

Site Plan Review
REVISED
(3302 Glynn Avenue)

John Hunter
Director
Planning, Development, & Codes

Planning and Appeals Commission
Public Hearing
~~April 12, 2023~~
April 27, 2023

Revised Submittal

After the deferral by the PAC on April 13, the applicant submitted a revised site plan for consideration.

The applicant will be developing an additional neighboring parcel that is 3.25 acres in size. It will contain 1, three story building with 24 2 bedroom apartments. The additional parcel will also contain 92 parking spaces. This parcel will not be added to the Planned Development, but will be developed as a part of this project.

Because this is not being added to the Planned Development, the additional parcel is not subject to review by the PAC. However, it does have an impact as it addressed the parking concern for the project. The total of units as shown total 228. Under our ordinances, this would require 456 parking spaces. The total parking provided on the site plan is 403.

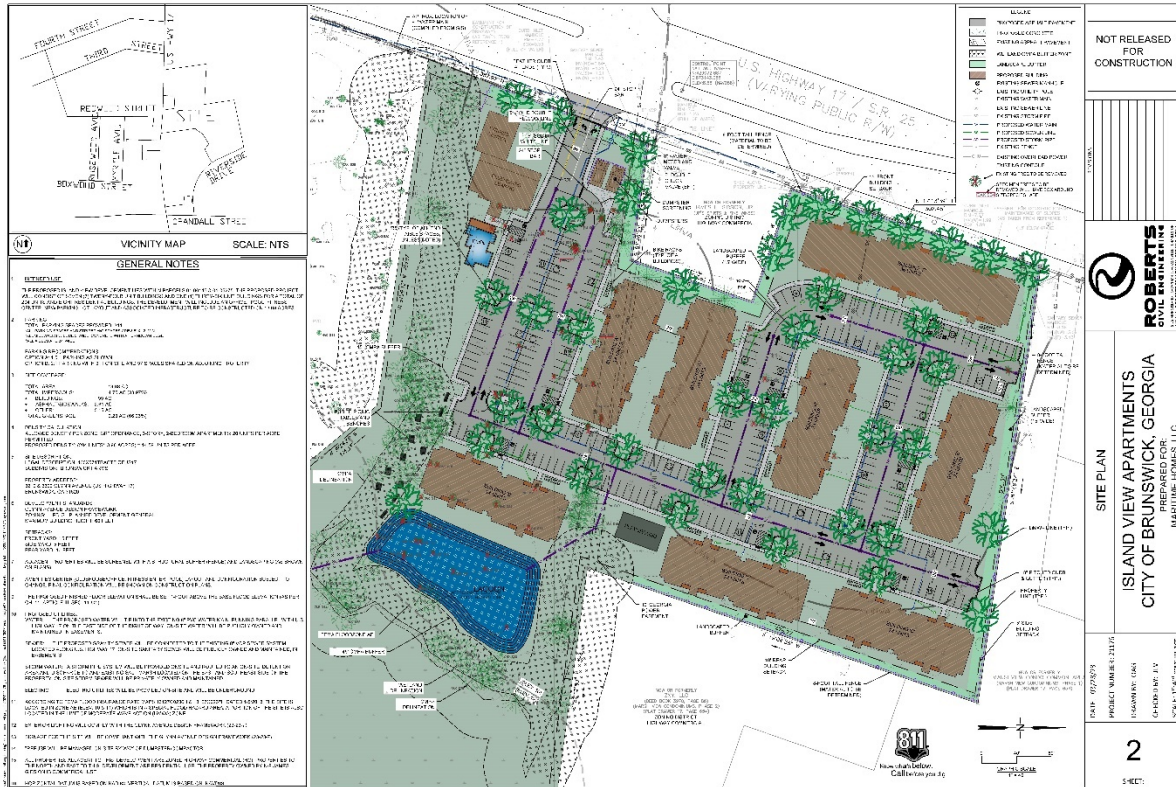
Parking requirements in multi-family and commercial developments are a major topic of discussion in planning currently. Parking is a hard cost, and developers typically look for ways to reduce parking and manage it via assigned spaces or limiting the number of vehicles per unit. Planners and City Engineers are looking more closely at requirements as they have significant impacts on stormwater, viability of developments, and environmental impacts. Cities of Brunswick's size have varying approaches to requirements that range from 1.5 spaces per unit to 2.25. When factoring unit vacancy rates, tenant work schedule variations, and the general flow of traffic day to day research shows that most multi-family developments can absorb a reduction of 5-10% of parking without issues. 403 spaces would reflect a reduction of roughly 11% versus the required amount.

