

Rezoning Petition No. 22-05

**(503 Lanier Blvd &
1555 Fourth Avenue)**

**Staff Report
John Hunter
Director
*Planning, Development, & Codes***

**City of Brunswick
Planning & Appeals Commission
Public Hearing
November 9, 2022**

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Requested Land Use Approvals

M&P Development LLC, owner is petitioning to rezone the subject parcels from PD-G to PD-TN.



Location map

Proposed Development

M&P Development, LLC proposes the construction of approximately 300 apartment units in 4 stories over parking, a leasing and sales office, and 327 parking spaces on the 4.31 acre tract. The location is outlined in yellow in the map above. Concept Plan is shown below.



| PORT CITY APARTMENTS | | | | PORT CITY PARTNERS | | 202031 |
|---|-----------|--------------|------------|--------------------|----------------|-------------|
| UNIT TABULATION - 4 STORY RESIDENTIAL OVER PODIUM | | | | | | |
| UNIT NAME | UNIT TYPE | NET AREA(SF) | UNIT COUNT | PERCENTAGE | TOTAL AREA | % BREAKDOWN |
| A1 | 1br/1ba | 452 | 154 | 41% | 70,368 | |
| A2 | 1br/1ba | 487 | 16 | 3% | 7,827 | 12% |
| A3 | 1br/1ba | 782 | 76 | 25% | 59,588 | |
| J1 | 2br/2ba | 957 | 30 | 20% | 28,650 | |
| S2 | 2br/2ba | 1,076 | 20 | 7% | 21,560 | 26% |
| S3 | 2br/2ba | 1,150 | 4 | 1% | 4,600 | |
| TOTALS | | | 300 | 100% | 234,886 | |
| UNIT AVERAGE NET SF : | | | | 783 | | |
| ACREAGE: | | | | 4.31 GROSS ACRES | | |
| DENSITY: | | | | 70 UNITS/ACRE | | |
| PARKING: | | | | 300 SPACES | | |
| REQUIRED: | | | | 300 SPACES | | |
| PROVIDED: | | | | 327 SPACES | | |
| GARAGE PARKING: | | | | 292 GARAGE SPACES | | |
| SURFACE PARKING: | | | | 156 SURFACE SPACES | | |
| | | | | 1.09 SPACES/UNIT | | |



Proposed Rezoning

503 Lanier Blvd and 1555 Fourth Avenue is currently zoned Planned Development-General (PD-G). The purpose of the rezoning is to create a new Planned Development – Traditional Neighborhood (PD-TN) zoning for development of the site.



Zoning Map

Properties adjacent to the site are a mix of zoning classifications. To the east across Lanier Blvd., the marsh is zoned Conservation-Preservation (C-P); to the north, Glynn Academy’s athletic complex is zoned R9; to the west a thin strip of land adjacent to CSX ROW is zoned Basic Industrial (BI), and to the south is PD-G Liberty Harbor.

Staff Analysis

When considering a rezoning, we refer back to the Character Areas within our Comprehensive Plan:

The US Highway 17 Corridor is one of the two highest-visibility corridors that lead into the City. The US Highway 17 Corridor serves not just as the gateway to the City of Brunswick, but also as the primary gateway to the Golden Isles. The northern portion of the US Highway 17 Corridor is primarily comprised of low-density, highway-oriented commercial uses, while the southern portion is characterized by views of open space and marshlands. Some of the commercial areas along US Highway 17 are deteriorating and suffering from disinvestment, but there is new redevelopment activity along the corridor. It is a critical time for the City because there is a currently small window of opportunity to shape the character of future development along the corridor before it is re-developed.

Vision

The US Highway 17 Corridor should be a true gateway to the City of Brunswick and the Golden Isles region. This means the appearance of the corridor is paramount. Preserving views of and access to the marshfront is essential, particularly along the southern, “natural,” part of the corridor. The corridor would benefit from reduced visual clutter in terms of billboards, signs, and overhead utility wires. Architectural styles should reflect the native traditions of Brunswick

and the Golden Isles, and existing historic structures, such as the visitor center, should be preserved. New and improved wayfinding and the visual definition of gateways are important to the corridor as it is the entrance point for so many visitors. Several ideas for establishing gateways via landscaping along the corridor are part of the Blueprint Brunswick plan. If possible, a new cultural heritage site, for example a site that reflects on the Gullah/Geechee heritage of the area, should be developed along the corridor. The corridor should be truly multimodal with bicycle, pedestrian, and transit facilities as well as the roadway. Pedestrian and bicycle facilities should integrate into the overall vision for the East Coast Greenway where feasible. Development on the corridor should be multi-story, street-oriented, and predominantly mixed-use, with parking and service areas to the rear so that the architecture, the median landscaping, and the marsh form the dominant features of the corridor. Redevelopment along the northern portion of the corridor can help to reshape US 17 from a regional throughway into a new center of activity for the community.

