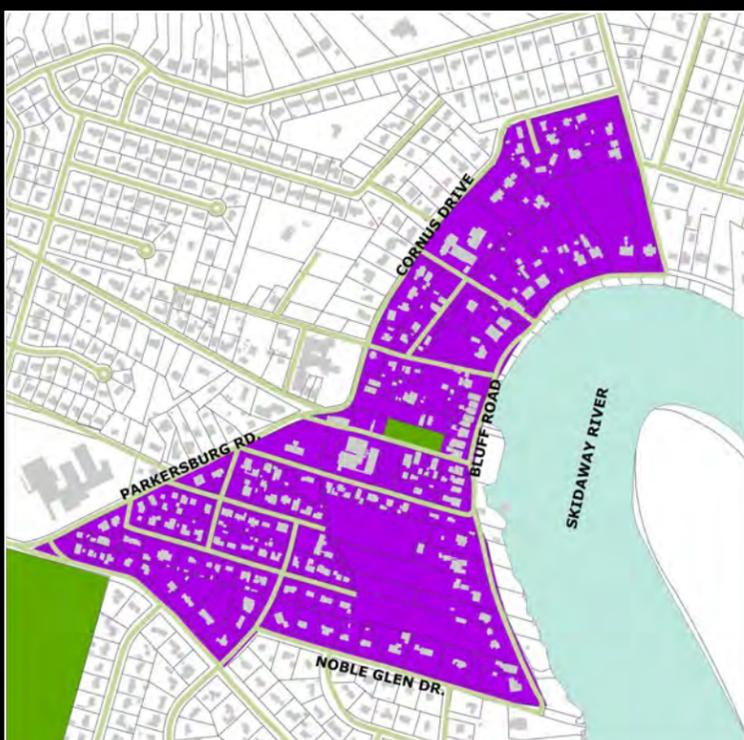
DISTRICT BOUNDARY MAP

ROW OF BUNGALOW HOUSES

OSSABAW ISLAND

HISTORIC DISTRICT

AERIAL OF CABINS ON OSSABAW

Ossabaw Island is Georgia's third largest barrier island with approximately 26,000 acres of beaches, dunes, meadows, ponds, maritime forests, and freshwater and saltwater marshes. The name of the island is regarded as a corruption of a word in the language of the indigenous Creek people that loosely translates to "land of holly" or "holly bush growing place". In 1763, the island was farmed and timbered by enslaved people, and several plantations were established. Many of the tabby cabins that housed enslaved people still exist on the island today. The Torrey family purchased the island from a shipping company in 1924, where they constructed a Spanish Colonial style residence and later established the Ossabaw Island Project as an artistic and scholarly retreat. Since 1978, Ossabaw has been owned and under the management of the State of Georgia as a heritage preserve. Its historic and prehistoric resources are an integral part of the cultural record of the Georgia and southeastern United States coast. Ossabaw Island was listed in the National Register of Historic Places in 1996.

DISTRICT BOUNDARY MAP

WILD HORSE FOUND ON OSSABAW ISLAND

SAVANNAH & OGEECHEE CANAL

HISTORIC DISTRICT

SAVANNAH & OGEECHEE CANAL

Originally chartered in 1824, all 16.5 miles of the Savannah & Ogeechee Canal were not finished until 1830. The canal was primarily built by enslaved people and poor immigrants who received little, if any, compensation, and no public recognition. The canal begins with the lock at the Savannah River and ends at the Ogeechee River, passing through Savannah's industrial corridor, former rice fields, timber tracts, and tidal river swamps. Throughout the mid-1800s, the canal was used to transport commercial supplies and passengers, making it a profitable and vital part of the economy. Later in the nineteenth century, the canal suffered a gradual decline as embankments were damaged, the canal became a public health nuisance during the time of the Yellow Fever, and railway transport rose to popularity. By the early 1890s, the canal ceased to operate as a transportation corridor. Today, the Savannah & Ogeechee Canal has been restored by citizens and organizations working to preserve the unique natural environment around the canal. The Savannah Ogeechee Canal Museum and Nature Center highlights the canal's history and natural history of the area and sits at Lock 5 at the terminus of the Ogeechee River. The Savannah & Ogeechee Canal is an important piece of the urban fabric and history of Savannah and was added to the National Register of Historic Places in 1997.
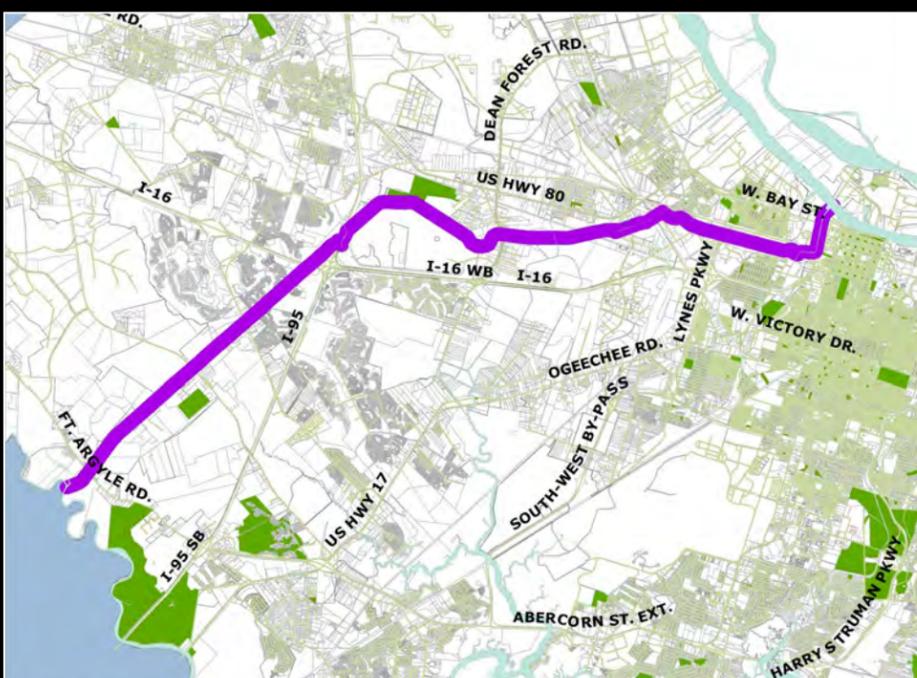
DISTRICT MAP

