

The Demand Got Here **First.**

Investor and Developer Prospectus / 2026

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In most markets you underwrite a forecast. Here the traffic, the income, the visitation and the dwell time are already measured, and the buildings to serve them have not been built. This document is the measurement, the gap it exposes, and what this City will do to help you close it.

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Prospectus
2026

EXECUTIVE SUMMARY

A Healthy Market With A Narrow Shelf

Port Wentworth sits one mile from the Georgia Ports Authority terminals, directly off Interstate 95, twenty minutes from downtown Savannah, and is the fastest growing city in the Savannah metropolitan area. Those facts are available from any chamber of commerce in the Southeast. What is not available anywhere else is this: a market of 25,956 trade area residents absorbing 13.8 million non resident visits a year, with whole retail categories that still have no address inside it.

\$90K TRADE AREA MEDIAN HOUSEHOLD INCOME	18.4% PROJECTED TRADE AREA GROWTH TO 2029	56,550 VEHICLES A DAY ON HIGHWAY 21	13.8M NON RESIDENT VISITS A YEAR
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The thesis of this document is one sentence, and every figure in it is a proof of that sentence. **The demand is already here, and the inventory to hold it is not.** Three independent measurements say so, and each has its own section: retail visitation, hotel room nights, and six weeks at a district that did not exist two years ago. In every case the audience is present, the income is present, and the spending leaves the city to be captured somewhere else.

IF YOU READ ONE FIGURE IN THIS DOCUMENT

Sixty five percent of Anchor Park's measured visitors are already Chick-fil-A customers and forty three percent buy Starbucks. Neither brand has an address in this market. The third brand on that list does: Publix anchors Market at Rice Hope and draws 809,400 visits a year, 83 percent of that center's traffic. That is the measure of what the other two are leaving on the table. The occasion is established and frequent; what it lacks is somewhere local to happen. An operator here does not build a habit. They meet one.

Every figure in this document names its geography, its source, and its date, because the ones that do not are not worth underwriting against.

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01 · THE MARKET

A Community On A Measurable Trajectory

Port Wentworth is home to an estimated 18,500 residents and is projected to pass 22,000 by 2030. The five mile trade area holds 25,956 people today and reaches 30,740 by 2029, an 18.4 percent increase and a net gain of 4,784 residents inside a window most Southeast markets can only forecast. The city grew 245 percent since 2010. Chatham County grew 4.59 percent since 2020 against Port Wentworth's 16.95 percent.

18,500 CITY RESIDENTS, CITY ESTIMATE	245% POPULATION GROWTH SINCE 2010	25,956 TRADE AREA RESIDENTS, FIVE MILE RING	42,770 DAYTIME POPULATION OF THE MARKET
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Household income, in context

All four figures below are medians, shown like for like. The trade area is the relevant benchmark for retail, food and beverage, and hospitality underwriting. The city figure describes residents.

GEOGRAPHY	MEDIAN HOUSEHOLD INCOME
Trade area, five mile	\$90,000
Port Wentworth, city	\$88,110
State of Georgia	\$78,214
Chatham County	\$74,024

The five mile trade area also carries an average household income of \$102,000 and average disposable income of \$78,880, the highest of the three geographies compared. Averages run higher than medians and are not interchangeable with them. City median household income is a 2025 estimate; the American Community Survey 2024 figure is \$85,346. Trade area median household income is projected to reach \$96,520 by 2029.

WHAT THE TRAJECTORY ACTUALLY LOOKS LIKE

3,300 residents in 2000. 5,400 in 2010. 10,900 at the 2020 Census. 18,500 today. More than 22,000 projected by 2030. This is not a market that grew once; it has roughly doubled in each of the last two decades, and the infrastructure carrying the next decade is already in the ground.

Population density

611 residents per square mile in 2025, rising to 703 by 2029. Daytime density reaches 741, because more people are present in this market during business hours than live in it.

Home values

Trade area median estimated home value is \$344,810, against Chatham County at \$366,290 and Georgia at \$369,650. Median listing price is \$317,380.

02 · WHO LIVES HERE

Young, Working, And Diverse

The median age in Port Wentworth is 32, against 37.4 in Chatham County and 38.3 statewide. Seventy percent of residents hold some college or higher and 28 percent hold a bachelor's degree or above. Labor force participation runs 76.1 percent and unemployment sits between three and four percent across every consumer segment in the trade area. Two thirds of households own their homes.

GROUP	SHARE	NOTES
Black or African American	46.5%	Largest population share
White	36.6%	Largest secondary group
Hispanic or Latino	13.2%	Fastest growing segment in the region
Asian, two or more races, other	6.7%	Growing share of new households

Categories are mutually exclusive, with Hispanic or Latino reported as its own group. This convention is applied consistently across all City materials per the Port Wentworth Data Standard, June 2026. Source: U.S. Census Bureau American Community Survey 2024.

For a retailer, a restaurant group, or a residential developer, that composition is not a footnote. It is a market that is younger than the county and the state, employed at nearly full participation, earning above both. A national brand underwriting a site here is underwriting a customer base that is measurably younger and better paid than the regional average.

32 MEDIAN AGE, CITY	76.1% LABOR FORCE PARTICIPATION	66% OWNER OCCUPIED HOUSING	70%+ SOME COLLEGE OR HIGHER
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03 · THE TRADE AREA

Where The Demand Comes From

Two views of the same market. The drive time rings describe how far a customer travels to reach this corridor. The five mile ring is the underwriting benchmark used throughout this document.

