

Site Plan Review

(3210 Glynn Avenue)

John Hunter

Director

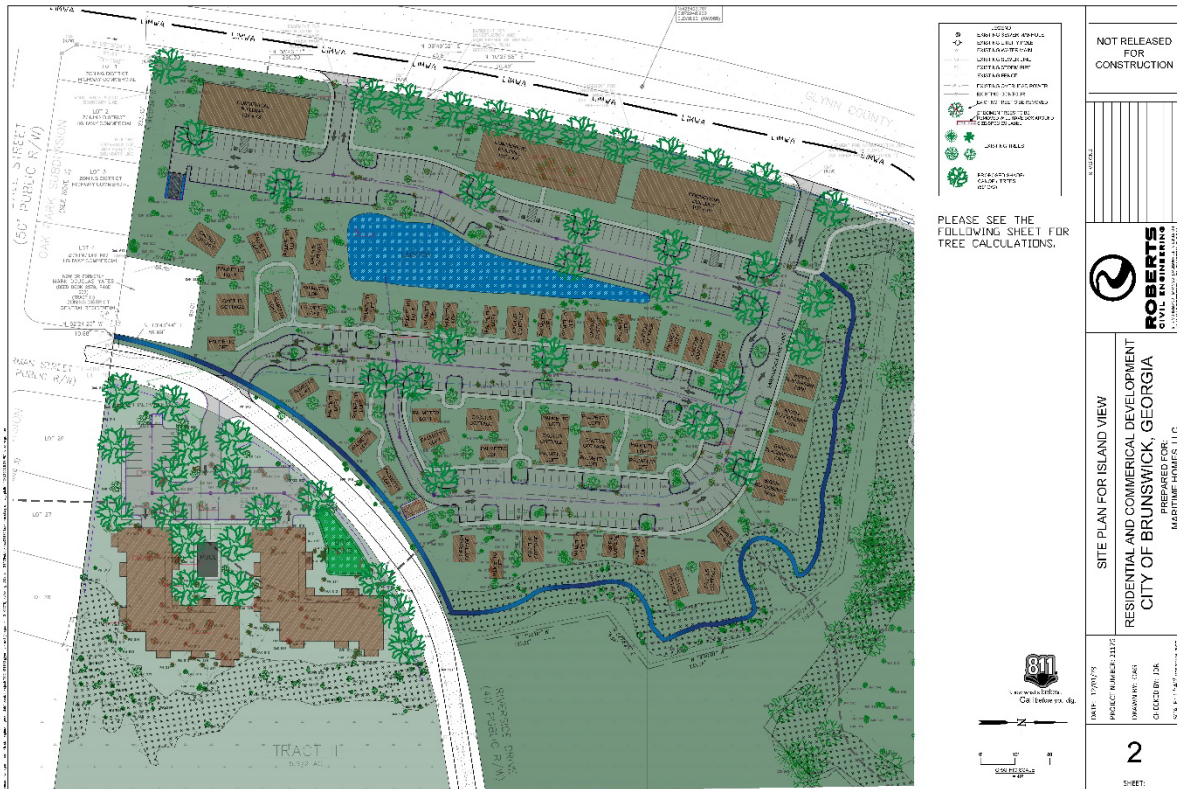
Planning, Development, & Codes

Planning & Appeals Commission

December 13, 2023

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 the portion of the development at 3210 Glynn Avenue.



Proposed Development

Maritime Homes, LLC proposes the construction of 54 cottages, 36 condominium units, and 3 commercial buildings, and associated parking and infrastructure on 15.28 acres.

Staff Analysis

When reviewing a site plan prior to having 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 the proposed uses follow the PD Text? *Yes*
- 2) Does the site plan follow the development requirements established by the PD Text?
 - *Residential follows our standard setback, heights, density used in GR citywide. 15 ft front/5 side/10 rear.*
 - *Commercial setback follow those outlined in GADF.*
 - *Density for Cottages is based on Single Family GR = 9 units an acre*
 - *54 units shown on 6 acres = 9 units per acre units per*
 - *Density for Multi-Family (condos) is based on Multi-Family GR = 20 units per acre*
 - *36 units shown on 5.97 acres = 6 units per acre*

This does represent an increase of 27 residential units when compared to the Concept Plan. However, as shown above it meets the density standards for each location and unit type as outlined in the PD text. The PD density is also identical to the standards in the Brunswick General Residential Zoning currently.