TRAIL AT SAVANNAH OGEECHEE MUSEUM

SAVANNAH NATIONAL
HISTORIC LANDMARK
DISTRICT

FACTORS WALK

The Savannah National Historic Landmark District is unique because of its city plan. James Edward Oglethorpe, founder of the colony of Georgia, was responsible for this innovation in urban design. Savannah was laid out in 1733 with four wards along the Savannah River. A typical Savannah ward plan (see below) has an open square in the center which is flanked on the east and west by trust lots; trust lots were originally intended for public buildings. To the north and south of each square are two sets of tything blocks with 10 lots each. These lots were originally intended for use as dwellings or small shops with dwellings above for use by early residents. This ward pattern extended southward through the 1800s and, at its peak, totaled 24 squares. 22 of the original 24 squares survive today. The district encompasses approximately two square miles and over 1,100 noteworthy buildings. Architectural styles represented include Georgian, Federal, English Regency, Greek Revival, Italian Villa, Gothic Revival, and several types of row houses. Many buildings are high style residences, demonstrating Savannah's wealth prior to the Civil War. Many buildings types, including residential, commercial, and civic, have been carefully maintained, rehabilitated, and restored throughout the district. The Savannah National Historic Landmark District was listed in the National Register of Historic Places in 1966.
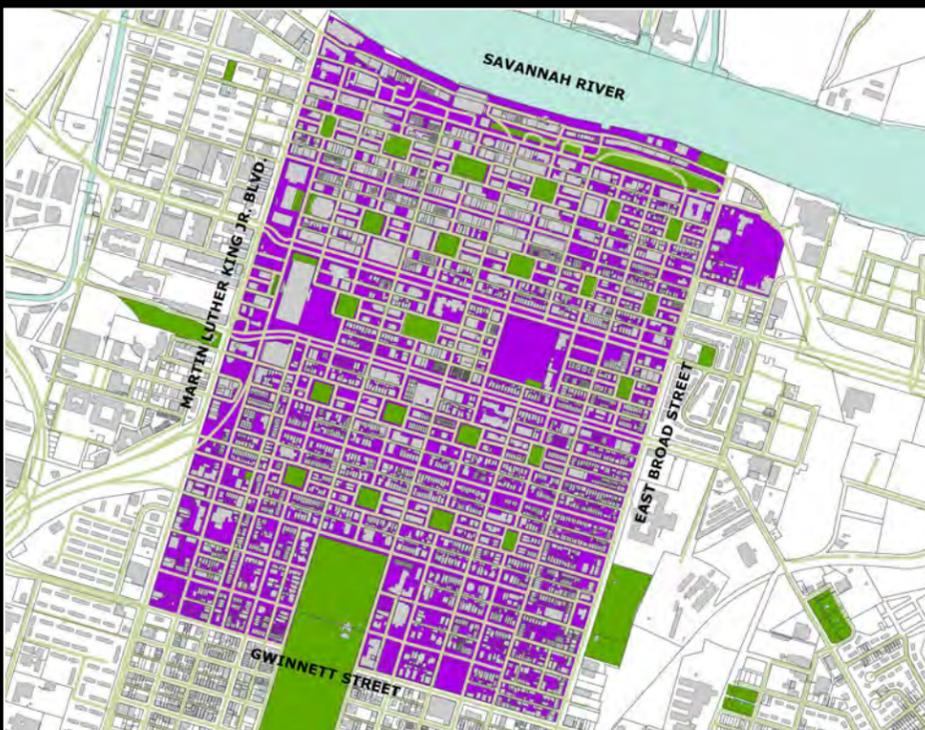
DISTRICT BOUNDARY MAP
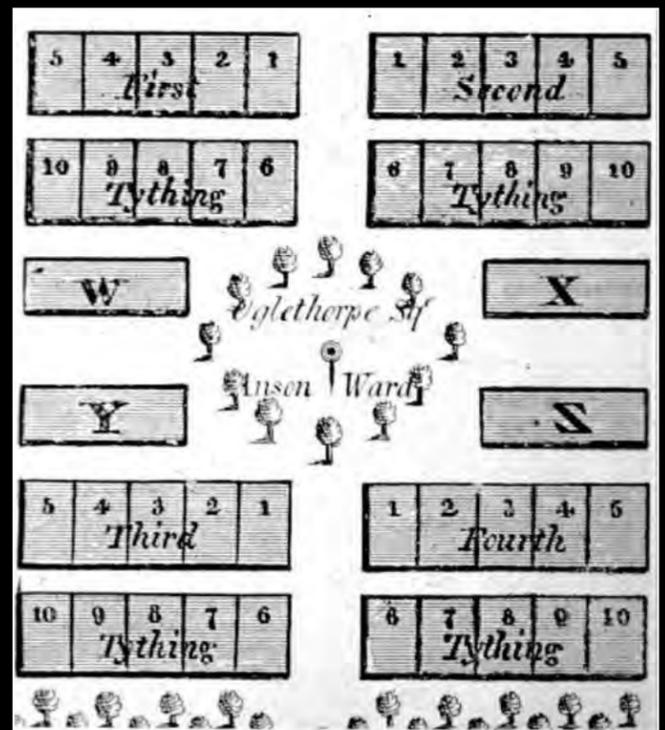
TYPICAL WARD LAYOUT