Parking also has significant impacts on stormwater management. We are encouraged daily to reduce impervious surfaces and increase areas of natural retention. The Glynn Avenue Design Framework calls for us to consider best practices for stormwater management, and conceptually provides for it by the use of shared parking, street parking, and utilization of pervious surfaces. In staffs opinion, increasing the parking would provide a negligible amount of benefit when compared to the impacts on stormwater and greenspace.

Based on the previous review and the above information, staff recommends that the PAC recommend approval of the 90% site plan.

Requested Land Use Approvals

Maritime Homes, LLC, owner, has submitted a site plan for review by the Planning and Appeals Commission. This review and recommendation was required by the City Commission as a part of their approval of the request to rezone the property to PD-G in 2022. This site plan covers only the multi-family portion of the development at 3302 Glynn Avenue.



Proposed Development

Maritime Homes, LLC proposes the construction of 204 apartment units comprised of 7 three-story 24 unit buildings, 1 three story 36 unit building, an office, a fitness center and pool, and associated parking on 13.98 acres.

Staff Analysis

When reviewing a site plan prior to having complete a complete Permit Package staff reviews key items for consistency with city ordinances and other regulatory requirements.

Task 1: Review for consistency with PD Text

- 1) Do proposed uses follow the PD Text? *Yes*
- 2) Does the site plan follow the Setbacks established by the PD Text?
 - *23-6-4/Multifamily dwellings – 23-6-4 is our General Residential Code Follows our standard setback, heights, density used in GR citywide. 15 ft front/5 side/10 rear. Does deviate from GADF, but that is allowed via a PD approval.*
 - *Plan follows established setback requirements*
 - *While architectural review is not a part of this, 3 stories is within the allowed heights*
 - *Density is based on 3-story building, 2 bedroom units = 20 units an acre*
 - *204 units shown, 14.59 units per acre on proposed 13.98 acre site*
- 3) Water/Sewer: Water Sewer Plan connects as discussed in PD Text: *Yes*

Task 2: Review for consistency with Concept Plan

The apartment development does show the evolution of how site planning typically moves from concept to reality. With more site constraints added into the plan, the number of residential buildings has been reduced from 9 to 8, number of units reduced from 216 to 204, the location of buildings and amenities have shifted to accommodate site constrains and necessary infrastructure.

Task 3: Review for General Regulations and Ordinances

Generally involves a cursory review by Planning, Engineering, Public Works, and the Fire Marshal.

- 1) Parking – 408 required for units; 311 provided. The applicant has provided 2 options for consideration: Option A – approve a 1.5 space per unit ratio; or, Option B – shared parking would be developed on the adjacent parcel to the south that would provide 97 spaces. Shared parking on adjacent parcels/blocks is allowed and encouraged under the Glynn Avenue Design Framework.
- 2) Buffers – No buffer required between adjacent residential – plan calls for 15 foot landscaped buffer with a fence material TBD. Buffer between residential and commercial is only required when commercial is added next to Residential. Plan calls for 15 foot landscaped buffer.
- 3) Flood Damage Prevention (Garrow)
 - LiMWA line -- This is the Limit of Moderate Wave Action. Any development on the east (seaward) side of this line must comply with V-zone regulations. This is discussed in Section 11-55 of the ordinance, and is reflected on the site plan. The impacts on building design and site conditions will be reviewed as a part of the building permit approval process.

-Freeboard requirement – The ordinance includes a one-foot freeboard requirement. Any of the development in the AE-10 zone on the landward side of the LiMWA line must have a FFE of 11.0 or higher. This requirement will be confirmed during the building permit approval process.

-Storm Water – Large amount of the site was impervious surface previously. Site plan reflects consideration of collecting storm water from impervious surfaces, detaining, then discharging to the marsh. Collection calculations, any required permits, etc. will be reviewed, verified and approved by the City Engineer prior to issuance of a building permit. Depth of detention? May require fencing

4) Sanitation: Dumpster/Compactor location provided.

5) Fire Access: Fire Marshal has reviewed and believes the current plan provides adequate access for equipment, including new equipment on order.

6) ROW Access: Final requirements will be permitted via GDOT. Traffic study has been provided. Sightlines from entrances, neighboring commercial and residential access points need to be considered in landscape plan and proposed fencing along US 17

7) Water/Sewer Connectivity: Detail provided within the plan.

8) Density: The proposed development has 204 2-bedroom units in 3 story buildings. The General Residential code allows 20 units per acre. The development contains 14.59 units which meets the density requirements.

Task 4: Review for consistency with the US 17 Overlay District/Glynn Avenue Design Framework

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-G is considered a Special District. To establish the Special District General, a proposed development must contain an area of not less than three acres, 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. – *Architectural review was not required by the PD-G approval, only the site plan. Architectural review will be conducted by staff prior to issuance of the Building Permits.*
2. Our marshes, waterways, and scenic vistas are natural resources that should be available and accessible to all. –*Principle is met by maintaining the 45' marsh setback.*

3. Responsible development should minimize impact to the sensitive natural environment, particularly along the eastern edge of Glynn Avenue. –*Principle is met by maintaining the 45’ marsh setback.*
4. Access to properties along Glynn Avenue should be safely and easily accessible for pedestrians and cyclists, as well as motorists. – *Internal connectivity via sidewalks and the provision of bike racks meets this principle.*
5. Individual development should respect and contribute positively to the public realm. – *There are no proposed public assets within the development, however maintaining the 45’ marsh setback preserves the ability to add to the public realm if a future public trail project can be developed.*
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.

-Provisions for sidewalks, street trees, and the preservation of the 45’ marsh setback meet this principle.

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.

- Walkability is provided through the connectivity of internal sidewalks and the connection to US 17 sidewalks. There are no parallel public streets, however the alignment of buildings, parking, and travel lanes does mimic a traditional block format. Three-story buildings are typical in urban “walk-up” settings and are not out of scale with similar developments in more urban areas such as Savannah and even within the Downtown Core of Brunswick.

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.

- The addition of multi-family into an area that is predominantly commercial begins this development of a more mixed use approach along US 17

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.

-As a contained development and not a development of many individual parcels, the site plan does mimic a linear block pattern as much as practicable. The addition of sidewalks, street trees create a very similar pattern to the function of traditional city blocks.

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.

-As a contained development, the design mimics a traditional block form. Buildings entrances face the internal circulation and are set close to street fronts and are connected via a network of sidewalks. Three-story residential buildings are human scaled, and are common both within our Downtown Core, and within other coastal urban settings such as Savannah and Charleston – even as modern redevelopment within their more historic neighborhoods.

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.

-The project location is within an isolated peninsula that is primarily developed, and lacks as a whole lacks the ability to truly be connected to the corridor as the GADF envisioned. It would not be an appropriate location for civic functions, but does provide the basic provisions as outlined within the framework.

Under the GADF, a PD is considered a “Special District”, and the PD Text and Concept plan as adopted dictate the development parameters such as setbacks, building size and forms, heights, road and parking forms and locations, etc. Because of this, most of the applicable portions of the GADF are related to aesthetics.

1) Existing Trees: 2 Specimen trees are noted for removal and replacement

- A Landscape plan, will be provided and reviewed prior to the issuance of permits. Landscape buffers and any fence or walls will need to meet GADF standards.

- 4 replacement trees for Specimen trees will need to be provided

- 10 Canopy Street Trees along US 17 will need to be provided

- 29 Canopy trees associated with the parking areas will need to be provided

 - The current site plan meets these requirements and provides 42 trees.

2) Landscaping

- Landscaping will need to feature native vegetation as outlined in GADF

- Landscape plan will need to detail screening of dumpsters and any on-ground mechanical equipment
- Plan notes for lighting, signage, and landscaping need to be changed to reference that they will meet Sec. 23-23-7: Glynn Avenue Design Framework and will be verified during the building permit review process.

3) 45' Marsh Buffer: Is reflected in the plan. Only public amenity provided within the setback is a picnic area. This meets the requirements of the GADF.

4) Sidewalks: Sidewalks provide connectivity throughout the site and connect to the main sidewalks along US 17.

5) Bike racks will be required at each building and are provided.

6) Lot Coverage: The GADF limits lot coverage to 80%. Lot coverage is 33.97%.

7) Utilities: All utilities will be underground meeting the requirements of the GADF. scale, while accommodating a variety of uses, including commercial, office, institutional, and residential.

8) Access: Access to US 17 is granted via a permitting and design review process controlled by GDOT. A traffic study has been submitted to the City, and any improvements or signalization will be determined by GDOT.

Staff Recommendation

Staff recommends that the PAC recommend approval of site plan, with Option B for shared parking on the neighboring parcel.