- 3) Water/Sewer: Water Sewer Plan connects as discussed in PD Text: *Yes*

Task 2: Review for consistency with Concept Plan

The site plan shows a natural evolution from Concept Plan to a reality that reflects development constraints. The Commercial portion is consistent with the Concept Plan. However, what was envisioned as Townhouses in the Concept Plan has changed to a “cottage” style development, with 54 single-family units replacing the Townhouses and Multi-Family (Condos) south of Riverside/Norman St. This reflects the impact of a significant effort to work within the natural setting and preserve existing tree canopy. As Single-Family and Multi-Family are allowed uses within the PD Text, this does not constitute a deviation from the PD and has a beneficial impact on the development as it reduces the potential density.

Task 3: Review for General Regulations and Ordinances

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

- 1) Multi-Family Parking – With the adoption of the new Zoning Ordinance, Multi-Family development of 2-bedroom units with more than 25 units requires 1.75 spaces per unit. 63 required for units; 73 are provided.
- 2) Single -Family Parking – 108 Spaces required (2 per unit); 129 provided.
- 3) Commercial Parking – The commercial portion anticipates 17,000 square feet of office space and 5,000 square feet of restaurant space. Our ordinance requires 1 space per 300 GSF of Office use (57 spaces) and 1 space per 100 GSF of restaurant use including outdoor seating (50 spaces). 116 spaces are provided, exceeding the amount required.
- 4) Buffers – No buffer required between adjacent residential or adjacent commercial properties.

5) Flood Damage Prevention

- 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 – Site plan reflects consideration of collecting storm water from impervious surfaces and detaining on site. 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.

6) Sanitation: Dumpster/Compactor locations provided. **ADDED AT CONDO LOCATION IN 12/3 REVISIONS.**

7) Fire Access: Fire Marshal has reviewed and believes the current plan provides adequate access for equipment, other than the "tree split" at the northern. Suggested relocating planned planted tree, widening the northern arm and converting the adjacent parking to a Fire Access Lane. **ADDRESSED IN 12/3 REVISIONS**

8) US 17 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.*

9) Norman Street/Riverside Dr ROW Access: The developer has suggested that a roundabout be installed to address access and traffic control. City Engineering and Public Works has no issue with this solution. **REMOVED FROM PLAN IN 12/3 REVISION.**

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

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 and includes an access path within the 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 with connectivity to exterior sidewalks meet 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 and introduction of a marsh front trail connecting Riverside/Norman with Glynn Avenue meets this principle. Addressing traffic concerns and safety with a roundabout also contributes to this principle.*
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.

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 development involves commercial and 2 residential types within easy walking distance on a single site.

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 single 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 and lighting 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.

-The design mimics a traditional block form even though it is not installing public roads. Buildings entrances face the internal circulation and are set close to street fronts and are connected via a network of sidewalks.

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.

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: 534 are inventoried on the site plan. 329 will be preserved and 205 removed. Of the 534 trees, 113 are considered “Specimen Trees” as defined in the GADF. 98 Specimen Trees will be preserved with 15 Specimen Trees noted for removal and replacement. The tree plan calls for the planting of 84 new trees to satisfy replacement tree, street tree, and parking island tree requirements. An additional note about the trees designated for removal – 86 are of the same species that qualify for “Specimen Tree” status (Live Oaks, Hackberry or Willow Oaks). Non-specimen species that will be removed includes 97 Palm Trees, 18 pines, 1 pecan, and 1 cedar. Total loss of specimen species trees on the site will be 2.

2) Landscaping

- Landscaping will need to feature native vegetation as outlined in GADF and plans will need to be submitted for permitting.
- Landscape plan will need to detail screening of dumpsters and any on-ground mechanical equipment
- Lighting, and signage are referenced 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 amenity provided within the setback is a pedestrian path. 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 commercial and multi-family building.