Appropriate Land Uses

- Multi-story mixed use development with commercial uses on the first floor
- Multifamily residential development including senior housing
- Tourism and cultural facilities
- Hotels and resorts
- Protected greenspace, wetland, and wildlife habitats

Recommended Development Patterns

- Structures (shopping, warehouses, offices, etc) located near the street front with parking in rear of buildings, making the corridor more attractive and more pedestrian friendly
- Vertical, multi-story mixed-use development with retail on the ground floor
- Developments that take advantage of marsh-front views such as restaurants or hotels
- Clustering high density development at nodes along major corridors
- Developments that have easy access to nearby transit, shopping, schools, and other areas where residents travel daily
- Greyfield redevelopment that converts vacant or underutilized commercial strips to mixed-use assets
- Site plans, building design, and landscaping that are sensitive to natural features of the site including topography and views

The project falls within the US 17 Overlay, and is subject to the Glynn Avenue Design Framework. While this has minimal impact upon uses, it will guide the overall character and design of the development. Within the Overlay, PD-TN is considered a Special District. To establish the PD-TN, a proposed development must contain an area of not less than one acre, have direct access to at least one street, and conform with the Guiding Principles and Design Principles of the US 17 Overlay District as stated in Section 1.3.1 and 1.3.2 of the Glynn Avenue Design Framework.

Guiding Principles state:

1. Glynn Avenue should reflect vernacular architecture appropriate to coastal Georgia.

2. Our marshes, waterways, and scenic vistas are natural resources that should be available and accessible to all.

3. Responsible development should minimize impact to the sensitive natural environment, particularly along the eastern edge of Glynn Avenue.

4. Access to properties along Glynn Avenue should be safely and easily accessible for pedestrians and cyclists, as well as motorists.

5. Individual development should respect and contribute positively to the public realm.

6. Glynn Avenue should evolve into an activity center that is complimentary to, but not competitive with, downtown Brunswick.

7. Investment in the public realm should guide and enhance private sector investment.

The Design Principles state:

1. *Public Waterfront + Public Space:* The marsh and waterfront are public resources and should not be privatized for the enjoyment of only a few. Maintaining public access along the marsh and waterfront is a high priority. Public access may be achieved through a roadway along the waterfront which continues the design elements of Main Street - on-street parking, generous sidewalks, street trees, etc., or through a waterfront park or pedestrian promenade along the marsh.

2. *Pedestrian-orientation:* The current condition of Glynn Avenue does not lend itself to the creation of a ‘Main Street.’ However, this does not mean that the desire to create walkable, human scaled places should be abandoned. These regulations set forth a development strategy to capture passing vehicles while also fostering a ‘Main Street’ character on streets parallel to Glynn Avenue.

3. *Mixed-Use Environment:* The creation of a mixed use environment provides an ideal transition from more highway-oriented scale along US 17 to more neighborhood-compatible scale, while accommodating a variety of uses, including commercial, office, institutional, and residential.

4. *Blocks + Streets:* Building an interconnected network of compact blocks is critical to ensure a walkable area that fosters diverse uses and building types. This block pattern can still accommodate large-scale retailers, but does so in a way that maintains the importance of human-scaled development.

Streets should generally include on-street parking, street trees, sidewalks, and pedestrian amenities such as benches, street lights, trash facilities, etc. Highly connected streets are important to provide access without requiring traffic to re-enter Glynn Avenue to reach nearby destinations.

5. *Quality Design:* The importance of urban form cannot be overstated. To foster community character and create a walkable, vibrant community, the elements of the built environment are more critical than the use. Buildings should be human-scaled, have a primary entrance facing the public realm, and be set close to the street to foster a pedestrian environment.

6. *Sense of Place:* The Glynn Avenue corridor is intended to develop as a high quality, mixed-use, pedestrian oriented environment. This area should develop as a complement to, not

in competition with, downtown Brunswick. Civic buildings are places of community focus and center. They should be located in places of prominence, such as facing a square, town green, or other central public space.

Staff Review

Proposed PD-TN Text

The proposed PD-TN text names the development “Liberty Bluff Apartments”. The proposed PD uses varies very little from our standard zoning. The uses include apartments, condominiums, retail/commercial, restaurants, and offices. These are typical for mixed use PD text and allow for the close proximity of housing and supportive retail.

Most of the elements within the proposed PD text are consistent with the Glynn Avenue Design Framework. Landscape plans, buffers, signage, and lighting guidelines would all follow these guidelines as the applicant proposed to follow existing city design standards.

Section 3-5 *Building Height and Elevations* proposes a five floor structure. The first floor would be parking, and floors 2-5 habitable space. The building would not exceed 60 feet in height, and measurement would begin from 12 feet due to the project location in a FEMA flood zone. This is consistent with our ordinances and requirements for a multi-family development.

Section 3-7 *Parking* outlines a parking ratio of 1space per unit. This is a 50% reduction of the typical parking requirement for a multi-family development. The applicant proposed 327 parking spaces. With 216 one-bedroom units and 84 two-bedroom units, a reduction from the typical 2 space per unit requirement is understandable. However, it is questionable if the amount provided is sufficient.