VICTORIAN

HISTORIC DISTRICT

BLOCK OF SIMPLIFIED QUEEN ANNE STYLE HOUSES

Following the Civil War, crowded living conditions downtown and technological advances - such as paved streets, a streetcar system, and electricity - promoted the development of the Victorian Historic District. When a streetcar system was installed in 1869, real estate developers followed its tracks building inexpensive frame houses at the southern edges of, what were then, the city limits. The district is bounded by Gwinnett Street on the north, Anderson Lane on the south, East Broad Street on the east, and Martin Luther King, Jr. Boulevard on the west. It is Savannah's first streetcar suburb and parallels the development of other mid to late 19th century neighborhoods. Instead of Oglethorpe's ward pattern of streets and squares, the streets are arranged in a typical gridiron pattern of streets, lanes, and blocks. Frame construction is the most common building technique in the Victorian District because fire ordinances, which prohibited frame buildings in the older sections of the city, did not extend to this area. A variety of architectural styles that were popular during the second half of the 19th century and beginning of the 20th century are found throughout the district. The Victorian Historic District was listed in the National Register of Historic Places in 1974 with a boundary expansion in 1980.
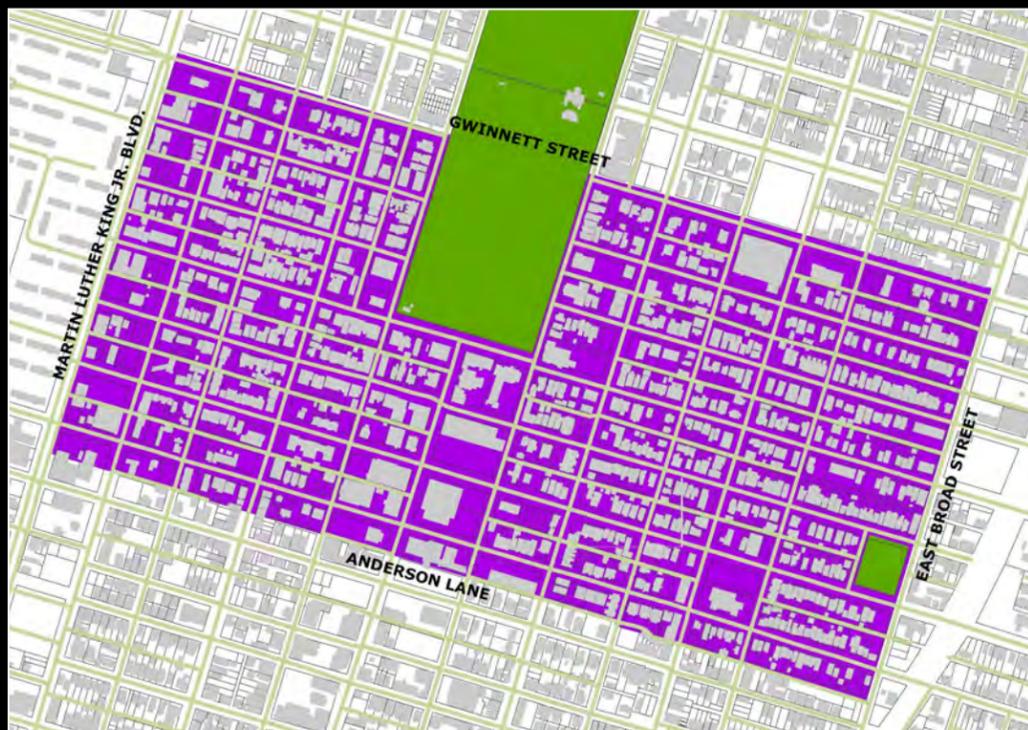
DISTRICT BOUNDARY MAP

ELABORATE GINGERBREAD DETAILS

CENTRAL OF GEORIA
RAILROAD SHOPS & TERMINAL

NATIONAL HISTORIC LANDMARK DISTRICT

DISTRICT AERIAL

This National Historic Landmark site is the oldest and largest existing 19th century railroad operation complex in the nation. The complex handled freight, passengers, maintenance, and manufacturing all at this single location. The 33.2 acre complex contains thirteen of the original structures. The majority of the site is owned by the City of Savannah and is operated by the Coastal Heritage Society. The site houses a multitude of new uses including: the Savannah College of Art and Design (SCAD) Architecture and Interior Design programs in the former railroad offices and freight warehouses, which was designed in the Romanesque Revival style by Eichberg and Fay. SCAD also rehabilitated the original administrative offices; the 1856 Greek Revival building is now the SCAD Museum of Art. The Savannah History Museum is located in the former trainshed, while the shops and terminal facilities now house the Georgia State Railroad Museum. Other uses on the site include the Savannah Visitor's Center, the Savannah Children's Museum, Battlefield Memorial Park, and the Whistlestop Café. The Central of Georgia District was listed in the National Register of Historic Places in 1976, with a boundary increase in 1978.