6) Lot Coverage: The GADF limits lot coverage to 80%. Lot coverage is 32%.

- Commercial Lot coverage is 50.6%
- Single Family Lot Coverage is 37.5%
- Multi-Family Lot Coverage is 16.08%

7) Utilities: All utilities will be underground meeting the requirements of the GADF.

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. Access to Norman St/Riverside Drive does require a City ROW review. City Engineering has reviewed the proposed roundabout and has no issue with the proposed access solution. **PROPOSED ROUNDABOUT REMOVED IN 12/3 REVISION**

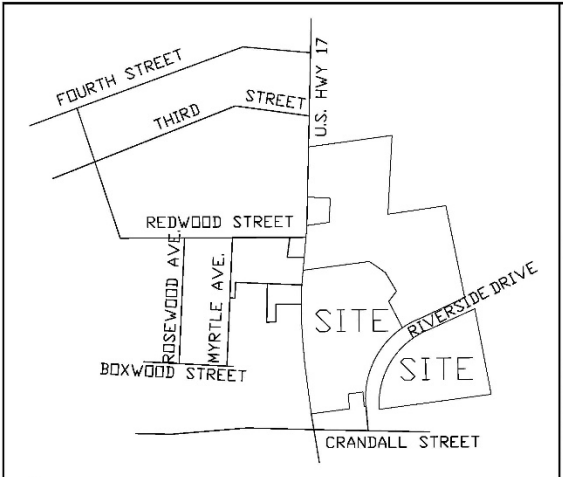
9) Shared Parking From Phase I: In the 90% Site Plan Approval for Phase I, the City Commission accepted the recommendation from Staff that Shared Parking be allowed between Phase I and Phase II. This would allow Phase I to meet parking requirements under the zoning requirements that existed at that time. On September 6, 2023 the City Commission passed a revised Zoning Ordinance at the recommendation of the Staff and the PAC that had been in development for 3 years. This included a revision to the parking requirements for Multi-Family Developments, creating a scale based on unit type. For developments with 2 bedroom units, the amount of required parking was reduced from 2 spaces per unit to 1.75. As Phase I has not been issued a Building Permit, this means that the required parking for Phase I of the PD was reduced from 408 spaces to 357. Phase I called for 311 spaces. This reduced the needed shared parking spaces to 46.

Since the approval of the Phase I site plan, the developer has purchased 800 Marshview Drive, which is to the east of Phase I. Their plan for the site includes an additional 24 2-bedroom apartments and additional parking. In total, between the two locations 402 parking spaces are provided. Under the parking standards, 399 spaces are required to satisfy the total 228

apartments. While 800 Marshview Drive is not a part of the PD-G, under the GADF shared parking between parcels and uses is encouraged. The proposed parking plan considers this. The parking requirements are now met for Phase I, and no shared parking will need to be considered in Phase II and all parking requirements have been satisfied.

Staff Recommendation

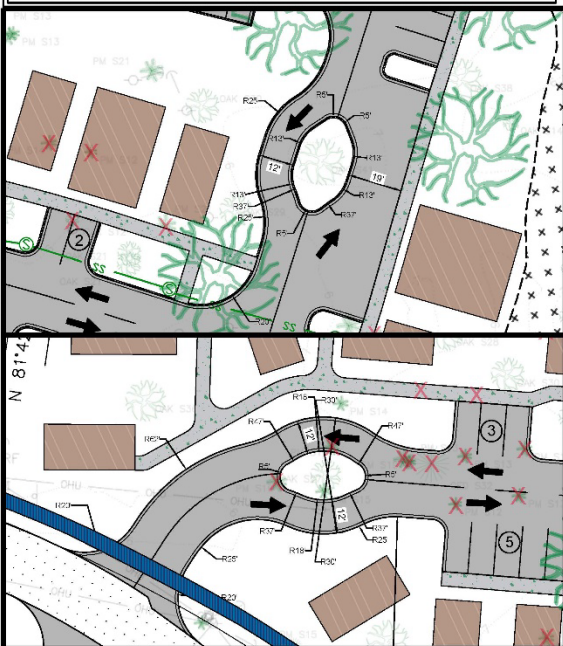
Staff recommends that the PAC recommend approval of site plan as it satisfies all requirements.