Section 3-11 *Setback Requirements* proposes a front setback of 10 feet; side setbacks of 5 feet; and a rear setback of 5 feet. These setbacks fit within the requirements in the Glynn Avenue Design Framework.

Concept Plan

The proposed site plan conforms to some of the provisions of the Glynn Avenue Design Framework (GADF). Setbacks are consistent with the GADF, tree islands are provided within the parking areas, and there appear to be areas where required street trees and landscaped areas can be provided. The primary building is oriented toward a street front as much as practicable due to existing drainage along Lanier and Fourth Avenue. Architecturally, the proposed structure is monolithic and the materials are undefined at this time. The GADF recommends smaller independent structures that are more in keeping with the vernacular of Brunswick. However, it does not preclude taller buildings. Careful attention to the design of the exterior will be needed during the design process.

The largest concern with the concept plan is the proposed density. Our current multi-family density is far below the request. If we only considered the one-bedroom units, the allowed density for a four story or taller structure is 30 units an acre. With 4.31 acres, this would allow only 129 units to be developed. The proposed development exceeds this by 87 one-bedroom units and 84 two-bedroom units. It would potentially have the highest density of any location within the City of Brunswick.

Under OCGA 36-66-5(b), rezoning requests should be considered with the following questions in mind:

A. A PROPOSED ZONING CLASSIFICATION OR CONDITIONAL USE REQUEST SHOULD BE COMPATIBLE WITH EXISTING USES AND ZONING OF ADJACENT AND NEARBY PROPERTY, AND "SPOT ZONING" SHOULD ALMOST ALWAYS BE REJECTED.

- PD-TN is intended to be residential or mixed use. As this location is between R9 and an existing mixed-use PD-G, it would not be considered spot zoning.

B. A PROPOSED ZONING CLASSIFICATION SHOULD NOT DESTABILIZE THE SURROUNDING NEIGHBORHOOD.

- The surrounding area is a mix of uses and zoning types, and is primarily developed. As such it would likely not cause further land use changes in the area.

C. A PROPOSED ZONING CLASSIFICATION SHOULD MAXIMIZE THE ECONOMIC VALUE OF THE SUBJECT PROPERTY WITHOUT DEPRECIATING THE VALUE OF ADJACENT AND NEARBY PROPERTY.

- The current PD-G zoning was somewhat speculative, and limits current uses to commercial activities. New residential products are needed within the City and would likely increase the value of the property.

D. A PROPOSED ZONING CLASSIFICATION SHOULD NOT HAVE AN ADVERSE EFFECT ON TRAFFIC FLOW, TRAFFIC SAFETY OR POPULATION DENSITY.

- In general, a PD-TN zoning on its own would likely not impact traffic issues or population density. However, the chosen number of 300 units creates concerns about the impact of that density in this particular location. With daily traffic at the adjacent Middle School utilizing the same road network will likely create issues during peak hours.

E. A PROPOSED ZONING CLASSIFICATION SHOULD NOT HAVE ADVERSE ENVIRONMENTAL IMPACT.

- There is a wetland on the property. The impact on that wetland should be considered.

F. A PROPOSED ZONING CLASSIFICATION SHOULD NOT HAVE ADVERSE AESTHETIC EFFECTS.

- The property is currently undeveloped and unkept. New development would certainly improve the condition of the property, and with building and landscape guidelines in place the aesthetics will be a positive impact on the area.

G. A REZONING SHOULD NOT RESULT IN COSTS TO THE PUBLIC DISPROPORTIONATE TO TAX REVENUES GENERATED BY THE PROPOSED USE.

- As an undeveloped site, the developer will be responsible for the infrastructure needed to connect utilities. Any development would generate additional tax revenues compared to current, and it is not believed that the proposed development would burden the city.

H. THE SUBJECT PROPERTY SHOULD BE SUITABLE FOR THE ZONED PURPOSES.

- Current zoning for the property would not accommodate residential uses. The property has been vacant for a decade or more after having had some industrial use over the 20th century. The change to a residential zoning would be more compatible than the current PD-G that would allow limited commercial uses and would be consistent with the Comprehensive Plan.

In review of city's PD-TN standards, the US 17 Special District Requirements, the Comprehensive Plan, and the OCGA Rezoning Standards, the conceptual development pushes the boundaries within the collective vision for the redevelopment of this corridor and our zoning requirements. The proposed density of 69.6 units per acre is vastly from different traditional development within the City of Brunswick. While the Glynn Avenue Design framework does not restrict height of buildings and relies on the base zoning, the scale of the proposed structure combined with the density make the implementation of the architectural standards difficult based on the current concept.