DISTRICT BOUNDARY MAP

SAVANNAH CHILDREN'S MUSEUM

LAUREL GROVE
SOUTH CEMETERY
HISTORIC DISTRICT

CEMETERY DIRECTIONAL SIGNAGE AND LANDSCAPE

The 35 acre Laurel Grove-South Cemetery is a significant record of African-American history in the Savannah area. In 1852, this portion of Laurel Grove Cemetery was set aside for the burial of "free persons of color and slaves." Tombstones are predominately small markers with little or no ornamentation with very few monumental markers having elaborately carved figures. Live Oak trees with dripping Spanish Moss are set back from the sandy lanes which traverse the cemetery. Inscriptions on many of the tombstones document various aspects of social history in the 19th century not extensively reported in traditional historical media. The cemetery was, historically, physically separated from the "white" Laurel Grove-North Cemetery and still is today by Highway 204. It contains the largest number of free African-Americans of any cemetery in Georgia, including Andrew Bryan and Andrew Marshall. Both were leaders of, what is now known as, the First Bryan Baptist Church on West Bryan Street. Accessed from the terminus of West 37th Street, Laurel Grove-South Cemetery was listed in the National Register of Historic Places in 1978.
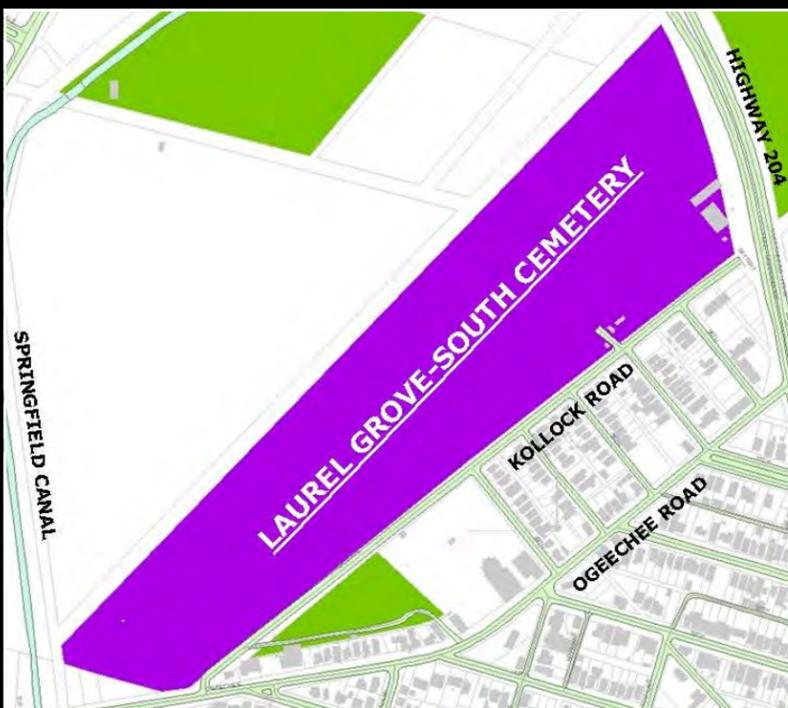
DISTRICT BOUNDARY MAP
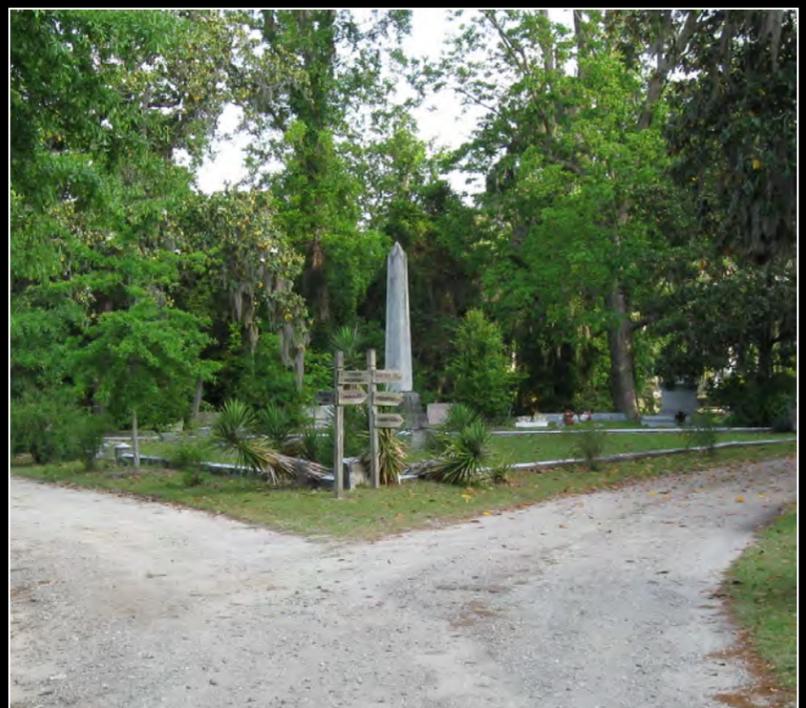
OBELISK MONUMENT AND LANDSCAPE

CHATHAM COUNTY-SAVANNAH
METROPOLITAN PLANNING COMMISSION
"Planning the Future - Respecting the Past"

LAUREL GROVE
NORTH CEMETERY

HISTORIC DISTRICT

FUNERARY SCULPTURE, MONUMENTS, IRON WORK

Laurel Grove-North Cemetery is located on the southwestern side of Savannah with its entrance at the end of West Anderson Street. Laid out in 1852, the cemetery is 67 acres and contains a plethora of mausoleums in various architectural styles including Italianate, Greek Revival, and Egyptian Revival. It also has fine examples of cemetery-related architecture such as a receiving vault, keeper's lodge, and porter's lodge. The art, including sculpture, stained glass, iron work, is also significant; the cemetery contains more iron work than any other cemetery in the area. Laid out on the grounds of a former plantation, the cemetery is an informal, park-like setting; this style of landscape architecture was popularized during the first half of the 19th century and Laurel Grove was used as a public park in the Victorian cemetery tradition. As the only public cemetery in Savannah for several decades, it houses people from every level of "white" society; African-Americans were buried in Laurel Grove-South Cemetery. Laurel Grove-North Cemetery was listed in the National Register of Historic Places in 1983.
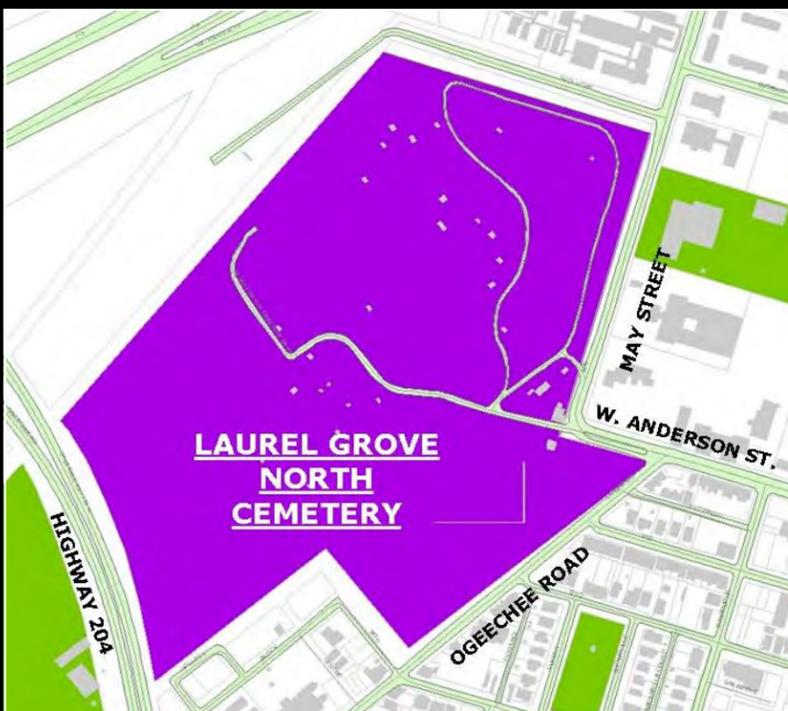
DISTRICT BOUNDARY MAP