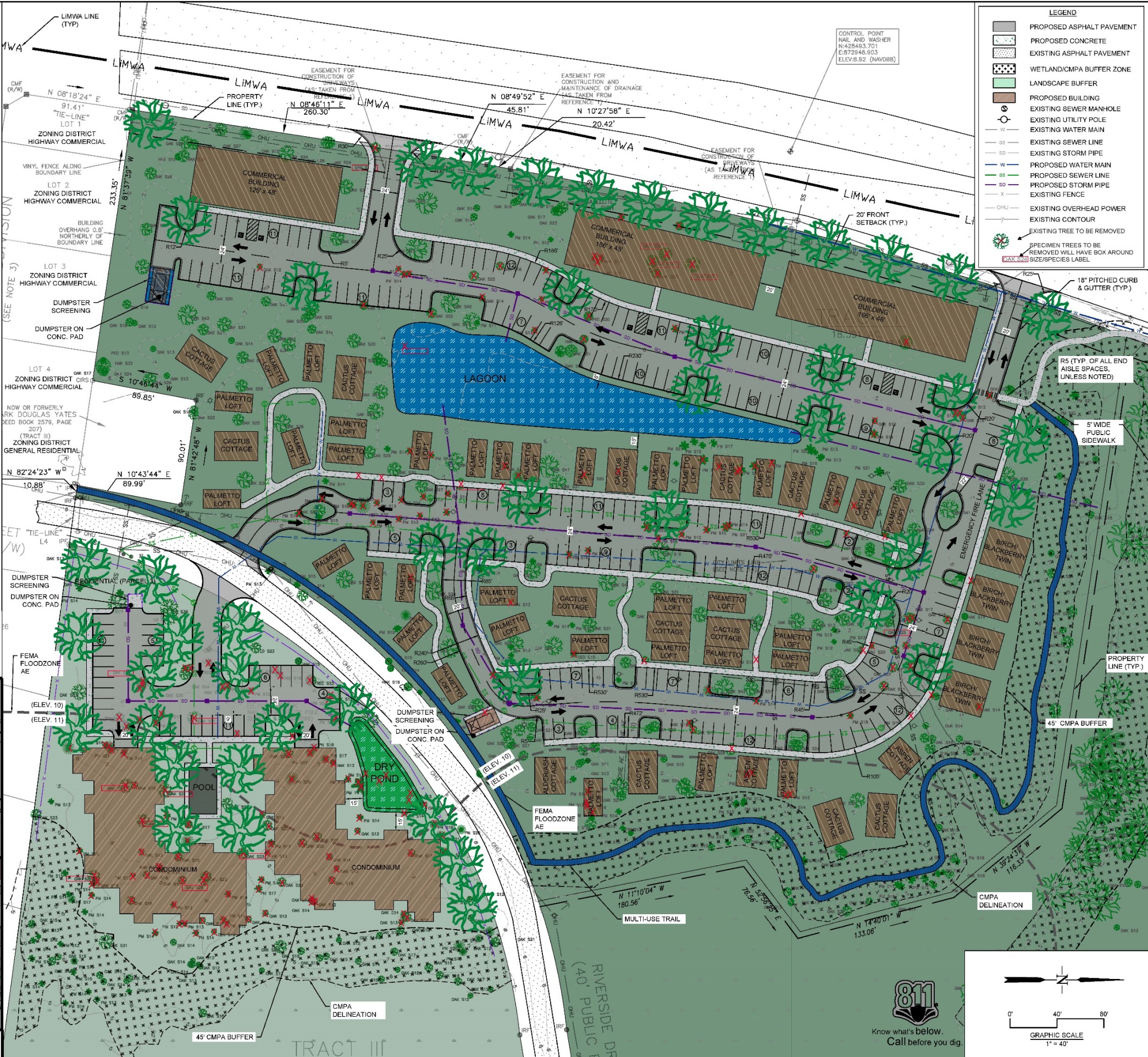
VICINITY MAP SCALE: NTS

**GENERAL NOTES
(PLEASE SEE SHEET 3 FOR INDIVIDUAL PARCEL NOTES)**

- THE PROPOSED DEVELOPMENT LIES WITHIN PARCEL 01-05275 (9.31 AC) AND PARCEL 01-07810 (5.97 AC) LOCATED IN THE CITY OF BRUNSWICK, GA. THE DEVELOPMENT WILL BE SPLIT INTO THREE (3) SEPARATE PARCELS, COMMERCIAL (PARCEL 1), RESIDENTIAL (PARCEL 2), & RESIDENTIAL (PARCEL 3). THE COMMERCIAL DEVELOPMENT LOCATED ON PARCEL 1 WILL CONSIST OF 3 NEW COMMERCIAL BUILDINGS AND ASSOCIATED INFRASTRUCTURE. THE RESIDENTIAL DEVELOPMENT LOCATED ON PARCEL 2 WILL CONSIST OF 54 COTTAGES AND ASSOCIATED INFRASTRUCTURE. THE RESIDENTIAL DEVELOPMENT LOCATED ON PARCEL 3 WILL CONSIST OF 36 CONDOMINIUM UNITS AND ASSOCIATED INFRASTRUCTURE.
1. DEVELOPMENT STANDARDS
GLYNN AVENUE DESIGN FRAMEWORK
ZONING: PD-G - PLANNED DEVELOPMENT-GENERAL
MAXIMUM BUILDING HEIGHT: 60 FEET
 2. THE PROPOSED FINISHED FLOOR ELEVATION SHALL BE SET A MINIMUM 1-FOOT ABOVE THE BASE FLOOD ELEVATION (AS PER CH. 11, ARTICLE III, SEC. 11-52.)
 3. PROPOSED UTILITIES:
WATER: THE PROPOSED WATER WILL TIE INTO THE EXISTING 8" PVC WATER MAIN, RUNNING PARALLEL WITH U.S. HIGHWAY 17 ON THE EAST SIDE OF THE RIGHT OF WAY. ON-SITE WATER WILL BE PUBLICLY OWNED AND MAINTAINED, IN EASEMENTS.