MEASURE	5 MINUTES	10 MINUTES	15 MINUTES
Population	14,200	62,800	178,500
Households	5,180	23,400	67,900
Daytime population	16,900	78,200	205,300
Median household income	\$78,500	\$71,200	\$66,800
Median age	35.6	34.9	35.4
Bachelor's degree or higher	28%	30%	32%

The fifteen minute ring captures Pooler, Garden City, north Savannah and Bloomingdale. Drive time figures are distinct from the five mile ring figures used elsewhere in this document, and they are lower for a specific reason worth stating plainly: the drive time rings radiate from the corridor and pick up industrial, port and older housing stock to the south and east, while the five mile ring is weighted toward the newer Rice Hope and Rice Creek subdivisions that sit north and west of it. The five mile ring is the underwriting benchmark because it describes the households a corridor retailer actually draws; the drive time rings describe how far a customer travels to reach it. Both are real. Neither was selected for being the larger number.

Seventy percent in the two highest performing segments

ESRI Tapestry segmentation of the trade area shows a base concentrated in higher income, family oriented households. Roughly seventy percent fall into the top two segments, both with median incomes near or above \$89,000.

SEGMENT	SHARE OF HOUSEHOLDS	MEDIAN HOUSEHOLD INCOME
Modern Minds Mid thirties, married with children, two earners, suburban single family, heavy online and quick service spenders	45.1%	\$91,039
Up and Coming Families First time homeowners in new subdivisions, young children, value driven, the fastest growing household type in the Sun Belt	22.1%	\$89,093
Emerging Hub Younger and more mobile, mix of renters and first buyers near employment centers, early career	12.6%	\$70,356
Boomburbs Affluent, highly educated, large newer homes on the suburban edge, the market's top spending households	12.5%	\$131,202
Middle Ground Established mixed age households, longer tenure, steady rather than growing	7.3%	\$69,074

Source: ESRI Tapestry, five mile trade area, 2026. Tapestry is a household classification system that groups neighborhoods by age, income, tenure and spending behavior; the plain language description beside each name is what that classification actually describes. Segment shares cover the regional draw radius captured by the Highway 21 corridor.

Where this market's spending goes today, and the origin markets it comes from, are measured in section five.

04 · MOBILITY AND DEMAND

The Traffic Is Here. The Loyalty Is Documented.

Port Wentworth does not need to project demand. The demand is already moving through the city, and it has been measured three separate ways.

56,550 HIGHWAY 21 AVERAGE DAILY TRAFFIC	13.8M NON RESIDENT VISITS A YEAR	5.89x RETURN VISIT RATE AGAINST A 3.5 BENCHMARK	+6.6% RESIDENT GROWTH IN ONE YEAR, 31407
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Highway 21 average daily traffic is GDOT 2024. Interstate 95 at Meinhard Road carries 67,490, and the Meinhard Road corridor connector at Monteith Road carries an estimated 82,831. Non resident visits are Placer.ai measurement of the 31407 market, September 1, 2025 through August 31, 2026. Resident growth is Census 2024 against 2023 for the 31407 ZIP code. The return visit rate reflects Placer.ai corridor measurement and is stated as a ratio against the 3.5 times retail industry benchmark.

Three roads matter here and they are three different measurements, so this document names each. Highway 21 proper carries 56,550 vehicles a day. Interstate 95 at Meinhard carries 67,490. The Meinhard Road connector feeding Anchor Park and the Commerce Center carries an estimated 82,831. A site's value depends on which of those three it fronts, and this department will tell you which one yours does.

A five point eight nine times return visit rate against a 3.5 industry benchmark means people are not passing through this corridor. They are coming back to it.

Measured, not projected

In its first six weeks of operation, the Anchor Park district drew approximately 6,900 unique visitors who averaged two hours and fifteen minutes on site. One in four visits was already a repeat visit within the opening period itself. One in five arrived from a hotel. Average visitor household income measured \$104,000, and the eighteen to twenty one cohort indexed at roughly twice the national rate.

THE SINGLE MOST USEFUL NUMBER IN THIS DOCUMENT

Sixty five percent of those Anchor Park visitors are Chick-fil-A customers and forty three percent buy Starbucks. Neither brand has an address in this market; the nearest Chick-fil-A is a six to eight minute drive depending on the site. Publix, the one brand of the three that is here, draws 809,400 visits a year as the anchor of Market at Rice Hope. Those visitors' favored shopping destinations are Tanger Outlets and the regional centers on Pooler Parkway. The quick service and casual dining occasion in this market is already established and already frequent; what it does not have is a local address. An operator here does not have to build a habit. They have to meet one.

05 · THE DEMAND GAP

A Healthy Market. Visitors Who Want More.

This is not an emerging market waiting to be proven. It is a working, productive trade area that already draws nearly fourteen million non resident visits a year. The opportunity here is not the absence of demand. It is that the demand arrives, finds a shopping center, two travel centers and a grocery store, and spends the rest of its money four miles up the road.

13.8M NON RESIDENT VISITS A YEAR	25,956 TRADE AREA RESIDENTS, FIVE MILE RING	3.0M OUT OF MARKET VISITORS A YEAR	15,862 DAYTIME WORKPLACE POPULATION
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Visit and visitor figures are Placer.ai mobility measurement of the 31407 market, September 1, 2025 through August 31, 2026. The window closes on August 31, 2026 and therefore predates the first full month of Anchor Park operation. Trade area residents are the five mile ring, the underwriting benchmark used throughout this document; the 31407 measured market carried 24,711 residents at Census 2024 and the city itself estimates 18,500. Visits and visitors are separate measures and are labeled as such.

The visitors outnumber the residents. Every day, and every hour.

Across the June through August quarter, out of market visitors were the majority of this market's population on all seven days of the week, and in all twenty four hours of the day, including overnight. Daily population peaks on Friday and never falls below the resident base. Across the full year the measured market hosted 13.8 million non resident visits against 24,711 residents, roughly 559 visits for every person who lives inside it.

For an operator that is the whole point. Trade area population understates this market badly, because the people who shop here mostly do not live here. Underwriting to rooftops alone will price the site wrong.