IRON WORK SURROUNDING A FAMILY PLOT

ARDSLEY PARK
CHATHAM CRESCENT
HISTORIC DISTRICT

NEOCLASSICAL HOUSE

Ardsley Park-Chatham Crescent is a large residential neighborhood which began developing in 1909 as two adjacent planned subdivisions. Ardsley Park is to the west of Habersham Street and has a regular gridiron layout with landscaped squares at regular intervals. Chatham Crescent is to the east of Habersham Street and has a Beaux Arts inspired plan with a grand mall, crescent shaped avenues, and small circular parks within a basic grid design. The underlying street pattern from the older parts of Savannah is extended through the district. Lots vary in size, houses are set back uniformly close to the street, and are centered on their lots. Architectural styles represented include both textbook examples and local interpretations of almost every Revival style popular during the early 20th century, as well as many eclectic variations on these styles, and many fine examples of the Craftsman style. Many of Savannah's leading architectural firms of the time are represented in the district, including: Henrik Wallin, Hyman Witcover, Henry Urban, Olaf Otto, E. Lynn Drumond, Levy and Clark, and Cletus Bergen. The Ardsley Park-Chatham Crescent Historic District was listed in the National Register of Historic Places in 1985.
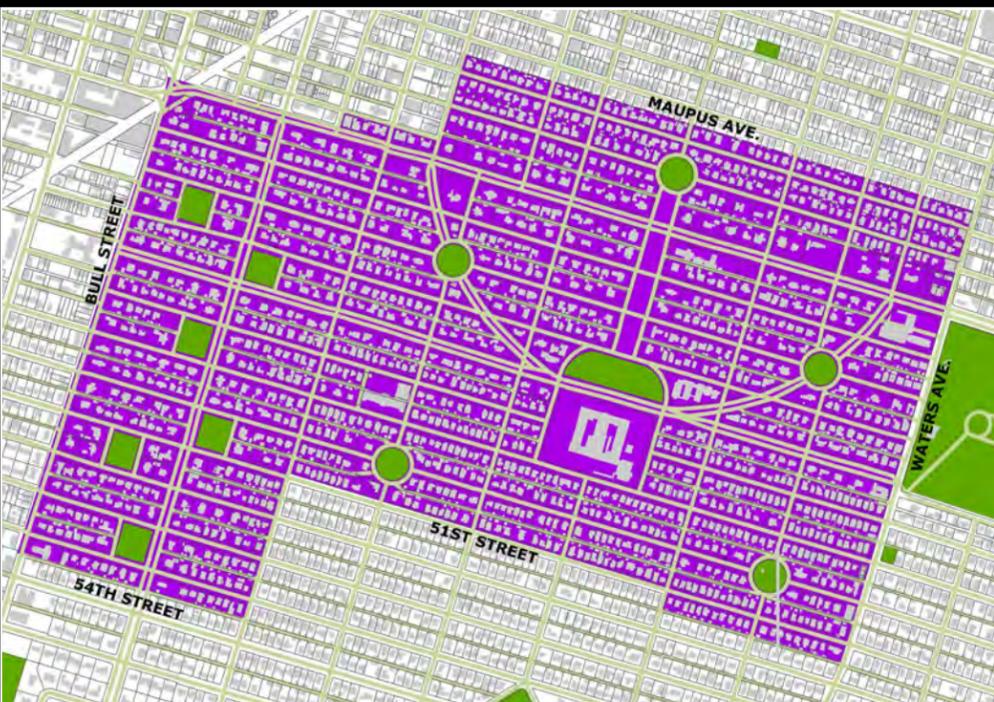
DISTRICT BOUNDARY MAP
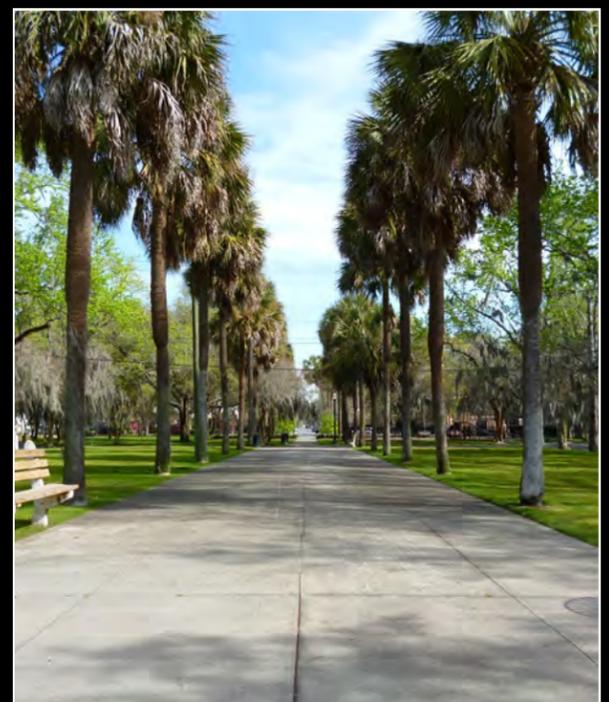
CHATHAM CRESCENT GRAND MALL

THOMAS SQUARE
STREETCAR
HISTORIC DISTRICT

HOMES ON THE CORNER OF 41ST STREET AND DRAYTON STREET

Originally farm lots in the 18th century, the Thomas Square Streetcar Historic District contains a collection of historic, intact residential, commercial, and community buildings associated with the Thomas Square Neighborhood. Developed in the late nineteenth century, Thomas Square is bounded by Anderson Lane on the north, East Broad Street on the east, roughly East Victory Drive on the south, and MLK, Jr. Boulevard on the west. The city electrified and extended the streetcar in 1888 south along Whitaker, Abercorn, and Barnard Streets into this district, creating a streetcar suburb. The streetcar lines were removed in 1920 due to the increased use of the automobile. In this district one finds significant examples of Queen Anne, Folk Victorian, Italianate, Neoclassical Revival, Colonial Revival, Greek Revival, and Craftsman style residential architecture. This area is also rich in community landmarks, such as the Little Sisters of the Poor Convent, the Bull Street Library, and the Starland Dairy. This district also has surviving architectural examples of its first use as farm lots; one such example is the 1799 Drouillard House, a former "plantation" cottage on Abercorn Street. The Thomas Square Streetcar District was listed in the National Register of Historic Places in 1997.
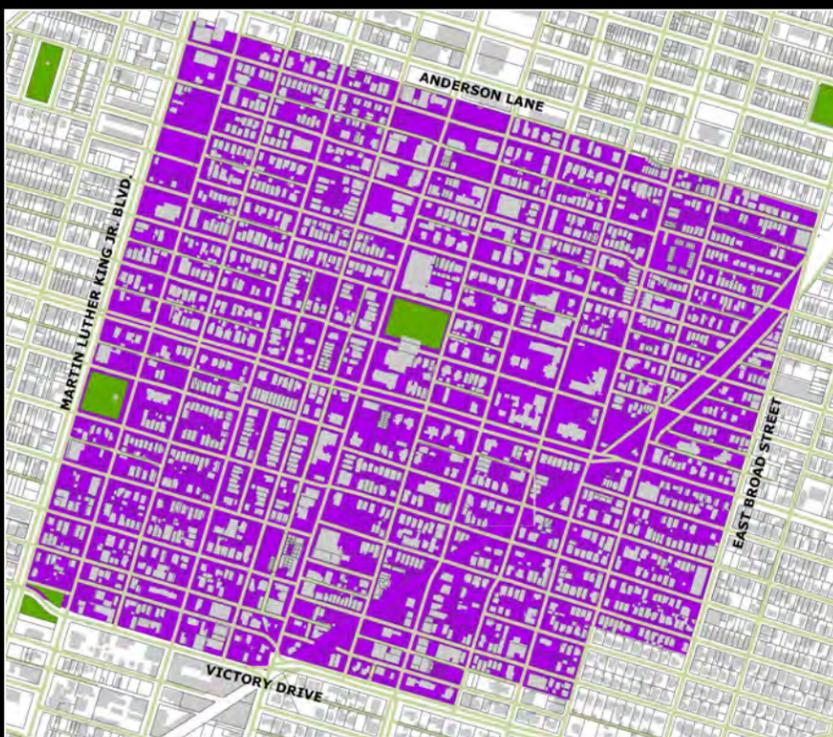
DISTRICT BOUNDARY MAP

