

I. PREFACE

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.

Prior to initiating development plans, the reader is strongly encouraged to review the *Glynn Avenue Design Framework Charrette Summary, May 10 - 13, 2016*, to more fully understand the community vision for Glynn Avenue.

2.2 GOALS

Active Placemaking

Create a sense of place

Market Realism

Incubate incremental development

Community Predictability

Provide a nimble framework for organic, predictable growth

2.3 INTENT

The Guiding Principles articulate the long-term vision for Glynn Avenue. The Design Principles provide the standards for achieving this vision over time. All development proposals, particularly those requesting exceptions, developments in special districts, or similar instances of special review, shall conform with the principles set forth below.

2.3.1 Guiding Principles

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.

2.3.2 Design Principles

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 understated. 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.

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.

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.

2.4 SUSTAINABLE PRACTICES

1. Greenspace

Greenspace is essential to providing a high quality of life, community gathering spaces, wildlife habitat, and access to the area's natural beauty. It may occur formally through parks and squares, or more informally in passive habitat areas.

While private development is certainly expected to occur along the marsh and waterfront, it should be set back from the marsh edge, and public access such as trails or boardwalks should be available for all to enjoy this public resource.

2. Non-Motorized Transportation

The City of Brunswick has started developing a ten-foot multi-purpose path on the west side of Glynn Avenue, which will eventually parallel Glynn Avenue from Howard Coffin Park south. The Coastal Georgia Greenway in this area deviates from US 17 in order to connect the Greenway to downtown Brunswick. This is a very important connection and should certainly be implemented.

In addition, the continuous connection along Glynn Avenue already initiated should be continued, along with the Coastal Georgia Greenway on-road facility for regional cyclists. Private development along Glynn Avenue should enhance connectivity to the greenway.

3. Coastal Conservation

The state of Georgia is blessed to have approximately 1/3 of the remaining salt marsh along the entire eastern seaboard. Our coastal marshes and waterways provide critical habitat for shellfish, fish, and other aquatic life; provide a tremendous economic benefit through commercial and recreational fishing; and are an essential element of our coastal landscape.

Development should respect our coastal environment and incorporate resiliency to adjust to rising sea levels. Responsible development will also address not only the quantity, but also the quality, of stormwater through innovative strategies associated with low impact development techniques.

4. Canopy Trees

The natural landscape is a major defining factor of local character. While the marshes are perhaps most commonly thought of as the most significant element of the coastal landscape, trees and other flora are equally important. Fortunately, many of the parcels along Glynn Avenue, particularly on the east side, have large canopy trees, including live oaks, located on the property.

Preservation of healthy canopy trees is a high priority as redevelopment occurs. While maintaining the tree canopy is the primary driver, this can also lead to creative design as buildings, drives, walks, etc. are ‘tucked under’ trees, creating a unique sense of place based on the local natural environment.

5. Sustainable Building Practices

Developers are encouraged to implement sustainable building practices which reduce energy and water use, utilize recycled and rapidly renewable resources, and create healthier and more productive indoor environments for building occupants. Developments certified under LEED, SITES, WELL, or other standards administered by GBCI are eligible for incentives as outlined in Section 5.4.

II. GENERAL PROVISIONS

2.1 DISTRICT BOUNDARY

These regulations shall apply to all properties included within the District Boundaries provided in Appendix A. Generally, all lots fronting U.S. 17, including Lanier Drive, from Spur 25 to the Sidney Lanier Bridge are included in the U.S. 17 Overlay.

Any property outside the District Boundary which is combined, whether through a lot combination or for master planning purposes, with a property within the District Boundary shall also comply with these regulations.

Any property(ies) which are adjacent to the Glynn Avenue district that are rezoned from a residential district to a non-residential district shall be incorporated into the Glynn Avenue Design Framework district at the time of the rezoning.

Any property(ies) located in unincorporated Glynn County which are adjacent to Glynn Avenue between the Golden Isles Parkway and the Brunswick River shall be incorporated into the Glynn Avenue Design Framework district at the time of annexation.

2.2 APPLICABILITY

This Code shall be the exclusive and mandatory development standards. Property owners within the plan area shall submit development plans in accordance with the provisions of this Code. Plans complying with the standards of this Code shall be approved administratively.

2.3 USES

Uses by right shall be determined by the base zoning district.

2.4 CONDITIONAL USES

All uses permitted on a conditional basis and subject to the conditions set forth in the underlying zone district shall be permitted on a conditional basis in the U.S. 17 overlay subject to the conditions set forth in section 23-25-4.

2.5 PRE-EXISTING CONDITIONS

2.5.1. Existing buildings and appurtenances that do not conform to the provisions of the Glynn Avenue Design Framework may continue in the same use and form until a substantial modification occurs, at which time the Planning Director shall determine the provisions of this Code that shall apply. Existing single-family residences shall generally be exempt.

2.5.2. Existing buildings that have at any time received a certificate of occupancy shall not be required to upgrade to the current building code and when renovated may meet the standards of the building code under which they were originally permitted upon approval by the Planning Director.

2.5.3. The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this Code.

2.5.4. Where buildings exist on adjacent lots, the Planning Director may require that a proposed building match one or the other of the adjacent setbacks and heights rather than the provisions of this Code.

2.5.5. The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by in section 4.3.

2.6. Special Districts

Special Districts consist of areas that, by their intrinsic size, function, or configuration, may not conform to the requirements of this ordinance. Conditions of development for Special Districts shall be determined in by the City Commission.

- a. Development regulations, including base zoning and associated overlay districts, shall remain in place for Special Districts until further modified and approved as specified herein.
- b. In order to qualify for a Special District, a proposed development must contain an area of not less than three acres and have direct access to at least one street. A master plan meeting the requirements of Section 23-15-2 of the Brunswick zoning ordinance shall be submitted by the developers for review and approval by the city commission. The city commission in reviewing the application for a Special District shall consider the proposed development's compliance with the Guiding Principles and Design Principles of the Glynn Avenue overlay district.

III. STREETS + BLOCKS

3.1 GENERAL PROVISIONS

Pedestrian comfort shall be a primary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.

All thoroughfares shall terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be subject to approval to accommodate specific site conditions only.

Each lot shall face a vehicular thoroughfare, except that 20% of the lots within a development may face a passage (public park, multi-use path, etc).

3.1 US 17 ACCESS

The southern portion of Glynn Avenue, between Gloucester Street and the Sidney Lanier Bridge, maintains expansive views of the marshes and has few intersections or curb cuts. Along that portion of the parkway specifically existing between Gloucester Street and the Sidney Lanier Bridge, additional curb cuts are prohibited.

To maintain the regional function of US 17 and the visual quality of the entire parkway, curb cuts shall be limited where possible. Direct access shall only be provided when access is not available via one of the options below:

- a. If access is available via a street with direct access to US 17, no additional access shall be granted to US 17.
- b. Whenever practical, shared access between two adjacent parcels shall be provided.

3.2 INTERPARCEL CONNECTIVITY

Adjacent parcels shall be interconnected in order to facilitate local access between developments.

- a. If the adjacent parcel(s) does not already have a shared access point identified, one shall be provided.
- b. If the adjacent parcel(s) has a shared access point identified, the subject parcel shall connect.

3.3 BLOCKS

3.3.1 North of Torres Causeway

- a. Existing streets parallel to US 17, namely Carrie Street and Harold J Freeman Drive/ Norman Street shall remain fully open and be extended consistent with the grid street pattern. Freeman Drive should be extended to the south to the extent practicable.
- b. As redevelopment occurs, development of a similar parallel street should be a high priority between Wildwood Drive and 4th Street.

3.3.2 South of Torres Causeway

- a. Existing streets parallel to US 17, namely Macon Avenue and Lanier Boulevard, shall remain fully open and be extended consistent with the grid street pattern.
- b. Redevelopment of Lanier Plaza shall extend the adjacent street grid and/or establish a new grid consistent with the standards of this Code.

3.3.3 Block Perimeter

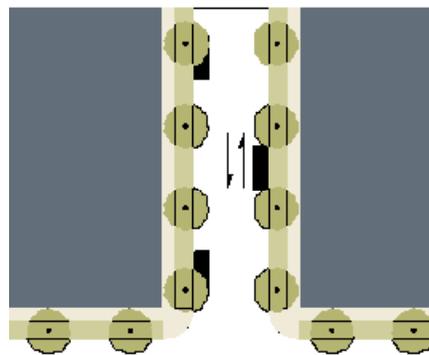
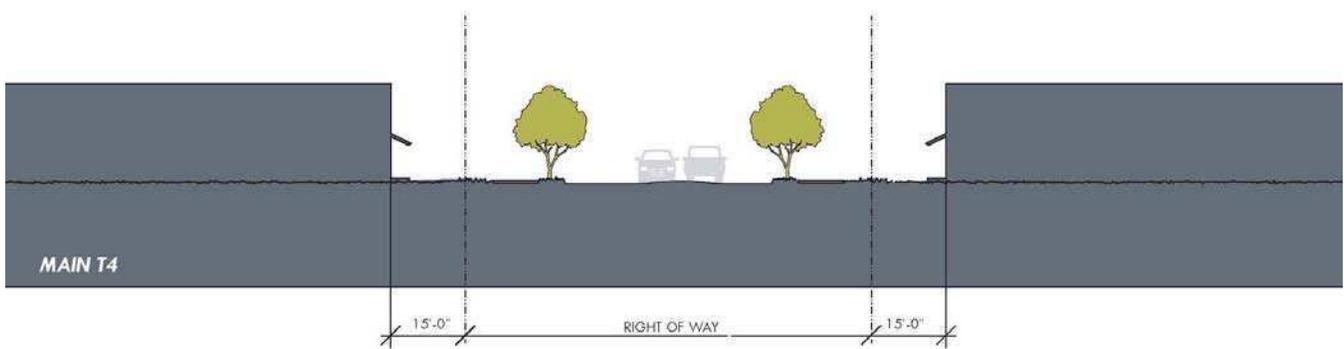
The maximum block perimeter shall be 2400'. Exceptions may be granted in order to reduce curb cuts on US 17.

3.4 ALLEYS AND LANES

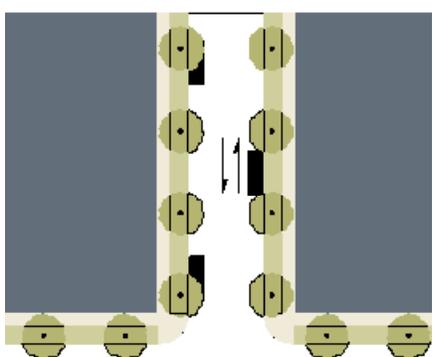
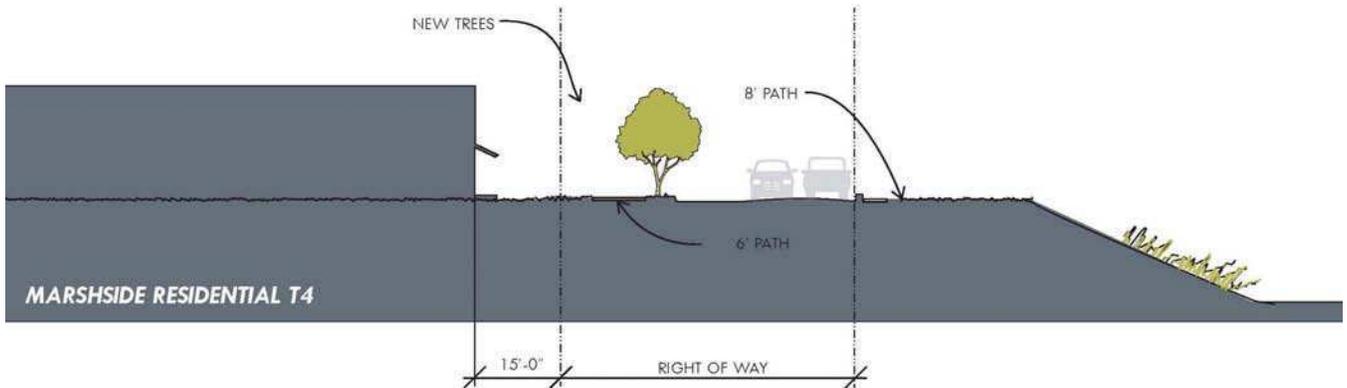
The use of alleys and lanes is encouraged to facilitate efficient delivery of municipal services and minimize the visual impact of utilities and refuse collection. Alleys/lanes shall conform to the standards set forth in 3.5.2.