The traffic impacts at this location also need further examination. As required, staff did preliminary traffic calculations based on the concept. This showed traffic exceeding the requirements for a traffic analysis, and the applicant has been asked to provide one as such. That analysis showed the proposed development generating 1384 end trips daily and 130 AM peak and 117 PM peak trips. Current Average Daily Traffic on 4th is 5000 vehicles, and Lanier is 1000 vehicles. Based on existing volumes, the development could negatively impact the level of service at the 4th and Lanier intersection

There is a growing demand for multi-family housing, and there are limited sites within the City of Brunswick that can support this type of development. The economics of scale demand a higher density than our current ordinances allow, as our density requirements are oriented more to our existing city block structure and not larger multi-acre developments. With this in mind, the allowance of Planned Developments becomes an important option within our zoning structure. Based on current information, staff does not believe that the site can support a development of this size. However, staff does believe that multi-family is an appropriate use at this location.

Appendix A – zoning standards and policies

ZONING STANDARDS AND POLICIES AND PROCEDURES FOR ZONING HEARINGS

Approved by the Commission City of Brunswick, Georgia
April 5, 1989

Part I. Standards

The current Georgia statutory law, O.C.G.A. ;s; 36-66-5(b) expressly mandates that each local government exercising zoning power establish and consider such factors in the form of substantive standards for zoning decisions. That subsection provides:

[E]ach local government shall adopt standards governing the exercise of the zoning power, and such standards may include any factors which the local government finds relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to the unrestricted use of property. Such standards shall be printed and copies thereof shall be available for distribution to the general public.

In keeping with the foregoing statutory requirement, the City of Brunswick has adopted the following substantive standards to govern its zoning decisions:

A. A PROPOSED ZONING CLASSIFICATION OR CONDITIONAL USE REQUEST SHOULD BE COMPATIBLE WITH EXISTING USES AND ZONING OF ADJACENT AND NEARBY PROPERTY, AND ``SPOT ZONING'' SHOULD ALMOST ALWAYS BE REJECTED.

(1) Would the proposed rezoning create an isolated district unrelated to adjacent and nearby districts?

(2) Is the proposed rezoning a logical extension of a zoning boundary which would improve the pattern of uses in the general area?

B. A PROPOSED ZONING CLASSIFICATION SHOULD NOT DESTABILIZE THE SURROUNDING NEIGHBORHOOD.

(1) Is the proposed zoning classification one which would promote integrity of the neighborhood and preserve its general character?

(2) Would the proposed rezoning precipitate similar rezoning requests which would generate or accelerate adverse land use changes in the neighborhood?

C. A PROPOSED ZONING CLASSIFICATION SHOULD MAXIMIZE THE ECONOMIC VALUE OF THE SUBJECT PROPERTY WITHOUT DEPRECIATING THE VALUE OF ADJACENT AND NEARBY PROPERTY.

(1) To what extent does the existing zoning classification depress the value of the subject property?

(2) To what extent would the proposed zoning classification result in appreciation of the value of the property?

(3) What effect does the existing zoning classification have on the values of adjacent and nearby property?

(4) What effect would the proposed zoning classification have on the values of adjacent and nearby property?

D. A PROPOSED ZONING CLASSIFICATION SHOULD NOT HAVE AN ADVERSE EFFECT ON TRAFFIC FLOW, TRAFFIC SAFETY OR POPULATION DENSITY.

(1) Is there adequate public or private parking for the proposed use and other uses permitted within the classification?

(2) Would such uses create any problem of traffic congestion in the area?

(3) Would such uses create any traffic safety problem with regard to ingress and egress, visibility or otherwise?

(4) Would such uses necessitate changes in streets or sidewalks or traffic signage or signalization?

(5) Would such uses contribute to an undesirable level of population density?

(6) Would such uses substantially conflict with existing density patterns in the neighborhood?

E. A PROPOSED ZONING CLASSIFICATION SHOULD NOT HAVE ADVERSE ENVIRONMENTAL IMPACT.

(1) Would the proposed use or other uses permitted within the classification create noise, dust, smoke or odors?

(2) Would such uses affect air quality or water quality and quantity?

(3) Would such uses create problems with drainage or soil erosion and sedimentation?

(4) Would such uses aggravate problems with flood damage control?

(5) Would such uses aggravate waste disposal problems?

F. A PROPOSED ZONING CLASSIFICATION SHOULD NOT HAVE ADVERSE AESTHETIC EFFECTS.

(1) Would the proposed rezoning lead to removal of existing vegetation?

(2) Would the proposed use incorporate new planting?

(3) Would the proposed use necessitate unattractive structures or result in removal or alteration of historic structures?

(4) Would the proposed use be visually compatible with the surrounding neighborhood?

(5) Would the proposed use include machinery or work visible from the street or neighboring property?

(6) Would the proposed use be adequately separated from conflicting uses by an appropriate buffer?

G. A REZONING SHOULD NOT RESULT IN COSTS TO THE PUBLIC DISPROPORTIONATE TO TAX REVENUES GENERATED BY THE PROPOSED USE.

(1) Would the rezoning increase the cost of government in providing public utilities, schools, streets, police and fire protection, etc.?

(2) What additional public facilities would be required?

(3) To what extent would such increased costs be offset by increased tax revenues?

H. THE SUBJECT PROPERTY SHOULD BE SUITABLE FOR THE ZONED PURPOSES.

(1) Is the property suitable for uses within the existing zoning classification?

(2) Has the property been vacant as zoned, and if so, for what period or periods of time?

(3) Are there substantial reasons why the property cannot be economically used in accordance with existing zoning?

(4) Would the proposed rezoning benefit the general public in any way?

(5) Would the proposed rezoning conform to or diverge from the comprehensive land use plan?

* * *

It is obvious that the foregoing standards are very general, not at all specific, and that the public and private interests cannot be balanced with mathematical certainty in a zoning decision. Moreover, particular zoning issues which may arise, considered in context, may suggest concerns in addition to the foregoing standards and further questions which will need to be addressed by the Commission. It can only be said that any zoning decision, to be lawful, must be based on a relative gain to the public, as compared to the hardship imposed upon private parties. Such decisions must never be based simply upon the numbers of supporters or opponents or other political factors without consideration of the standards.

(excerpt from addendum that was added to the zoning ordinance by the City Commission on April 5, 1989)

Appendix B – Application, Proposed PD Text & Concept Plan



CITY OF BRUNSWICK, GEORGIA

APPLICATION FOR REZONING

RZ

APPLICANT: After completely reading this form, the applicant will answer each item as completely as possible. Please print or type. The Planning Staff will assist you if necessary.

This is a request for a **REZONING** to the Official Zoning Ordinances of the City of Brunswick. Please read Article XXIII of Zoning Ordinance which applies to your proposal.

1. Applicant (Your Name): _____ Daytime Phone: _____ Email: _____
Mailing Address _____ Zip: _____
2. Location of Property forming the basis for this text amendment: _____
Street _____ Tax Map and Parcel Number: _____
3. Is this rezoning due to annexation? ____ YES ____ NO
4. Total Parcel area (indicate square feet or acres): _____ Square Feet/Acres
5. Present Zoning: _____ Abutting zones (list all zones that touch the parcel): _____
6. Proposed Zoning: _____
7. Are any special use(s), variance(s), covenant(s), or prior rezoning(s) present on the parcel?
____ YES ____ NO If 'YES', list ALL and date: _____
8. The following data shall be attached as applicable:
____ **Petition signed by Property Owner or agent requesting the Rezoning.**
____ **Full text of the proposed amendment in the format of the ordinance it is intended to amend.**
9. Reasons for the rezoning request: _____

10. Do you have legal possession of the parcel(s) proposed for this zoning text amendment? ____ YES ____ NO
(If 'NO' then this application cannot be processed until an application is received for all parcels intended to be affected by the text amendment and legal authorization provided.)
11. Owner's Name (If different from Applicant*): _____
Address: _____ Zip: _____ Daytime Phone: _____ (*If applicant is different from Owner, a legal authorization to represent the Owner must be attached to this application.)

I understand that the City of Brunswick will not process this application until I have submitted **ALL** required materials on or before the date of the approved schedule, which shall be **not less than 20 days prior to the regularly scheduled and advertised monthly meeting of the Planning and Appeals Commission**. The PAC meets on the Second Wednesday of each month at 5:15 PM in Commission Chambers, Old City Hall. The recommendation of the Planning Commission is forwarded to City Commission for their review at the next regularly scheduled meeting following the PAC meeting.

Signed: _____ Date: _____

(Printed Name: _____)

LIBERTY BLUFF APARTMENTS

PLANNED DEVELOPMENT –TRADITIONAL NEIGHBORHOOD (PD-TN) DISTRICT

BRUNSWICK, GEORGIA

FOR:

**4.310 ACRES LOCATED AT 503 LANIER BOULEVARD AND 1555 FOURTH
AVENUE, BRUNSWICK, GEORGIA
TO BE KNOWN AS “LIBERTY BLUFF APARTMENTS”**

BY:

M & P DEVELOPMENT, LLC, a Georgia limited liability company

(“Applicant”/”Developer”)

SUBMITTED TO:

**City of Brunswick Planning Commission on October 12, 2022
Brunswick City Commissioners on _____, 2022**

LIBERTY BLUFF APARTMENTS

PLANNED DEVELOPMENT TEXT – TRADITIONAL NEIGHBORHOOD DISTRICT

SECTION ONE

INTRODUCTION AND STATEMENT OF OWNERSHIP

The Property described below (herein the “Project Site”) is located at 503 Lanier Boulevard and is formerly owned by Glynn Iron & Metal, Inc. The Project Site is currently zoned PD-G which allowed uses are primarily commercial. The Project Site is conveniently located at the gateway to the historic downtown Brunswick area surrounded by residential and some commercial properties and in close proximity to Glynn Middle School with Glynn Academy High School within two (2) miles. The Project Site is also in close proximity (within 2 miles) to the historic downtown Brunswick waterfront. The historic downtown Brunswick area is undergoing a tremendous amount of private revitalization. Both owners of the Applicant have deep roots in Glynn County. They are committed to and passionate about being involved in the growth of the City of Brunswick and specifically the revitalization of the downtown Brunswick area.

The Project Site was purchased by the Applicant on May 20, 2021 pursuant to that certain Limited Warranty Deed recorded in Deed Book 4463, Page 371, Glynn County, Georgia records (copy attached as Exhibit “A”), and is more particularly described below. The property consists of two (2) parcels, however, the two tracts will be consolidated in the very near future:

ALL THOSE LOTS, TRACTS OR PARCELS OF LAND situate, lying and being in the 26th G.M.D., Glynn County, Georgia, being shown and delineated on that certain plat of survey entitled "A SUBDIVISION PLAT OF: PARCELS A1, A2 & B, GLYNN IRON AND STEEL PROPERTY, 26TH G.M.D., CITY OF BRUNSWICK, GLYNN COUNTY, GEORGIA" prepared by Shupe Surveying Company, P.C., certified by C. Teeple Hill, R. L. S. No. 3081, dated May 26, 2016, as recorded in the Office of the Clerk of Superior Court of Glynn County, Georgia in Plat Book 33, Page 220, as **ALL OF PARCEL "A1" CONTAINING 2.422 ACRES AND ALL OF PARCEL "A2" CONTAINING 1.888 ACRES.**

REFERENCE is hereby made to said plat and to the record thereof for all further purposes of description and location.

THIS BEING A PORTION OF THE SAME PROPERTY conveyed to Grantor herein pursuant to that Warranty Deed dated December 28, 2004 by Frederick Michael Fairman, as Trustee of the Frederick Michael Fairman Revocable Living Trust Under Agreement of Trust, dated December 6,

1989 to Glynn Iron & Metal, Inc. as recorded in Deed Book 1575, Page 402, Glynn County, Georgia records.

SECTION TWO

USE AND DEVELOPMENT STATEMENT

The Applicant intends to develop the Property into an apartment complex consisting of no more than 300 units with a covered parking garage on the ground floor and additional paved parking spaces within the property, all as shown on the Site Plan(s) attached hereto as Exhibit “B”.

The purpose of this application is to rezone the property from its current zoning classification which is PD-General (commercial uses only) to a PD Text – Traditional Neighborhood District (PD-TN). The TN is a residential designation that includes the use of multi-family dwelling units.

The Property is compliant with the provisions of Article XVI, Section 23-16-2 (a), (b), (c) and (d); with the exception that a conceptual landscape plan will be submitted at the building permit stage of this project.

SECTION THREE

PLANNED DEVELOPMENT TEXT

The Applicant, along with his expert consultant team of engineers, planners, surveyors and architects, have carefully considered and evaluated the Project Site in which they have conducted a substantial amount of demographic studies, other pertinent research and feasibility studies of the best and highest use of the Project Site. With the Glynn Middle School and Athletic Complex being in such close proximity (walking distance) to the Project Site, coupled with the ongoing revitalization plans continuing to unfold in the historic downtown and waterfront area, a change in use of the Project Site makes absolute sense at this time. The final product of the Applicant’s application therefore proposes the following PD Text for the Project Site:

1. Name: The name of the development shall be called “LIBERTY BLUFF Apartments”.
2. Allowable Uses: The following uses are allowed on the Site
 - Apartments
 - Condominiums
 - Retail/Commercial
 - Restaurants
 - Offices

3. Utilities/Drainage: All utilities will be public, including, water, sewer, drainage, gas, electric, telephone and cable t.v. and will meet or exceed the City's requirements. Sewer capacity and storm drainage will be carefully evaluated. Engineered plans will be reviewed and coordinated among the City Engineer and the Developer's Engineer to meet or exceed the City's sewage and drainage standards.
4. Stormwater/Lot/Site Coverage: The site coverage shall not exceed ___% of the site area. The site coverage calculation will include buildings and impervious pavement areas. Landscape areas, pervious pavement, and gravel areas are not included in the site coverage calculation.
5. Building Height and Elevations: The building will consist of five (5) floors which will include the ground floor garage parking area. Floors 2 through 5 will consist of apartment units of varying sizes and floor plan designs. The building roofline height will not exceed the maximum limit of 60 feet measured from an elevation of 12 feet (NAVD-88 datum), therefore, maximum height will not exceed an elevation of 72 feet (NAVD-88 datum). Due to the Project Site being located in a flood zone, the height measurement commences at 12 feet. Shade structures and other roof-top amenities will not be included in the building height calculations. Front, side and rear building elevations are as shown on the Elevations Plan (attached as Exhibit "C").
6. Site Access: The Applicant will provide the following access points to the Project Site: A main entry/exit access point will be on Fourth Avenue with a secondary entry/exit access point on Lanier Boulevard.
7. Parking: The applicant will provide a parking ratio of 1.0 spaces per unit.
8. Landscape Plans and Buffers: Applicant will provide aesthetically pleasing landscaping and landscape buffering as outlined on the Site Plan (attached as Exhibit "B").
9. Signage. Signage will meet or exceed the City of Brunswick design standards.
10. Lighting. Lighting will meet or exceed the City of Brunswick design standards.
11. Setback Requirements. Developer has provided setbacks that well meet the City's setback requirements, as follows:
 - (a) frontage – 10 feet
 - (b) side – 5 feet
 - (c) rear – 5 feet

[END]



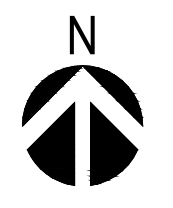
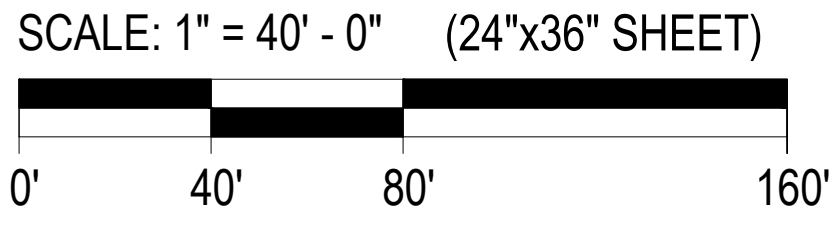
| PORT CITY APARTMENTS | | | | | | PORT CITY PARTNERS | 2020371 |
|---|-----------|--------------|------------|-------------|----------------|--------------------|---------|
| UNIT TABULATION - 4 STORY RESIDENTIAL OVER PODIUM | | | | | | | 7/12/22 |
| UNIT NAME | UNIT TYPE | NET AREA(SF) | UNIT COUNT | PERCENTAGE | TOTAL AREA | % BREAKDOWN | |
| A1 | 1br/1ba | 632 | 124 | 41% | 78,368 | 72% | |
| A2 | 1br/1ba | 687 | 16 | 5% | 10,992 | | |
| A3 | 1br/1ba | 788 | 76 | 25% | 59,888 | | |
| B1 | 2br/2ba | 991 | 60 | 20% | 59,460 | 28% | |
| B2 | 2br/2ba | 1,078 | 20 | 7% | 21,560 | | |
| B3 | 2br/2ba | 1,150 | 4 | 1% | 4,600 | | |
| TOTALS | | | 300 | 100% | 234,868 | | |

UNIT AVERAGE NET SF : 783

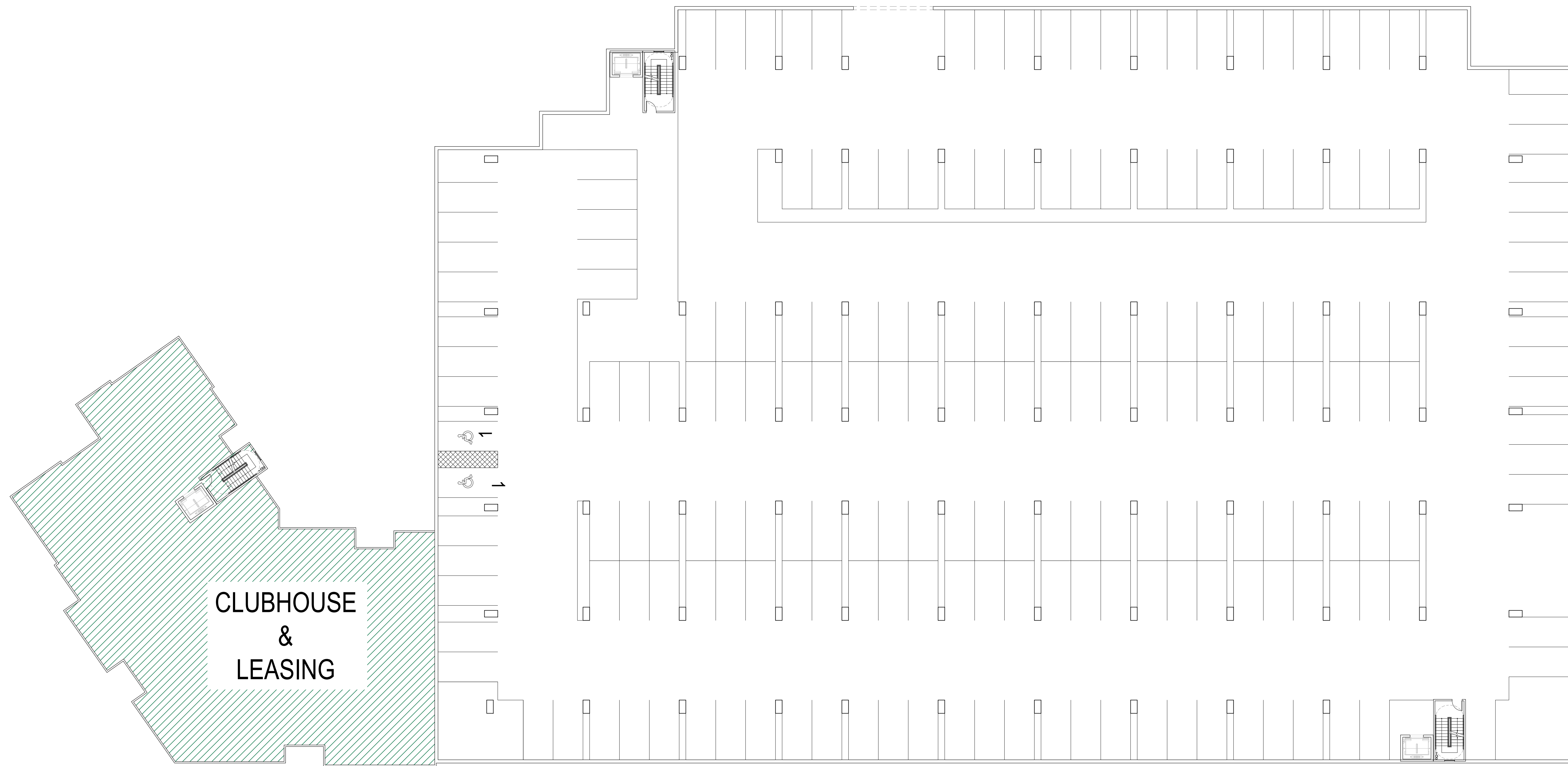
* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

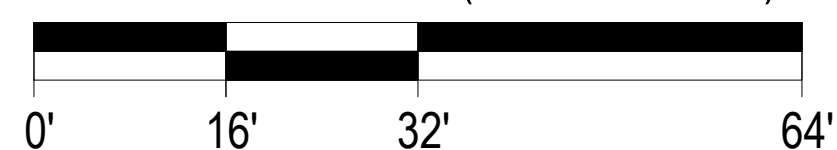
| | |
|-----------------------|--------------------|
| UNIT AVERAGE NET SF : | 783 S.F. |
| ACREAGE: | 4.31 GROSS ACRES |
| DENSITY: | 70 UNITS/ACRE |
| PARKING: | |
| REQUIRED | 300 SPACES |
| PROVIDED | 327 SPACES |
| GARAGE PARKING | 202 GARAGE SPACES |
| SURFACE PARKING | 125 SURFACE SPACES |
| | 1.09 SPACES/UNIT |



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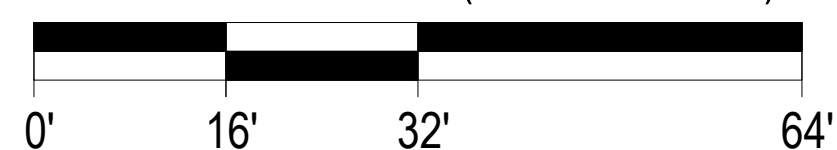


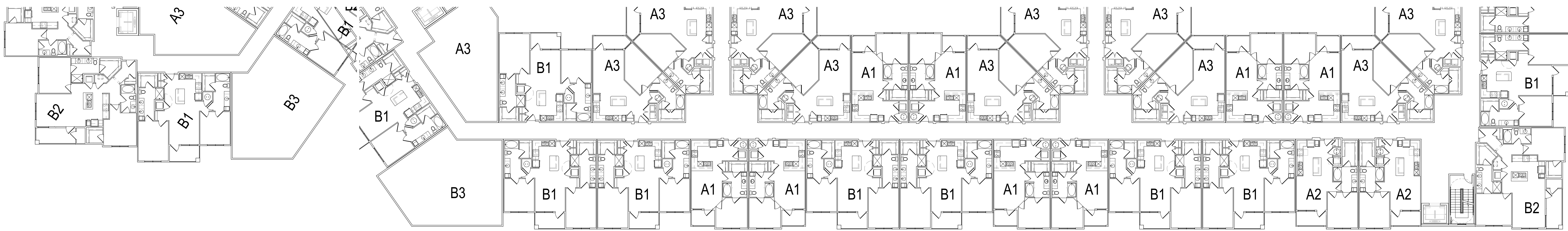
SCALE: 1/16" = 1'-0" (24"x36" SHEET)



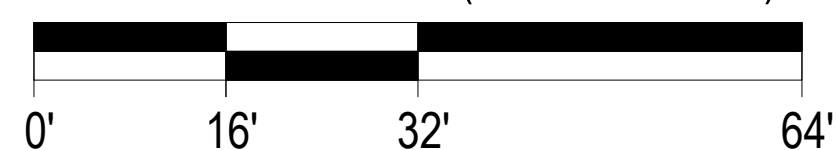


SCALE: 1/16" = 1'-0" (24"x36" SHEET)





SCALE: 1/16" = 1'-0" (24"x36" SHEET)



Appendix E – Correspondence from the Public