SEWER: THE PROPOSED GRAVITY SEWER FOR THE TWO RESIDENTIAL PARCELS WILL BE CONNECTED TO THE EXISTING 8" VCP SEWER SYSTEM LOCATED IN RIVERSIDE DRIVE. THE PROPOSED GRAVITY SEWER FOR THE COMMERCIAL PARCEL WILL BE CONNECTED TO THE EXISTING 8" VCP SEWER SYSTEM LOCATED ALONG U.S. HIGHWAY 17. ON-SITE SANITARY SEWER WILL BE PUBLICLY OWNED AND MAINTAINED, IN EASEMENTS.
STORM WATER: A STORM PIPE SYSTEM WILL BE PROVIDED ON-SITE AND ROUTED TO AN ON-SITE DETENTION AREA AND DISCHARGE TO AND EXISTING SALT MARSH LOCATED ON THE NORTH AND EAST SIDE OF THE PROPERTY. ON-SITE STORM SEWER WILL BE PRIVATELY OWNED AND MAINTAINED.
ELECTRIC: ELECTRIC UTILITIES WILL BE PROVIDED ON-SITE AND WILL BE UNDERGROUND.
 4. ACCORDING TO FEMA FLOOD INSURANCE RATE MAPS 1312702239H & 1312702237H DATED 1/5/2018, THE SITE IS LOCATED IN ZONE AE (ELEV. 10 & 11) WHICH IS IN A SPECIAL FLOOD HAZARD AREA. THE ENTIRETY OF THE SITE IS ALSO LOCATED IN THE LIMIT OF MODERATE WAVE ACTION (LIMWA) ZONE.
 5. EXTERIOR LIGHTING WILL COMPLY WITH THE GLYNN AVENUE DESIGN FRAMEWORK (23-23-7).
 6. SIGNAGE FOR THIS SITE WILL BE COMPLIANT WITH THE GLYNN AVENUE DESIGN FRAMEWORK (23-23-7).
 7. "REFUSE WILL BE MANAGED ON-SITE BY WAY OF DUMPSTER/COMPACTOR" FOR THE COMMERCIAL PARCEL AND INDIVIDUAL REFUSE COLLECTION CONTAINERS WILL MANAGE THE RESIDENTIAL PARCELS.
 8. HORIZONTAL DATUM IS BASED ON NAD 83. VERTICAL DATUM IS BASED ON NAVD83.