LITTLE SISTERS OF THE POOR

CUYLER-BROWNVILLE

HISTORIC DISTRICT

DUPLEX COTTAGE C.1921

Cuyler-Brownville developed in, what was then, southwest Savannah between West Anderson Street, West Victory Drive, Martin Luther King, Jr. Boulevard (West Broad Street), and Ogeechee Road. The district mainly consists of residential buildings interspersed with civic and commercial buildings, primarily located along the north-south thoroughfares. It is one of Savannah's oldest intact African-American neighborhoods which developed as a result of the migration of former slaves from rural areas to the city. The neighborhood is named after the Brownville community in the southern section of the district and the Cuyler School area in the northern section of the district. The community of Brownville was laid out in a grid pattern by Dr. Louis A. Falligant. Dr. Falligant, a physician, was concerned with the welfare of the recently emancipated slaves and established a residential community on, what was then, the outskirts of the city. The majority of the buildings date from the late nineteenth to the early twentieth centuries and consist of building forms such as shotgun, rowhouses, bungalows, and single detached residences in the Folk Victorian, Craftsman, Neo-Classical, Colonial Revival, Italianate, and Queen Anne styles. Cuyler-Brownville was listed in the National Register of Historic Places in 1997.

DISTRICT BOUNDARY MAP

ROW OF EARLY 20TH CENTURY BUNGALOWS

DAFFIN PARK
PARKSIDE PLACE
HISTORIC DISTRICT

ENGLISH VERNACULAR REVIVIAL HOUSE

The Daffin Park-Parkside Place Historic District features two distinct elements: the Beaux Arts inspired Daffin Park that occupies the north half of the district and Parkside Place, a residential subdivision that contains mostly early 20th century single dwellings on 20 square blocks. Named for Philip Daffin, the first Chairman of the Savannah Park and Tree Commission, Daffin Park was designed by renowned planner, John Nolan, and features the symmetry and axiality of the neighboring Ardsley Park-Chatham Crescent Historic District to the west. A circular node at the west end and Grayson Stadium to the east are linked by a mall that consists of four rows of live oak trees set between two oak-lined allees. Parkside Place, is located south of Daffin Park and continues the city's gridiron plan. The houses of Parkside Place are mostly one and two story single family homes built between 1914 and 1947. They feature a variety of architectural styles that include: Craftsman, Georgian/Colonial Revival, Cape Cod, and English Vernacular Revival. The houses are set on small lots with uniform setbacks and tree lawns along the sidewalks. The Daffin Park-Parkside Historic District was listed in the National Register of Historic Places in 1999.

DISTRICT BOUNDARY MAP

DAFFIN PARK

GORDONSTON

HISTORIC DISTRICT

CRAFTSMAN STYLE HOUSE

The Gordonston subdivision was conceived in 1917 by William Washington Gordon III, a member of the influential Gordon family. In May 1917, Gordon proclaimed his Beaux-Arts subdivision as "high and dry, very healthy, strictly suburban … no smoke or turmoil, an 80-acre residential park." It is characterized by broad avenues, landscaped medians, parks, and radial traffic nodes. Like Ardsley Park-Chatham Crescent it is a product of the "City Beautiful" movement. Unlike Ardsley Park-Chatham Crescent, the neighborhood developed slowly; by 1930, only 40 lots had been sold. More than a quarter of the lots were developed between 1945 and 1950. The architecture of Gordonston is characterized by Colonial Revival and Craftsman styles as well as post-war architecture with low hip roofs, open plans, carports, and garages. The neighborhood is representational of the growing trend to move away from downtown and into a suburban development, however, it remained connected to downtown via a streetcar. The Gordonston Historic District was listed in the National Register of Historic Places in 2001.

DISTRICT BOUNDARY MAP

BROAD AVENUE WITH COLONIAL REVIVAL STYLE HOUSE

BONAVENTURE
CEMETERY
HISTORIC DISTRICT

MASOLEUM

JOHN WALZ'S GRACIE SCULPTURE

Located off of Bonaventure Road, on a bluff overlooking the Wilmington River, Bonaventure Cemetery is 160 acres and has over 6,000 burial sites. Always intended for a cemetery, it began in 1846 as 70 acres of the Bonaventure Plantation tract. The City of Savannah acquired the cemetery in 1907 and still operates it today. An astonishing quantity and variety of funerary architecture, monuments, and sculptures can be found here including mausoleums, crypts, tablets obelisks, and statuary which reflect various eras and architectural styles. The cemetery contains a large number of sculptures by John Walz, including the famous Gracie, which is one of the few funerary monuments in Georgia that is carved in someone's exact likeness. Two historic buildings are located within the cemetery, the late 19th century caretaker's house (now offices and gatehouse) and the 1917 Jewish chapel is the only one known to be in a public cemetery in Georgia. Live Oak trees planted in the 1800s, and a plethora of other flora and fauna, line the irregular unpaved avenues and foot paths. Bonaventure Cemetery is still an active burial cemetery and was listed in the National Register of Historic Places in 2001.
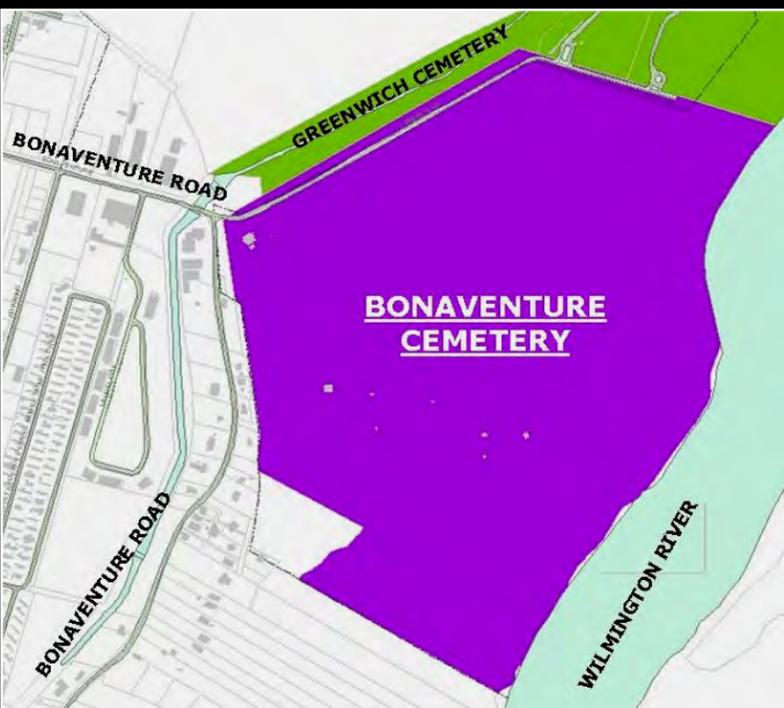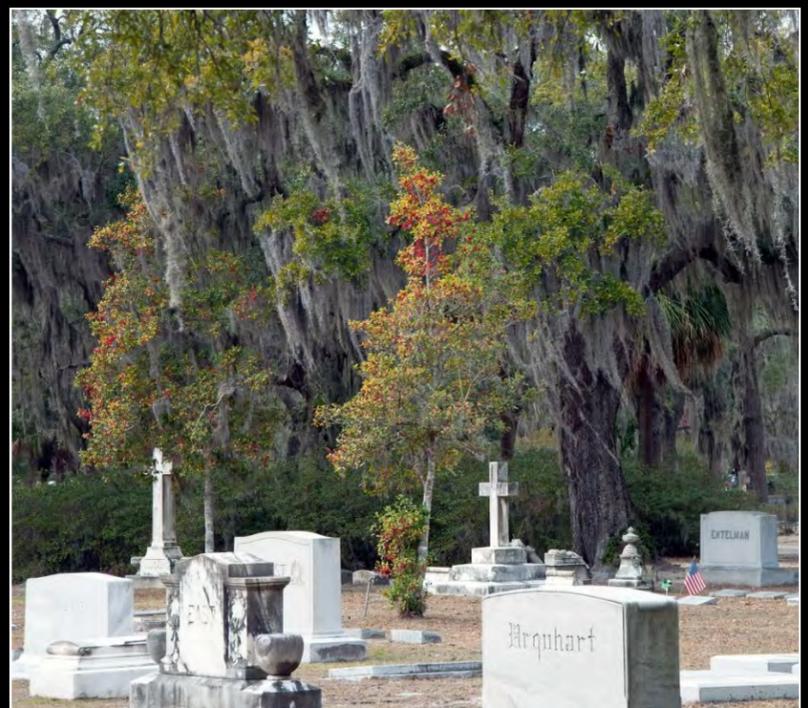
DISTRICT BOUNDARY MAP

BONAVENTURE IN AUTUMN

EASTSIDE

HISTORIC DISTRICT

CRAFTSMAN STYLE (BUNGALOW) HOUSE

The Eastside Historic District is a large, residential neighborhood with significant commercial and community landmark buildings. This was a fashionable area that developed as a series of subdivisions that followed the establishment of streetcar lines through the area. In 1890, Jacob S. Collins received a charter for the Electric Railway Company and established a streetcar line on Gwinnett and Bolton Streets. The streets were laid out by 1900 and mostly continue the city's gridiron pattern of streets. The earliest houses reflect the architecture of the adjacent Victorian District with large, two-story, frame houses set on small lots in Queen Anne and other Victorian Era styles. These houses, especially those located on the main east-to-west thoroughfares, feature large porches, towers, picturesque rooflines, and jig-sawn details. Some houses, built early in the 20th century, reflect the Craftsman style; these appear as large, two-story Foursquare houses and smaller bungalows. The district represents a transitional architectural period, exemplified by the streetcar's incorporation into the urban plan. The Eastside Historic District was listed in the National Register of Historic Places in 2002.
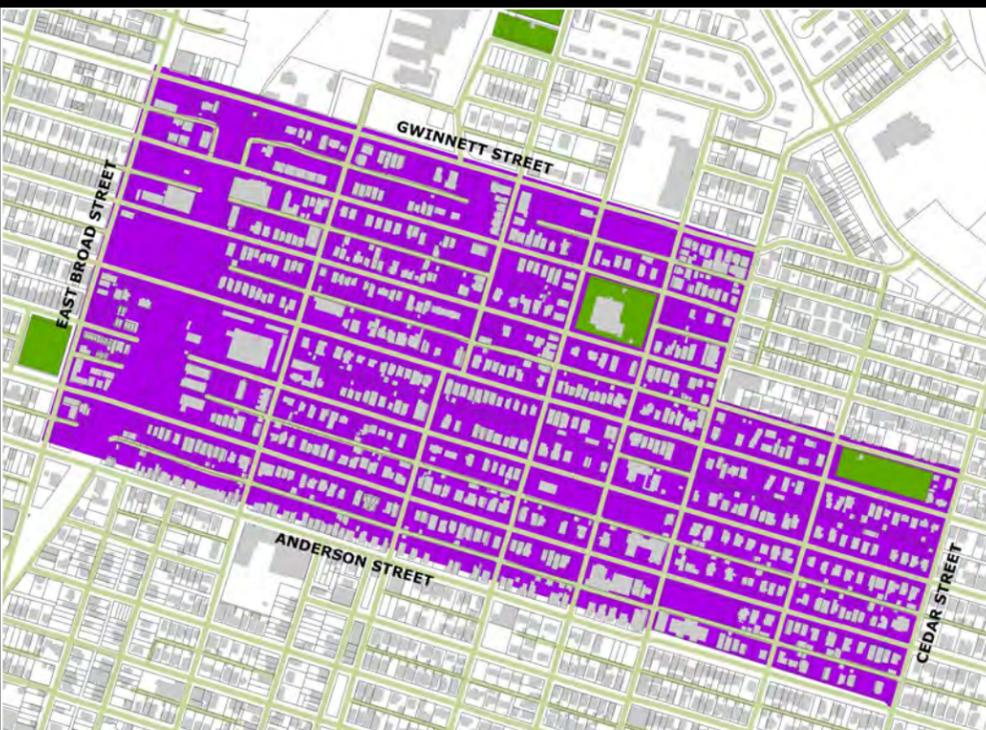

DISTRICT BOUNDARY MAP

ENGINE HOUSE NO.7

FAIRWAY OAKS
GREENVIEW
HISTORIC DISTRICT

SPLIT-LEVEL HOUSE

The subdivisions of Fairway Oaks-Greenview developed in the 1950s and 60s on the outskirts of Savannah to capitalize on suburban living and a country-club lifestyle, adjacent to a county park and golf course. Fairway Oaks, the older of the two subdivisions, was developed between 1950 and 1957 by James Richmond and is the first residential development in Savannah to break the traditional gridiron street pattern. It features curvilinear streets, three cul-de-sacs, and two perimeter roadways. The major house type found within Fairway Oaks is the Ranch house with a mix of American Small Houses, Colonial Revivals, Contemporary and Modern styles dotting the landscape. Most of the houses are wood-framed and feature salvaged Savannah Grey bricks. Greenview was developed by Max Hostetter in 1956 as a continuation of Fairway Oaks accessed through the older subdivision. It features an H-shaped street layout and house types similar to Fairway Oaks, but larger and more architecturally elaborate. Several of the houses were designed by Savannah architects, including Juan Bertoto, Carl Helfrich, Jr. and John LeBey. The Fairway Oaks-Greenview Historic District was listed in the National Register of Historic Places in 2009.
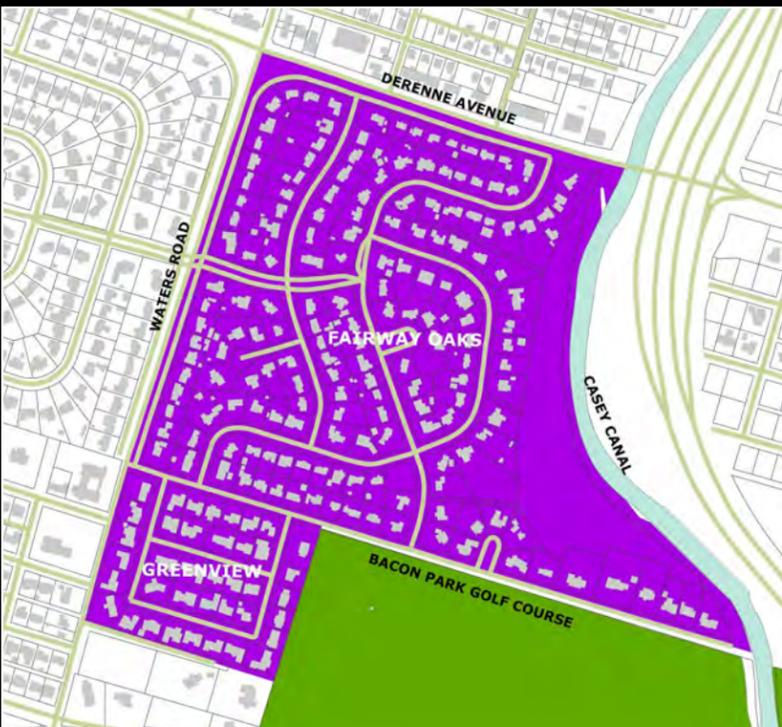
DISTRICT BOUNDARY MAP

RANCH HOUSE: LINEAR-WITH-CLUSTERS SUBTYPE

PINE GARDENS

HISTORIC DISTRICT

STREETSCAPE OF AMERICAN SMALL HOUSES

Significant as the largest and most intact concentration of World Ward II defense housing in the State of Georgia, Pine Gardens began in 1942. It was developed to provide housing for civilian shipyard workers employed at the nearby Southeastern Shipbuilding Corporation. The shipbuilding facility was located along the Savannah River just east of downtown – it no longer exists but the housing exists less than one mile south of where the facility once was. The neighborhood was built in the midst of WWII, when the **need for "victory ships" was at its peak and the company was in dire need for worker housing close to** their facility. Five hundred and twenty houses, twelve businesses, two churches, one school, and a fire station were built to accommodate the workers and their families. As one of only 18 Liberty ship manufacturers in the United States, the workers from this neighborhood produced 88 Liberty ships and 18 C-**1 ships by war's end and the facility employed 15,000 workers at any given time.** After the war, the Pine Gardens Annex was developed to the east of the original subdivision to provide much-needed housing for returning veterans. The exclusive architectural form in Pine Gardens is the American Small House; the four- and five-room houses line the long-straight streets in this gridiron development. Pine Gardens was listed in the National Register of Historic Places in 2014.

DISTRICT BOUNDARY MAP

RIVERSIDE BAPTIST CHURCH

CARVER VILLAGE

HISTORIC DISTRICT

HOME IN CARVER VILLAGE

Carver Village, named after George Washington Carver, was built in 1948 in an effort to answer the Savannah African American population's acute need for quality housing. Located west of downtown Savannah, this neighborhood is a late example of the Federal Housing Administration's (FHA) overt segregationist housing policies. The densely developed and primarily residential district is composed of narrow rectangular lots fronting straight, grid-patterned streets. Housing primarily consists of compact one-story houses constructed of concrete block, some with stucco or brick veneer. Significant house types represented in Carver Village include American Small Houses and ranch houses and are characterized by minimal stylistic detailing. Celebrated Savannah architect, Cletus W. Bergen, designed the districts earliest houses in the English Vernacular Revival style; at least 37 of the existing homes in Carver Village can be attributed to him. Carver Village is a significant site for Black heritage and community planning and was listed on the National Register of Historic Districts on January 24, 2019.

DISTRICT BOUNDARY MAP

STREET IN CARVER VILLAGE