Twenty six thousand people live in the trade area. Thirteen point eight million non resident visits arrive every year. The gap between those two numbers is the business case.

Where the visits come from

The demand pulls in from the north and the west, up Highway 21, before it reaches Savannah.

ORIGIN MARKET	VISITS		SHARE OF NON RESIDENT VISITS
Rincon, 31326	259,000	7.0%	
Guyton, 31312	241,000	6.5%	
Savannah, 31419	198,000	5.3%	
Pooler, 31322	194,000	5.2%	
Savannah, 31405	133,000	3.6%	
Garden City, 31408	94,700	2.5%	

Top origin ZIP codes by visits, 31407 market, June through August 2026. Rincon and Guyton lead, ahead of every Savannah ZIP code. This market's catchment runs up the Highway 21 corridor.

05 · THE DEMAND GAP, CONTINUED

What This Market Buys, And Where It Has To Go For It.

Placer ranks every destination this market's population visits. Read the Port Wentworth entries as a shelf list, because that is what they are: everything this market can buy without leaving it.

DESTINATION	VISITS	WHERE
Walmart, 160 Pooler Parkway	635,900	Discount department store, outside the market
Waterford Shoppes, 7306 Highway 21	249,900	Neighborhood center, grocery anchored — in market
Pilot Flying J, 7001 Highway 21	248,700	Travel center — in market
Market at Rice Hope, 7936 Highway 21	240,100	Neighborhood center, grocery anchored — in market
Port of Savannah	228,700	Employment site, Garden City
Parker's Kitchen, Benton Boulevard	183,300	Convenience and fuel — in market
Parker's Kitchen, 132 Highway 30	176,300	Convenience and fuel — in market

Top visited places, all categories, 31407 market, June 1 through August 31, 2026. Duplicate property listings and nested tenants have been consolidated; the Publix inside Market at Rice Hope is counted within that center rather than separately.

WHAT THE SHELF LIST TELLS YOU

Two grocery anchored centers, two travel centers, and a convenience prototype. That is the in market inventory drawing this audience today. There is no national or full service casual dining operator on the list, no apparel, no fitness, and no family entertainment — not because the demand for them is unproven here, but because there is nowhere in the market to spend it. When a category has no local address, 635,900 annual visits go to the nearest one that does. The market is healthy. The shelf is narrow. The first operator into an empty category takes the whole of it.

The inventory it does have is highly productive

Placer measures visits per square foot for each property directly. Waterford Shoppes, a 74,300 square foot center, registers 13.35. Market at Rice Hope reads 2.63 on a 370,600 square foot footprint, where Publix alone accounts for 83 percent of the traffic. And the highest figure on the corridor belongs to a restaurant: a Zaxby's on Old Richmond Road turns 2,800 square feet into 197,300 visits a year, at 69.26 visits per square foot.

PROPERTY	VISITS / SQ FT	ANNUAL VISITS ON
Zaxby's, Old Richmond Road	69.26	197,300 visits on 2,800 sq ft
El Ranchito Mexican Restaurant	20.28	76,000 visits on 3,700 sq ft
Waterford Shoppes	13.35	991,100 visits on 74,300 sq ft
Market at Rice Hope	2.63	974,700 visits on 370,600 sq ft

Visits, size and visits per square foot as reported by Placer.ai for each property, September 1, 2025 through August 31, 2026. Waterford Shoppes size is gross leasable area. Visits per square foot is a function of footprint as well as traffic, which is why each figure is shown beside its square footage.

WHAT FOURTEEN TENANTS TELLS YOU

Between them, the corridor's two shopping centers hold roughly fourteen tenants, and both anchors are grocery stores. Waterford: a Food Lion at 517,900 visits, a Mexican restaurant, a Family Dollar, a UPS Store, a salon, a pizzeria, a sushi counter, a financial adviser. Rice Hope: a Publix at 809,400, a Great Clips, a physical therapy clinic, a Japanese restaurant, a Marco's Pizza. Service tenants outperform their own national chains here: the UPS Store ranks in the 76th percentile statewide on visits per square foot, Great Clips the 67th, BenchMark Physical Therapy the 86th. Small operators do well here. There are simply very few of them.

A 2,800 square foot drive-thru is the most productive retail box on this corridor, and the corridor's one independent full service restaurant holds a guest for forty three minutes. Both formats work here. Neither has competition.

One caveat belongs with those figures, and it works in the reader's favor. Every property measurement on this page closes on August 31, 2026 — three weeks after the VyStar Pavilion opened and twelve days before Ghost Pirates Ice Cove did. None of these properties has yet been measured against a full month of the Anchor Park district operating at capacity. The productivity above is what this corridor did before its largest traffic generator came online.

The same pattern shows up in lodging, independently measured

Over the twelve months ending August 2026, this market generated 1,436,262 potential room nights and captured 1,114,812 of them, which is 77.6 percent. That is a functioning lodging market. The remaining 22.4 percent, 321,450 nights, went to other cities, and 72.9 percent of that went to a single neighboring submarket. The monthly leakage rate never fell below 17 percent and never rose above 25 percent, which makes it a structural condition rather than a seasonal one, and a sizeable one: 321,450 nights is roughly 880 rooms a night across the year.

ROOM NIGHTS, TWELVE MONTHS TO AUGUST 2026	NIGHTS		SHARE
Captured in Port Wentworth	1,114,812	77.6%	
Lost to other cities	321,450	22.4%	
Concentrated in one neighboring submarket, Pooler	223,362	72.9% of what left	

Two figures size the need. Of 78,311 average monthly visitors from 50 miles or more, 14.4 percent come to Port Wentworth and then sleep somewhere else — a precisely sized, addressable segment rather than a general aspiration. And this market's 22.4 percent leakage rate runs about five points above the neighboring submarket that captures most of it, whose rate is 17.5 percent, in every month of the measured series. The difference is not distance or preference. It is room count.

Hotels here also draw nearly eight times the visits that restaurants do, which is a market telling you plainly that people sleep here and eat elsewhere.

The supply side, stated plainly

A leakage figure means nothing without the inventory behind it, so here is the pipeline as the City's own development review file records it. Six branded properties are named in review at or near the Interstate 95 interchange: SpringHill Suites and LivSmart approved, WoodSpring Suites, Tru by Hilton and StudioRes under review, and TownePlace Suites advancing. The City's pipeline summary counts eight in total, so two are at a stage the City does not yet name publicly.

Hotel counts reflect City of Port Wentworth development review status as of August 19, 2026 and indicate position in the review process rather than a commitment to build or a financing close. This department does not publish room counts, occupancy or average daily rate for existing properties; a developer should request current STR data for the Savannah metropolitan submarket, and this department will assist in framing the request.

Lodging figures are Placer.ai overnight trip measurement at 50 or more miles, Port Wentworth September 2025 through August 2026. The comparison leakage rate is measured May 2025 through April 2026; the rate comparison is robust to that offset, and night counts across markets are not stated against each other.

What is unserved, and what is coming

CATEGORY	WHERE IT STANDS HERE
National or full service casual dining	Unserved
Fitness	Unserved
Apparel and soft goods	Unserved
Entertainment retail and family concepts	Unserved
Full format grocery	Partially served. Publix at Rice Hope; Aldi in permitting
Quick service and drive-thru	Partially served, actively expanding
Health care	Optim Orthopedics open; Xpert Care urgent care under construction; dental clinic in review
Convenience and fuel	Two Wawas in development; Parker's flagship prototype open on Highway 30
Hospitality	Eight hotels permitted or advancing

Category status reflects existing operations in the top visited places data plus the City's development review pipeline as of August 19, 2026, which is review status rather than a commitment to build. On dining the distinction is deliberate: El Ranchito posts 20.28 visits per square foot with a 43 minute dwell, proof that a full service format performs here. What the market lacks is a nationally branded operator at scale.

What the gap is worth, and what this document cannot yet tell you

This department holds no current category-level dollar figure for retail leakage, and will not estimate one here. A tenant's real estate committee will want the five mile ring broken out by category, of the kind an ESRI Retail MarketPlace leakage and surplus report produces. This department will work with any operator to have that analysis run for their category before they commit to a parcel.

The gap is closing, which is the actual argument for moving now

Fifty two active development projects are moving through the City's review pipeline across seven corridors, twenty three of them under construction, approved, or delivered. Beyond the categories above: a Fifth Third Bank branch and an early learning center approved in September, CORE Credit Union and a McDonald's nearing completion, and two retail plazas on Highway 21.

Every one of those operators reached the same conclusion independently, and each one that opens fills a line on a shelf that is currently short. The gap is wide today, it will not be wide in thirty six months, and the parcels fronting the highest traffic counts go first. A single project is a transaction. Fifty two at once, from fifty two different balance sheets, is a market.

06 · ANCHOR PARK

A Public Investment Built To Draw Private Capital

Anchor Park is a 150 acre civic district at Monteith and Meinhard roads, and it is the City's largest single quality of life investment. It was designed as an economic engine rather than a park. It gives the surrounding commercial district year round programming, weeknight crowds, weekend tournaments, and a daily reason for residents and visitors to gather in one place.



Ghost Pirates Ice Cove opened September 12, 2026, the second of the two Anchor Park venues to come online in six weeks. The ribbon was cut by the City, Oak View Group, the Savannah Ghost Pirates and the contractor together. Both venues share one entry plaza and one 1,440 space lot.

\$46.2M PAVILION AND ICE COVE INVESTMENT	150 ACRE CAMPUS	5,200 COVERED AMPHITHEATER SEATS	1,440 DEDICATED PARKING SPACES
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▪ **VyStar Pavilion. Open since August 1, 2026.** A 5,200 seat covered amphitheater, operated by Oak View Group, which also runs Enmarket Arena and the Johnny Mercer Theatre. It fills the gap between a 2,500 seat theatre and a 9,000 seat arena that OVG identified in this region. First ticketed event was the Sunset Jazz Festival; Billy Currington and Kip Moore followed on August 7.

▪ **Championship athletics.** Eight baseball fields, two multi use fields, pickleball and tennis, drawing regional tournament traffic on weekends across the full year.

▪ **Ghost Pirates Ice Cove. Open since September 12, 2026.** A 90,000 square foot, two sheet facility with 300 bleacher seats per rink and a 250 seat bar and grill. It is the official practice home of the ECHL's Savannah Ghost Pirates and the community's public rink, carrying learn to skate, youth hockey, regional tournaments, and family programming.

▪ **Commercial ground within the district.** A three acre hotel site, the twelve acre Port Collective mixed use district, and a three acre medical site, all inside the campus footprint.

WHY THE RINK MATTERS MORE THAN THE AMPHITHEATER

An amphitheater fills a parking lot twenty nights a year. A rink fills it on a Tuesday in February. For anyone evaluating a restaurant, a hotel, or a retail pad on this corridor, that distinction is the difference between seasonal traffic and a year round base. The two assets together are what turn Anchor Park from an event venue into a seven day a week destination, and it is the seven day pattern that underwrites a lease.

06 · ANCHOR PARK, CONTINUED

What The First Six Weeks Measured

The figures below are mobility measurements from the opening period, not projections and not ticket sales. They are the reason this document can describe demand rather than forecast it.



The gates, opening day.

A 5,200 seat house, twenty minutes from downtown Savannah, with no restaurant and no hotel inside the district.



Professional grade, not municipal grade.

The Ghost Pirates' locker room. Built for an ECHL club's daily practice operation, which is why the building has a weekday population and not only an event night crowd.



The district, built out.

Arena and amphitheater on a shared plaza. Architectural rendering, JLG Architects.

MEASURE	RESULT	WHAT IT TELLS AN OPERATOR
Unique visitors, first six weeks	6,900	A new audience, in a location that had none
Average time on site	2 hr 15 min	A held audience, not pass through traffic
Repeat visits within the period	1 in 4	Frequency, established inside six weeks
Arrived from a hotel	1 in 5	Lodging demand already real and leaving the city
Average visitor household income	\$104,000	Above the trade area, in line with Enmarket Arena
Age 18 to 21 cohort	2x national	A late evening, high frequency food occasion

Anchor Park visitation is panel based mobility data for July 20 through August 30, 2026, and is an estimate rather than ticketed attendance. Panel based mobility systematically undercounts ticketed events, and the 6,900 figure sits well below ticketed attendance for a period that included three concerts in a 5,200 seat house. The behavioral ratios in this table — dwell time, repeat rate, hotel origin, and visitor income — are the underwriting content, not the headcount. The following figures are project projections and have not been audited: more than one million annual visitors, more than \$4 million in annual sales and hospitality tax capture, and a three to one private to public investment leverage ratio. Actuals will be confirmed after the first full year of operation.

Five thousand two hundred people walk out of a concert at ten at night. One in five is staying in a hotel here. Until the McDonald's now under construction opens, the nearest late night drive-thru is outside the market.

The Port Collective

A twelve acre mixed use district inside the campus, tying Anchor Park to downtown with restaurants, retail, residential, and gathering space. The district is under letter of intent and construction is expected to begin in fall 2026.

07 · DOWNTOWN

138 Minutes, With Nothing To Spend On

The clearest signal in the entire dataset is the downtown visitor profile. People are arriving, staying, and walking the corridor for more than two hours at a time, with median household incomes that climbed almost ten thousand dollars in twelve months. They are here, they have time, they have money, and the inventory of places to spend it has not caught up.

138 min AVERAGE DWELL TIME, UP 21 PERCENT YEAR OVER YEAR	\$83.8K MEDIAN VISITOR HOUSEHOLD INCOME, UP FROM \$74.7K	29,440 UNIQUE VISITORS, TWELVE MONTH WINDOW
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Source: Placer.ai downtown trade area study, April 2025 through March 2026. Visitor metrics reflect unique device counts and time on site within the study's defined downtown polygon. That polygon covers 64.3 square miles and 23,147 households and is the downtown's DRAW AREA, not its footprint: the downtown itself is roughly 600 acres with about 2,000 residents, and the polygon describes the population the district pulls from. These downtown study figures are distinct from citywide and five mile trade area figures.

What the City has already done here

- **More than \$10 million of infrastructure since 2023.** A new lift station, a stormwater master plan, wastewater plant upgrades, and downtown sewer rehabilitation. Capacity is in the ground ahead of the buildings that will use it.
- **The trucks are gone.** Georgia DOT transferred State Route 25 to local control in April 2025, and the semi truck ban went live July 1, 2026. Freight now reroutes via State Route 30 and Grange Road. A truck corridor became a main street on a specific date.
- **An adopted vision and a seated authority.** Council unanimously adopted the Kimley-Horn Downtown Vision and Strategy in October 2024. The Downtown Development Authority was reactivated in early 2026 with a seven member board and is acquiring property in the corridor, unlocking tax allocation districts and façade programs.
- **Design standards in review.** Cooper Carry was retained to write architectural and landscape design guidelines, now drafted into a three overlay district ordinance. It is expected this fall and has not been adopted. For an investor it is the most consequential pending decision in the city, because it determines what can be built and what the building next to yours will look like.

STATED PLAINLY, BECAUSE IT MATTERS TO UNDERWRITING

The Kimley-Horn Vision Plan is adopted. The Foresite Thrive Downtown transportation study is underway and not final. The Cooper Carry Downtown Overlay District is expected and not adopted. The first downtown infill project, a long vacant South Coastal Highway restaurant property, has approved plans for two retail bays, a restaurant, four studio apartments, and rooftop space; it is approved and under development, not built. This City does not present a study as a decision.

Downtown covers 600 acres and about 2,000 residents, with 871 existing housing units and 90,000 square feet of commercial space. Roundabouts are planned at Barnsley, Bonnybridge, Crossgate, and Grange. A Gateway Park anchors the southern entry.

08 · THE ENGINE

Ten Million Square Feet, And The Workforce It Brings

The Port Wentworth Commerce Center is the largest near port project of its kind in the Southeast to break ground in 2025. Dermody Properties acquired the site in a \$164 million land transaction, reported by CoStar as one of the largest industrial land deals in Georgia history, and is master planning ten million square feet across eighteen buildings.

10M SF UNDER MASTER PLAN	1.28M SF DELIVERING THIS QUARTER	8,500 DIRECT JOBS PROJECTED AT FULL BUILD	60.3M SF INDUSTRIAL INVENTORY WITHIN TWO MILES
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Buildings A and B, at 538,775 and 740,375 square feet, are on track for fourth quarter delivery and marketed for lease through CBRE. The site sits 6.5 miles from the Port of Savannah and one mile from Interstate 95, with Class I CSX rail on the property, up to a gigawatt of power, and Foreign Trade Zone designation.

Two things are moving nearby, and neither is part of the Commerce Center site. A separately owned 450,000 square foot speculative warehouse is approved at the same interchange on Dean Forest Road, and a \$6 million Highway 21 intersection rebuild is expected to begin construction in fall 2026. Read them as evidence of what this interchange is attracting rather than as Dermody square footage.