INSET PLAN FOR DIMENSIONS SCALE: 1:30



CONTROL POINT
NAIL AND WASHER
N=428493.701
E=572548.903
ELEV.=8.52 (NAVD83)

LEGEND	
[Symbol]	PROPOSED ASPHALT PAVEMENT
[Symbol]	PROPOSED CONCRETE
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[Symbol]	WETLAND/CMPA BUFFER ZONE
[Symbol]	LANDSCAPE BUFFER
[Symbol]	PROPOSED BUILDING
[Symbol]	EXISTING SEWER MANHOLE
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[Symbol]	PROPOSED STORM PIPE
[Symbol]	EXISTING FENCE
[Symbol]	EXISTING OVERHEAD POWER
[Symbol]	EXISTING CONTOUR
[Symbol]	EXISTING TREE TO BE REMOVED
[Symbol]	SPECIMEN TREES TO BE REMOVED WILL HAVE BOX AROUND SIZE/SPECIES LABEL

**NOT RELEASED
FOR
CONSTRUCTION**

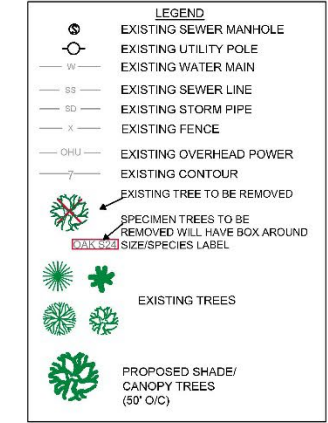
REVISIONS

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SITE PLAN FOR ISLAND VIEW
RESIDENTIAL AND COMMERCIAL DEVELOPMENT
CITY OF BRUNSWICK, GEORGIA
PREPARED FOR:
MARITIME HOMES, LLC.

DATE: 12/01/23
PROJECT NUMBER: 21176
DRAWN BY: OAG
CHECKED BY: JDR
SCALE: 1"=40' (FOR 24"X36" PLT)

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SHEET:



PLEASE SEE THE FOLLOWING SHEET FOR TREE CALCULATIONS.

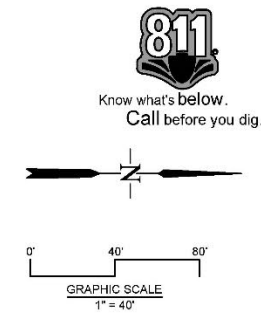
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NO.	DATE	DESCRIPTION



ROBERTS CIVIL ENGINEERING
 1000 W. BURNING WOOD DRIVE, SUITE 100, LAWRENCEVILLE, GA 30046
 WWW.ROBERTSCIVILENGINEERING.COM

**SITE PLAN FOR ISLAND VIEW
 RESIDENTIAL AND COMMERCIAL DEVELOPMENT
 CITY OF BRUNSWICK, GEORGIA**
 PREPARED FOR:
 MARITIME HOMES, LLC.



DATE: 12/01/23
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 SCALE: 1" = 40' (FOR 24" X 36" PLOT)

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LEGEND

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[Symbol]	PROPOSED CONCRETE
[Symbol]	EXISTING ASPHALT PAVEMENT
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REVISIONS	



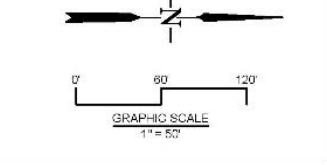
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OVERALL PLAN

**ISLAND VIEW DEVELOPMENT
CITY OF BRUNSWICK, GEORGIA**

PREPARED FOR:
MARITIME HOMES, LLC.

DATE: 12/01/23
PROJECT NUMBER: 21176
DRAWN BY: OAG
CHECKED BY: JDR
SCALE: 1"=60' (FOR 24"x36" PRINT)



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SHEET: