



# CITY OF BRUNSWICK

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**MINUTES**  
**PLANNING & APPEALS COMMISSION**  
**Workshop**  
**March 24, 2023**  
**3:00PM**  
**City Hall**

**Present:** Lance Sabbe, Dave Bowers, William Kitts, Anita Collins, Delores Harrison, Grace Greene (via Zoom)

**Absent:** Alyssa Bruce

**Staff:** John Hunter, Russ Marane

**Call to Order:** Chairman Lance Sabbe called the meeting to order at 3:00 PM.

**Items for Review:**

- Introduction of the Island View Project at 3302 Glynn Avenue  
*Wesley Franks – Roberts Civil Engineering*  
Mr. Franks and Johnathan Roberts introduced a Power Point detailing the Island View Project and its consideration of the Glynn Avenue Design Framework. Discussion centered upon traffic and the Redwood intersection and GDOTs requirements, landscaping, trees, stormwater drainage and its relation to Marshview Condominiums, visibility for vehicles leaving Marshview, and assorted details. A copy of the power point is attached.

No actions were taken.

**Adjournment:** The meeting adjourned at 4:22 PM.

# The Glynn Avenue Design Framework and Island View Apartments



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# The Glynn Avenue Design Framework and Island View Apartments

## 1.1 Purpose

The City of Brunswick launched the Glynn Avenue Design Framework Initiative to create a new framework

**to guide development and redevelopment along U.S. Highway 17 /Glynn Avenue,**

which serves as a gateway to the City of Brunswick and the Golden Isles of Georgia.

**The City initiated this project due to decline and disinvestment in some of the  
commercial areas along Glynn Avenue.**

# Existing Site



Decline and Disinvestment in the Project Site

# The Glynn Avenue Design Framework

## 1.2 Goals

- **Active Placemaking: Create a sense of Place**
  - The project will transform the site from an abandoned commercial property into a new apartment site full of life with a better sense of place.
- **Market Realism: Incubate Incremental development**
  - The project will incubate additional incremental development because the residents will create demand for additional shops, restaurants, and offices in the area.
- **Community Predictability: Provide a nimble framework for organic, predictable growth**
  - The project will provide for continued predictable growth in the area because of the additional residents that create demand for new businesses that will lead to organic growth in the area.



# The Glynn Avenue Design Framework

## 1.3.1 Guiding Principles

- Appropriate Architecture
- Accessible Marshes, Views, and Natural Resources
- Minimal Impact to the Natural Environment
- Safe Access for pedestrians, cyclists, and motorists
- Respect and contribute positively to the public realm
- Glynn Avenue should evolve into an activity center complementary to downtown
- Investment in the public realm should guide and enhance private sector investment

# The Glynn Avenue Design Framework

## 1.3.1 Guiding Principles

- Appropriate Architecture



# The Glynn Avenue Design Framework

## 1.3.1 Guiding Principles

- Accessible Marshes, Views, and Natural Resources

The site has a 45' marsh buffer that is almost double the buffer width required by the state that allows access to the pristine marsh view from the eastern edge of the property.



# The Glynn Avenue Design Framework

## 1.3.1 Guiding Principles

- Minimal Impact to the Natural Environment

The salt marsh and the 45' marsh buffer will not be preserved. In addition, the freshwater wetlands shown on the site plan will not be impacted. A freshwater lagoon will be created that will provide new habitat for native wildlife.

# The Glynn Avenue Design Framework

## 1.3.1 Guiding Principles

- Safe Access for pedestrians, cyclists, and motorists



The site plan has safety improvements for pedestrians and cyclists with sidewalk improvements. Motorists will be able to more safely enter the site with an improved curb cut.

# The Glynn Avenue Design Framework

## 1.3.1 Guiding Principles

- Respect and contribute positively to the public realm
- Glynn Avenue should evolve into an activity center complimentary to downtown
- Investment in the public realm should guide and enhance private sector investment



The project will contribute a considerable tax basis that will impact the public realm positively while adding several hundred residents that will support a vibrant downtown.

# 1.3.2 Design Principles

A cable-stayed bridge spans across a wide body of water under a sunset sky. The bridge features two tall, dark pylons with numerous stay cables fanning out to support the deck. The water is calm, reflecting the warm colors of the sky. The overall scene is serene and modern.

- Public Waterfront + Public Space
- Pedestrian-orientation
- Mixed-Use Environment
- Blocks + Streets
- Quality Design
- Sense of Place

## 1.3.2 Design Principles

- Public Waterfront + Public Space – 45' buffer preserved along the marsh
- Pedestrian-orientation – Improvements to pedestrian access on Hwy 17 and within property
- Mixed-Use Environment – This residential development will support the addition of adjacent mixed-use developments.
- Blocks + Streets – The project includes benches, street lights, trash facilities and sidewalk improvements.
- Quality Design – The architecture and site design will provide a renewed appeal to this formerly blighted property.
- Sense of Place – The project will provide residence for several hundred people that will enhance the City including the downtown shops and businesses.

# 1.4 Sustainable Practices

- Greenspace
- Non-Motorized Transportation
- Coastal Conservation
- Canopy Trees
- Sustainable Building Practices

# 1.4 Sustainable Practices

- Greenspace – The project includes 9.23 acres of greenspace area consisting of the marsh, marsh buffer, lawn areas, and protected wetlands.
- Non-Motorized Transportation – The project complies with the additional buffer off of the marsh that provides the public access for the City's future non-motorized transportation route.
- Coastal Conservation – The marsh will be protected and the 45' buffer along its edge. In addition, no freshwater wetlands will be impacted.
- Canopy Trees – Over 40 live oaks are planned to be planted on the site.
- Sustainable Building Practices – The developer is extremely efficient in the use and reuse of materials and will consider sustainable programs as applicable.

# 2 General Provisions

Chapter 2 sets the district boundary, applicability, definitions, uses, existing conditions, and special districts.

The Island View project site is in the district boundary. Below is the map of the district boundary and the location of Island View Apartments



Project Site



# 3 Streets + Blocks

- 3.1 General Provisions – Pedestrian comfort shall be a primary consideration of thoroughfares. **Island View takes pedestrian comfort and safety into account for the sidewalk and road improvements.**
- 3.2 Access Management – No new curb cuts south of Gloucester, no additional access if a side street is available, use interparcel connections where possible. **Island View is reusing an existing curb cut and will consider an interparcel access easement if required.**
- 3.3 Blocks– North of Torras Causeway existing streets shall remain fully open. **All existing streets remain fully open with the proposed Island View plan.**
- 3.4 Alleys and Lanes – The use of alleys and lanes are encouraged for efficient delivery of municipal services. **The project uses several lanes to access each of the building areas that allows for efficient delivery through the property.**
- 3.5 Thoroughfare Standards – This section provides guidance on the design of thoroughfares in the district. **The project does not propose to change the layout or design of the thoroughfare along the frontage of the site.**

# 4 Site

- 4.1 General – There are 2 regulating districts which include Glynn Avenue Frontage and Local Access Frontage  
**A portion of Island View is in the Glynn Avenue Frontage District and a portion in the Local Access Frontage District.**
- 4.2 Building Disposition – Requires that newly platted lots and buildings comply with the provisions of the district.  
**Island View will comply with these provisions as applicable.**

## 4.3 Parking

- 4.3.1a – On-street parking directly adjacent to a lot shall count toward the parking requirement.  
**Island View does not have proposed parking in the right of way of Hwy 17.**
- 4.3.1b Parking Reduction – The required number of parking spaces may be reduced by demonstrating the possibility of shared parking.  
**Island View will create an agreement with the development to the south to share parking spaces as appropriate.**
- 4.3.1c Maximum Parking – The maximum parking spaces shall be limited to 120 percent of the minimum number of spaces required.  
**Island View's parking will be within this limit.**
- 4.3.1d Accessory units do not count toward density calculations.  
**Island View will not count accessory units toward density calculations.**
- 4.3.1e Retail spaces less than 2000 square feet are exempt from parking requirements.  
**Island View does not propose a retail space so this guideline is not applicable.**