EMPLOYER	DISTANCE	SCALE
Port of Savannah, Garden City Terminal	1 mile	Third busiest container port in the United States
Hyundai Metaplant	Under 20 miles	\$7.6 billion investment, 8,500 on site jobs plus roughly 6,900 supplier jobs
Gulfstream Aerospace	5 miles	Adjacent to Savannah Hilton Head International
International Paper, Port Wentworth Mill	In city	Long standing industrial anchor
JCB North America	Pooler	Advanced manufacturing
Imperial and ASR Sugar	Savannah	Historic refinery operation

Commerce Center square footage, investment, and job projections are as reported by Dermody Properties. Hyundai Metaplant figures are as reported by Hyundai Motor Group and Georgia.org. The two 8,500 figures are separate projections for separate projects and are not additive to a single source. The Georgia Ports Authority is in the middle of a sustained, multi year capital program to expand capacity and competitiveness at the Port of Savannah.

09 · HOUSING AND ABSORPTION

Who Will Live In What Is Being Built

A city drawing thousands of industrial jobs has to answer one question before a retailer or a restaurant will follow: where will those workers live. Port Wentworth carries 3,200 residential permits in its citywide pipeline, and the product being built spans three different household types and three different sources of capital.

3,200 RESIDENTIAL PERMITS IN THE PIPELINE	52 ACTIVE DEVELOPMENT PROJECTS	8 HOTELS PERMITTED OR ADVANCING	\$344,810 TRADE AREA MEDIAN HOME VALUE
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- **Build to rent.** LEO at Port Wentworth on Meinhard Road, developed by PCCP and Advenir Azora, delivering its first units in 2026. National capital choosing a single family rental product in this submarket.

▪ **Conventional multifamily.** Springs at Port Wentworth in Rice Creek, by Continental Properties and built by McShane Construction, under construction and pre leasing.
- **Attainable ownership.** A Habitat for Humanity partnership with Chatham County delivering new homes downtown, which is the product type most markets talk about and fewest deliver.

▪ **Everything else in the queue.** Lakeside, The Current, Rice Creek Phases 7 through 9, Villages at Carter Manor, and Maret Cove, spread across the Rice Hope, Rice Creek, and downtown corridors.

THE CONSTRAINT THIS CITY WILL NAME OUT LOUD

There is one K through 8 campus inside city limits, at Rice Creek, and it is already at capacity. The City is actively pursuing additional capacity and school choice options with the county district. Any residential developer underwriting here should know that before they model absorption, and any retailer should know the City says so in its own prospectus rather than waiting to be asked.

Three of those housing projects, across three product types and three capital sources, account for 585 homes under construction or in delivery inside that 3,200 unit pipeline. A pipeline is a forecast and sophisticated readers discount forecasts. Homes actually building, financed by three different groups, are not a forecast.

The Infrastructure Is Already Paid For

The port and the Metaplant are covered in section eight, and the corridor traffic in section four. What has not been said yet is the thing that separates Port Wentworth from every other Sun Belt growth story: the sequence. This City put the roads, the water and the sewer capacity in the ground before the rooftops and the buildings needed them.

That ordering is not a detail. It is the difference between growth arriving as a tax base and growth arriving as a traffic problem, and it is why a site here can be permitted and served now rather than waiting on a capital program. Water and sewer capacity is in place ahead of the residential pipeline it will serve, and the Meinhard Road connector already carries the highest traffic count in the city to Anchor Park and the Commerce Center. The corridor program continues from there: a \$6 million Highway 21 intersection rebuild is expected to begin in fall 2026, and roundabout expansion is moving through the downtown corridor.

The timing on the private side is the second half of it. The Commerce Center delivers 1.28 million square feet this quarter, both Anchor Park venues opened within six weeks of each other, and the Port Collective is under letter of intent with construction expected in fall 2026. A developer entering now enters alongside the pipeline in section five, and ahead of the inventory it will create.

\$7.6B HYUNDAI METAPLANT INVESTMENT	\$700M+ ACTIVE CAPITAL PIPELINE IN THE CITY	Top 20 SAFEST CITIES IN GEORGIA, SUSTAINED	Purple Heart CITY DESIGNATION
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In 2000 this was a city of 3,300 people beside a sugar refinery. It is now the fastest growing city in the Savannah metropolitan area, and the infrastructure carrying the next decade is already paid for.

11 · THE CITY'S INVESTMENT IN YOU

A Government Built To Move At The Speed Of Capital

Incentives here are real, they are stackable, and they are administered through a single point of contact in the Department of Economic Development. The City also has two active development authorities, which means it has the standing to participate in a transaction rather than only to review one.

Military Zone Tax Credits	Up to a three year grace period for qualifying projects.
PILOT Programs	Payment in lieu of taxes, structured to project scale.
Permitting And Fee Reductions	Up to a fifty percent discount on permit, aid to construction, and tap fees, for eligible projects.
Expedited Permitting	Single point of contact and fast track review for eligible committed projects. Planning Commission meets the first Monday of each month and City Council the third Thursday, so the path from application to decision is knowable in advance rather than discovered.
Adaptive And Interim Reuse	Legacy and underutilized parcels reviewed on an expedited, project by project basis. Bring the deal and we will find the path.
Two Development Authorities	The Port Wentworth Development Authority covers the city as a whole. The Downtown Development Authority, reactivated in early 2026 with a seven member board, is acquiring property in the downtown corridor and unlocks tax allocation district and façade financing tools.

COMPLIMENTARY, FROM THIS DEPARTMENT

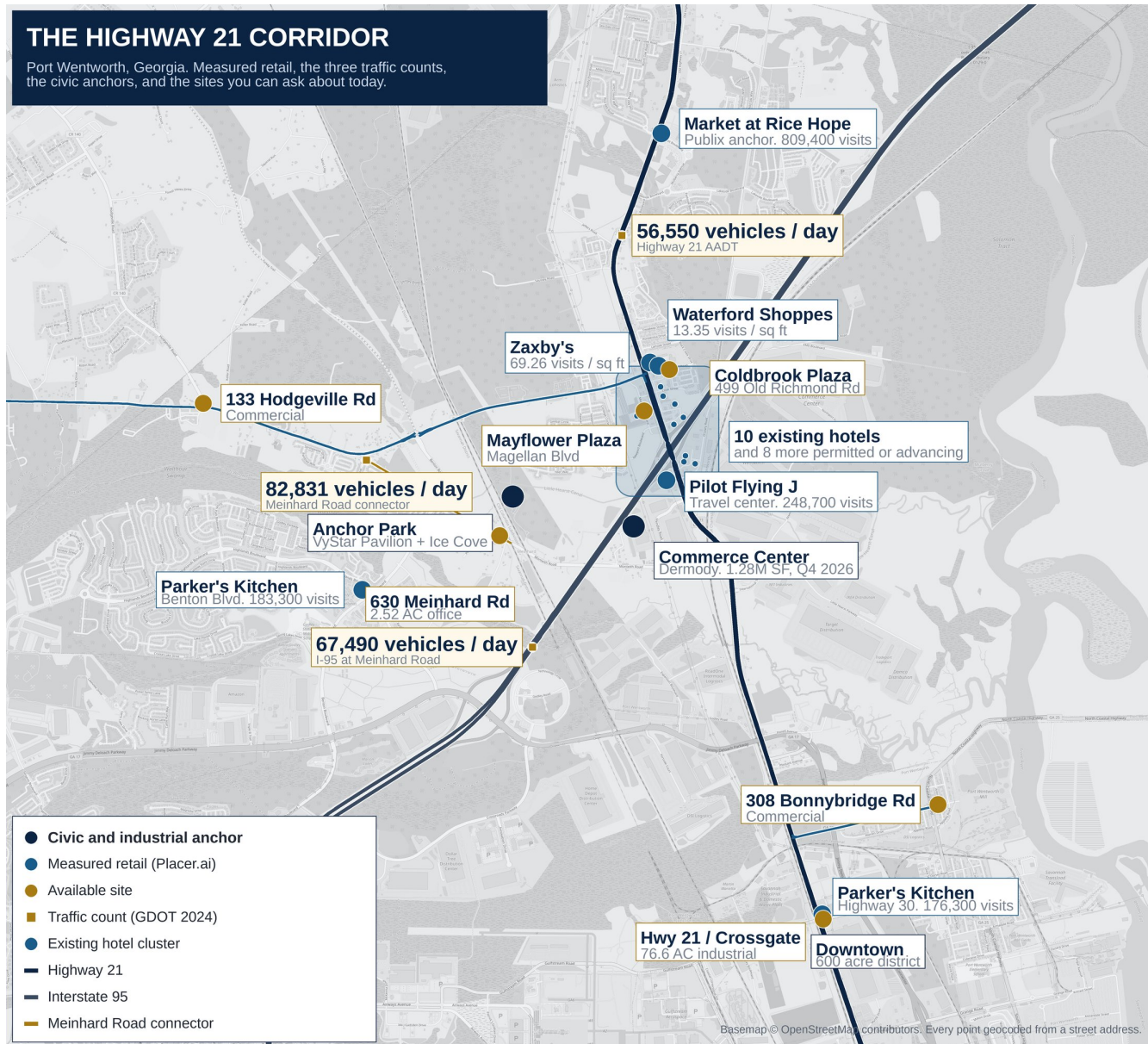
Site selection analysis, at no cost

Before you commit to a parcel here, this department will run the analysis for you. Using Placer.ai mobility data and our own market models we test whether your concept fits Port Wentworth: trade area and drive times, measured visitation and dwell, customer profile and spending, category gaps and competition, traffic, zoning, and utility capacity. You get our honest read on whether the numbers support your product, including when they do not. **No charge, for any parcel in the city.**

12 · THE CORRIDOR

Where All Of This Actually Sits

Every point below was geocoded from a street address. The three traffic counts sit on the road segments they are measured on, the measured retail carries its own productivity and visit figures from the shelf list in section 05, and the gold markers are sites this department can discuss today. Read it with the page that follows: a parcel's value here turns on which of these three roads it fronts.



Basemap © OpenStreetMap contributors. Traffic counts GDOT 2024 annual average daily traffic. Visits and visits per square foot are Placer.ai property measurement, September 2025 through August 2026. Sample of listed and City held inventory, not the complete picture.

Three roads, three numbers.

Highway 21 at 56,550 is the retail street. Interstate 95 at 67,490 is the regional one. The Meinhard connector at 82,831 is the highest count in the city and it serves Anchor Park and the Commerce Center. A site's rent supportable at one of those counts is not supportable at another.

The retail is concentrated, and it is mostly fuel.

The measured inventory sits in the Rice Hope cluster, the Waterford cluster at Old Richmond Road, and three fuel and convenience stops. Between those nodes and downtown, miles of frontage carry the traffic counts and almost nothing to stop for.

The demand generators are not next to the retail.

Anchor Park, the Commerce Center, and downtown each sit off the measured retail nodes, while ten existing hotels cluster at the interchange with eight more permitted or advancing. That distance is the gap this document describes, and it is why the nearest pad to a 5,200 seat venue is worth asking about.

13 · AVAILABLE SITES

Ground You Can Ask About Today

A prospectus that argues for a market should be able to name the ground. This is a sample of what is listed or held in Port Wentworth now, not the complete inventory; the City's Economic Development office tracks the full picture including parcels not publicly marketed.

PROPERTY	SIZE	TYPE AND STATUS
RETAIL AND RESTAURANT SPACE		
Coldbrook Plaza, Highway 21	Inline bays	Retail plaza nearing completion; leasing through the owner's broker
Mayflower Plaza, Highway 21	Inline bays	Retail plaza nearing completion; leasing through the owner's broker
0 Magellan Boulevard	On request	For lease, coming to market at the Interstate 95 interchange
The Port Collective, inside Anchor Park	12 AC	Mixed use district with restaurant and retail ground, under letter of intent, construction expected fall 2026
GROUND AND LARGER SITES		
Highway 21 and Crossgate Road	76.6 AC	Industrial, within Crossgate, a rail served park
630 Meinhard Road	2.52 AC	Office, 1,900 square foot building on site, high visibility
133 Hodgeville Road	On request	Commercial, listed through the City's Economic Development office
308 Bonnybridge Road	On request	Commercial, listed through the City's Economic Development office
Anchor Park hotel site	3 AC	Hospitality, inside the campus footprint
Anchor Park medical site	3 AC	Medical, inside the campus footprint

Sample inventory as tracked by Port Wentworth Economic Development. "On request" means the parcel is tracked by this department but its acreage or terms are not the City's to publish, usually because the owner has not brought it formally to market; ask and this department will connect you to the owner or broker directly. Zoning, frontage, utility capacity and current asking terms are provided for any parcel on the list. Inline plaza bays are privately owned and leased by the owner's broker, not by the City. Retail pads and downtown infill parcels held by private owners and by the Downtown Development Authority are not itemized here and are the fastest growing part of the inventory; a retail or restaurant operator should ask for the current pad list rather than read this table as the whole of it.

WHICH ROAD YOUR SITE FRONTS

Highway 21 proper carries 56,550 vehicles a day. Interstate 95 at Meinhard Road carries 67,490. The Meinhard Road connector serving Anchor Park and the Commerce Center carries an estimated 82,831. Those are three different roads and three different measurements, and a site's value turns on which one it fronts. Name a parcel and this department will tell you which count applies to it, with the measurement point.

14 · THE OPPORTUNITY

Three Sectors, In Plain Terms

Retail, Food And Beverage

THE CLEAREST GAP

Sixty five percent of Anchor Park's measured visitors are already Chick-fil-A customers. The nearest location is on Pooler Parkway, a six to eight minute drive depending on the site. The habit exists. An operator here meets it rather than building it.

Hospitality

DEMAND ALREADY DOCUMENTED

Of visitors from fifty miles or more, 14.4 percent come to Port Wentworth and sleep elsewhere. That segment is sized, not estimated, and it is before the Commerce Center workforce arrives.

Mixed Use And Development

GROUND INSIDE THE AUDIENCE

An adopted Downtown Vision Plan, design standards in final review, the twelve acre Port Collective district inside Anchor Park, downtown infill parcels, and a government that moves quickly on entitlements.

Your next step, three ways to start today

- 1 Schedule a site tour.**
Walk the Highway 21 corridor, Anchor Park, and available downtown sites with the Director of Economic Development. An hour on the ground answers questions no document can.
- 2 Request a custom site analysis.**
Tell us the site criteria you build to and we will come back with the parcels that meet them, plus a demand, trade area, and incentive package modeled to your specific use case. At our cost, not yours.
- 3 Explore incentives.**
Review Military Zone credits, PILOT eligibility, fee reductions, and the expedited permitting path — each subject to project eligibility — for your project, with one person who can answer for all of them.

CHOOSE PORT WENTWORTH

To Live Here, Experience Here, And Thrive Here.

The traffic is here. The income is here. The audience is measured, and it is coming back. What is missing is the inventory to serve it, and that is the part we are inviting you to build.

James R. Touchton, MPA, MBA

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Executive Director, Port Wentworth Development Authority

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About the figures. All figures conform to the Port Wentworth Data Standard, June 2026, and each is labeled with its geography. City population is a City estimate; the Census Bureau's July 2025 estimate is 17,604. City median household income is a 2025 estimate; the American Community Survey 2024 figure is \$85,346. Trade area figures describe the five mile ring unless identified as drive time rings or as the downtown study polygon, which are separate geographies. Market figures identified as 31407 are the ZIP code market, which is larger than the city limits and had 24,700 residents at Census 2024; non resident visits, out of market visitors, daytime population, origin ZIP codes and top visited places for that market are Placer.ai measurement; annual market metrics cover September 1, 2025 through August 31, 2026 and the hourly, daily, origin and top visited place detail covers June 1 through August 31, 2026, each compared to the same period one year earlier. Hotel room night leakage is Placer.ai overnight trip measurement at 50 or more miles, September 2025 through August 2026; room nights lost and room nights captured are separate report scopes and are not combined. Highway 21 traffic is GDOT 2024 annual average daily traffic; Interstate 95 at Meinhard Road carries 67,490 and the Meinhard Road connector at Monteith Road carries an estimated 82,831. The return visit rate reflects Placer.ai corridor measurement. Property level visits, square footage, visits per square foot, dwell time and tenant figures are Placer.ai property reports for September 1, 2025 through August 31, 2026; visitor household income at the property level is a Census 2024 median of that property's measured visitor base and describes a different population than the trade area median. Anchor Park visitation is panel based mobility data for July 20 through August 30, 2026, an estimate rather than ticketed attendance. Downtown visitor metrics are from a Placer.ai downtown trade area study, April 2025 through March 2026. Annual visitation, tax capture, and investment leverage figures are unaudited project projections and are labeled as such where they appear. Commerce Center figures are as reported by Dermody Properties; Metaplant figures as reported by Hyundai Motor Group and Georgia.org. Project counts are from Port Wentworth Development Services, August 19, 2026, and reflect development review status rather than a commitment to build. Consumer segmentation is ESRI Tapestry 2026. Where two credible sources disagree, this document names the measurement point rather than choosing silently.