## 4.3 Parking

- 4.3.1f – Primary street frontages shall have no vehicular entries for properties with another street frontage. **Island View only has frontage on Hwy 17 so this guideline is not applicable.**
- 4.3.1g Adjacent parking lots shall have vehicular connections via an alley or internal connection. **Island View proposes to connect all of its parking areas with internal drive aisles.**
- 4.3.1h Parking lots for civic, small-scale retail, office, and residential uses may be left unpaved. **Island View plans to pave the parking areas so this guideline is not applicable.**
- 4.3.2a Open parking areas shall be masked from the street by a building or streetscreen. **Island View's parking areas will be masked from Hwy 17 by buildings and landscaping.**
- 4.3.2b Parking areas and garages shall be located as required for each District. **Island View's parking locations shall be located as required.**
- 4.3.2c Parking structures on primary corridors shall have liner buildings lining the first floor. **Island View does not propose a parking structure so this guideline is not applicable.**

## 4.3 Parking

- 4.3.2d Parking lots with 15 or more spaces, bicycle racks shall be provided to accommodate a minimum of 1 bike per every 10 parking spaces.  
**Island View will provide the required number of bike racks.**
- 4.3.2e Side parking and the required streetscreen(s) shall begin no closer to the primary street than then primary building front wall plane.  
**Island View does not propose side parking or streetscreens closer than the building setback lines along Hwy 17.**

## 4.4 Landscaping

- 4.4.1a Specimen Trees shall not be removed without a permit  
**Island View has 2 specimen trees that are proposed to be removed as part of the plan and will not be removed without official approval by the City .**
- 4.3.1b Prior to the issuance of a Land Disturbance Permit, a site plan shall be approved which indicates all Specimen Trees and identifies all Specimen Trees proposed for removal.  
**The proposed site plan shows all Specimen Trees and those to be removed. The plan proposes to plant new live oaks to meet this guideline.**
- 4.3.1c The removal of a Specimen tree shall require replacement of two canopy trees.  
**The proposed site plan includes new canopy trees including two trees per specimen tree removed.**
- 4.4.2a At least one canopy tree is to be planted every 50 feet of frontage with the lot width.  
**The proposed site plan includes canopy trees planted every 50 feet along the frontage of Hwy 17.**

## 4.4 Landscaping

- 4.4.3a Canopy trees shall be planted in tree islands which have 400 square feet of unpaved soil.  
**The proposed site plan includes canopy trees in the medians.**
- 4.4.3b Islands shall not be separated by more than 12 parking spaces, including landscaped ends of drive aisles.  
**The proposed site plan includes islands with not more than 12 parking spaces between islands.**
- 4.4.4 The use of native vegetation is encouraged.  
**The proposed site plan includes planting native live oaks.**



# LANDSCAPING

## Proposed New Canopy Trees

- 41 New Live Oaks

## Specimen Trees (24" or larger)

- Willow Oak
- Hackberry
- Live Oak

## Removed Specimen Trees

- 25" Oak
- 30" Oak



## 4.5 Stormwater Management

- All rules and regulations for stormwater management in the City of Brunswick shall apply. **The proposed site plan includes a lagoon to be used for stormwater management and the design will comply with the rules and regulations for stormwater management in the City of Brunswick.**



## 4.6 Lighting

- 4.6.1 Lighting shall be designed to minimize light trespass and glare. No lighting level shall exceed one footcandle at any property line.  
**The proposed project will minimize light trespass and glare and shall not exceed one footcandle at the property line.**
- 4.6.2 All lighting shall have no light emitted above 90 degrees.
  - 4.6.2.1 Light fixtures mounted on a pole shall use a narrow cone beam of light that will not extend beyond the illuminated object
  - 4.6.2.2 Other upward directed or decorative light emissions shall have at least a 90% total distribution pattern within the profile of the illuminated structure.**The proposed project will adhere to these guidelines.**

# 4.7 Utilities and 4.8 Screening

- 4.7.1 All utilities shall be located underground  
**The project will locate all proposed utilities underground.**
- 4.7.2 Where lanes are provided, utilities shall be located within lane right of way to the extent feasible.  
**The project will locate all proposed utilities underground.**
- 4.8 Screening Required
  - 4.8.1 Dumpsters, outside storage, mechanical equipment, etc shall not be visible from public right of way and shall be screen by a landscape wall high enough to visually conceal equipment, storage, and/or service areas located behind. The minimum height of the wall shall be the actual height required to screen the object from view.  
**The proposed project will adhere to these guidelines.**