3.5 THOROUGHFARE STANDARDS

3.5.1 Local Access Local access streets are intended to be the “Main Street” of the Glynn Avenue corridor. As such, they should be designed to maximize pedestrian accessibility and comfort. Bicycles shall also be accommodated within the local access zone.

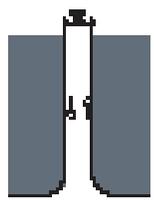


Right of Way Width	52' min
Pavement Width	28' - 36'
Travel Lanes	2 lanes
Parallel Parking	Both sides
Tree Yard	6' min
Sidewalk	6' min



Right of Way Width	50' min
Pavement Width	20' - 36'
Travel Lanes	2 lanes
Parallel Parking	0, 1 or 2 sides
Tree Yard	6' min, 1 or 2 sides
Sidewalk	6' min (land)
Multi-Purpose Path	10' min

3.5.2 Lanes and Alleys



Right of Way Width	20'
Pavement Width	10'
Travel Lanes	Yield

Lanes and alleys may be gravel or other pervious, non-paved surface in residential areas with approval of the Planning Director.

4.1 GENERAL

4.1.1. This Code is organized into two Regulating Districts based on the street(s) adjacent to the lot proposed for development.

- a. Glynn Avenue Frontage: This Regulating District provides standards to accommodate local and regional scale development.
- b. Local Access Frontage: This Regulating District provides standards to maximize the pedestrian environment.

4.1.1.1. Any property within the US 17 Overlay District boundary may utilize the Local Access Frontage standards in their entirety.

4.1.2. Standards of the Glynn Avenue Frontage Regulating District are only permitted for parcels immediately adjacent to US 17 and within the area shown on the District Map in Appendix A. For parcels with a split designation, the Glynn Avenue Frontage line may be shifted upon approval of the Planning Director, provided the Intent of this Code is met.

4.2 BUILDINGS DISPOSITION

4.2.1. Newly platted lots shall be dimensioned in width according to the provisions within each Regulating District.

4.2.2. Buildings shall be located on their lots and in relation on to the lot lines according to the provisions of each Regulating District

4.2.3. One principal building at the frontage, and one outbuilding to the rear of the principal building, may be built on each lot as according to the provisions of each Regulating District.

4.2.4. Lot coverage by building shall not exceed that recorded in each Regulating District.

4.2.5. Facades shall be built parallel to a rectilinear principal frontage line or to the tangent of a curved principal frontage line, and along a minimum percentage of the frontage width at the setback, as specified as frontage buildout for each Regulating District.

4.2.6. Particularly for buildings requiring elevation of the first floor due to code requirements, buildings shall be designed in a manner to minimize wide variations in entry level heights from adjacent buildings and / or street elevations to the extent feasible.

4.2.7. Where permitted, encroachments into the sidewalk may be allowed according to the provisions of each Regulating District, provided a minimum 6' clear space remains. Encroachments shall not be placed over underground utilities.

4.2.8. All development shall be set back from the marsh by a minimum of forty-five feet (45'). Exceptions may be permitted by the Planning Director for pedestrian facilities and multi-purpose paths, provided the Intent of this Code is met.

4.3 PARKING

4.3.1. In General

- a. On-street parking directly adjacent to a lot shall count toward fulfilling the parking requirement of that lot. One parking space credit shall be given for every space in front of the lot that is over 50 percent of the length of the parking space.
- b. The required number of parking spaces may be reduced by demonstrating the possibility of shared parking. The shared parking factor is available for any two functions within any pair of adjacent blocks.
- c. The maximum number of parking spaces shall be limited to 120 percent of the minimum number of spaces required.
- d. Accessory units do not count toward density calculations.
- e. Retail spaces less than 2000 square feet and liner buildings less than 30 feet deep and no more than two stories may be exempt from parking requirements with approval from the Planning Director.
- f. Primary street frontages shall have no vehicular entries for properties with another street frontage. Properties with a single-frontage on a primary street shall be limited to either 1) one two-way entry a maximum of 24' in width or 2) two single lane-width vehicular entries separated by a minimum of 20 feet.
- g. Adjacent parking lots shall have vehicular connections via an alley or internally.
- h. Parking lots for civic, small-scale retail, office, and residential uses shall be graded, compacted, and landscaped, but may be left unpaved or paved with grass-ring paving or other acceptable pervious surface with approval from the Planning Director.

4.3.2. Parking Location

- a. Open parking areas shall be masked from the street by a building or streetscreen for all areas according to Regulating District standards. See Section 5.3 for details.
 - i. U.S. Highway 17 and Lanier Drive streetscreen. Continuous vegetated buffer of at least ten (10) feet in width, provided for the entire lot width, no shorter than three (3) feet at planting; or a continuous screening fence or wall constructed of the same material used in the buildings for the entire lot width; or a continuous evergreen hedge forms that grow to or are maintained at a three (3) to four (4) foot height maximum planted along the entire parking area or along any required frontage.
 - i. Local Access Regulating District. Continuous vegetated buffer of at least five (5) feet in width for the entire lot width, no shorter than three (3) feet at planting; or a continuous screening fence or wall constructed of the same material used in the buildings for the entire lot width; or a continuous evergreen hedge forms that grow to or are maintained at a three (3) to four (4) foot height maximum planted along the entire parking area or along any required frontage.

- b. Parking areas and garages shall be located as required for each Regulating District.
- c. Parking Structures on primary corridors shall have liner buildings lining the first floor.
- d. For parking lots with fifteen (15) or more spaces, bicycle racks shall be provided to accommodate a minimum of one bike per every ten (10) parking spaces or portion thereof.
- e. Side parking shall begin no closer to the primary street than the primary building front wall plane.

4.4 LANDSCAPING

4.4.1. Existing Trees

- a. Designation of a Specimen Tree. A tree located on commercial, industrial, institutional or multifamily property may be designated as a “Specimen Tree” if it is found by the Planning Director to meet the following criteria: recommended large canopy tree species as defined in 4.4.2.b; over twenty four (24) inches in diameter at breast height (dbh); normal proportion, characteristics and attributes for its size and species; free of disease, pest or injury; and has a life expectancy of at least 10 years. Any tree designated as a “Specimen Tree” shall be deemed desirous of preservation by the City of Brunswick and shall not be removed without a permit.
- b. 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.
- c. The removal of a Specimen Tree shall require replacement by two canopy trees.

4.4.2. Canopy Trees

- a. Canopy tree location and spacing. Canopy trees shall be planted a minimum of 40 feet and a maximum of 50 feet on center. Lots with a width of 100 feet or less shall provide at least one canopy tree, lots with a width of 150 feet or less shall provide at least two canopy trees, and so on. Relief can be granted by staff for driveways, utilities and other unmovable obstructions.
 - i. Glynn Avenue Frontage: Canopy trees shall be located in the front setback parallel to U.S. 17.
 - ii. Local Access Frontage: Canopy trees may be located in the tree yard of local access streets or in the front setback parallel to the local access street.
- b. Canopy tree requirements. Canopy trees shall be a minimum of ten feet in height, with a four- to five-foot spread, and a two-inch caliper trunk at time of planting.

Recommended Canopy Trees	
Botanical Name	Common Name
Quercus Phellus	Willow Oak
Celtis Laevigatta	Hackberry
Quercus virginiana	Live Oak*

- c. Existing trees 18 inches in caliper or greater and located in the front setback may count towards the tree requirement. All plantings shall be installed free from disease in a manner that ensures the availability of sufficient soil and water for healthy growth and which is not intrusive to underground utilities. Dead or diseased trees shall be removed. Replacement trees shall be provided for any required trees which die or are removed for any reason and shall meet all minimum standards and conform to these regulations.
- d. Canopy tree substitution. Due to the existence of utility lines along U.S. 17, understory trees may be substituted for canopy trees where overhead utility conflicts exist. A grouping of three or more palm trees shall be considered equivalent to one canopy tree. Palms shall have a minimum of ten feet of clear trunk at time of planting. Two understory trees shall be considered equivalent to one canopy tree. Understory trees shall be a minimum of eight feet in height, with a three- to four-foot spread, and a one and one-half-inch caliper trunk at time of planting.

Recommended Understory Trees		
Botanical Name	Common Name	Multiplier
Sabal palmetto	Cabbage Palmetto	3
Magnolia stellata	Star Magnolia	2
Magnolia soulangiana	Saucer Magnolia	2
Ligustrum lucidum	Ligustrum (tree-form)	2
Ilex vomitoria	Yaupon Holly	2
Ilex opaca	American Holly	2
Juniperus virginiana	Red Cedar	2
Lagerstroemia fuariei, or L. indica	Crepe Myrtle (large varieties)	2
Goadonia alatomaha	Gordonia	2
Cornus florida	Flowering Dogwood	2
Cercis Canadensis	Eastern Redbud	2

4.4.3. Parking Lots

- a. Canopy trees shall be planted in tree islands which shall have 400 square feet of unpaved soil for root development. The standard tree island shall be 20 feet by 20 feet; provided, however, that where the islands are an extension of a ten-foot-wide landscape median, the islands may be reduced in width to 16 feet.
- b. Islands shall not be separated by more than 12 parking spaces, including the landscaped ends of drive aisles, and shall be designed so as to minimize foot traffic across them.

- c. The use of porous paving to provide root space for planted and preserved trees to meet the necessary rooting space requirement may be allowed at the discretion of the Planning Director. The use of pervious surfaces shall be excluded from lot coverage calculations.

4.4.4. Native Vegetation

A native plant is a plant that is indigenous in natural associations to a particular region, ecosystem and habitat. They have evolved over thousands of years prior to significant human impacts and alterations of the landscape. Plants that existed on the North American continent before European settlement (prior to 1513) are North American native plants. Native plants include all kinds of plants from mosses and ferns to wildflowers, grasses, shrubs and trees. (Source: marex.uga.edu)

The use of native plants is highly encouraged, especially on properties east of U.S. Highway 17. Native plants typically require less water, fertilizer, and maintenance and reinforce the coastal ecosystem of Brunswick.

4.5 STORMWATER MANAGEMENT

All rules and regulation for stormwater management in the City of Brunswick shall apply. The use of low impact development strategies as provided for in the Coastal Stormwater Supplement are highly encouraged and may qualify for development incentives as outlined in section 5.4.



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.

4.6.2. All lighting shall have no light emitted above 90 degrees. Exceptions may be permitted by the Planning Director for the following: sports facilities; construction lighting; parking structures; urban parks; ornamental and architectural lighting of bridges, public monuments, statuary and public buildings.

4.6.2.1 Light fixtures used to illuminate flags, statues or any other objects mounted on a pole, pedestal or platform, shall use a narrow cone beam of light that will not extend beyond the illuminated object.

4.6.2.2. Other upward directed architectural, landscape or decorative direct light emissions shall have at least ninety (90) percent of their total distribution pattern within the profile of the illuminated structure.

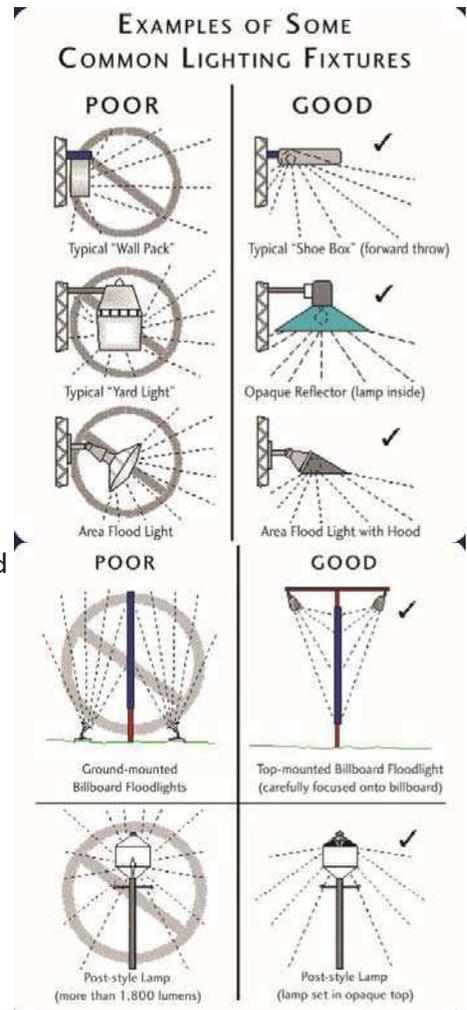


Image Source: Otesgo County Conservation Association, www.occainfo.org

4.7 UTILITIES

4.7.1. All utilities shall be located underground.

4.7.2. Where lanes are provided, utilities shall be located within lane right-of-way to the extent feasible.

4.8 SCREENING REQUIRED

4.8.1. Dumpsters, outside storage, mechanical equipment, etc. shall not be visible from the public right-of-way and shall be screened 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.

V. DESIGN STANDARDS

The following pages provide the Standards for the Glynn Avenue Frontage along Glynn Avenue/US 17 and the Local Access Frontage standards, located generally one block in from Glynn Avenue. The premise for these standards was established during the project design charrette and the resulting plan, a portion of which is shown to the right.

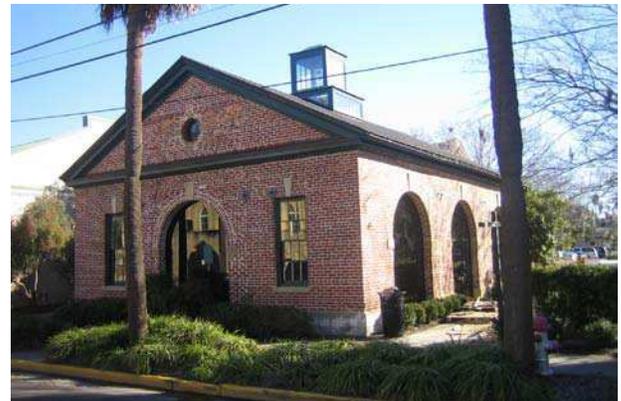


5.1 GLYNN AVENUE FRONTAGE STANDARDS

These standards apply for lots immediately adjacent to US 17 only as shown on the District Boundary Map in Appendix A.

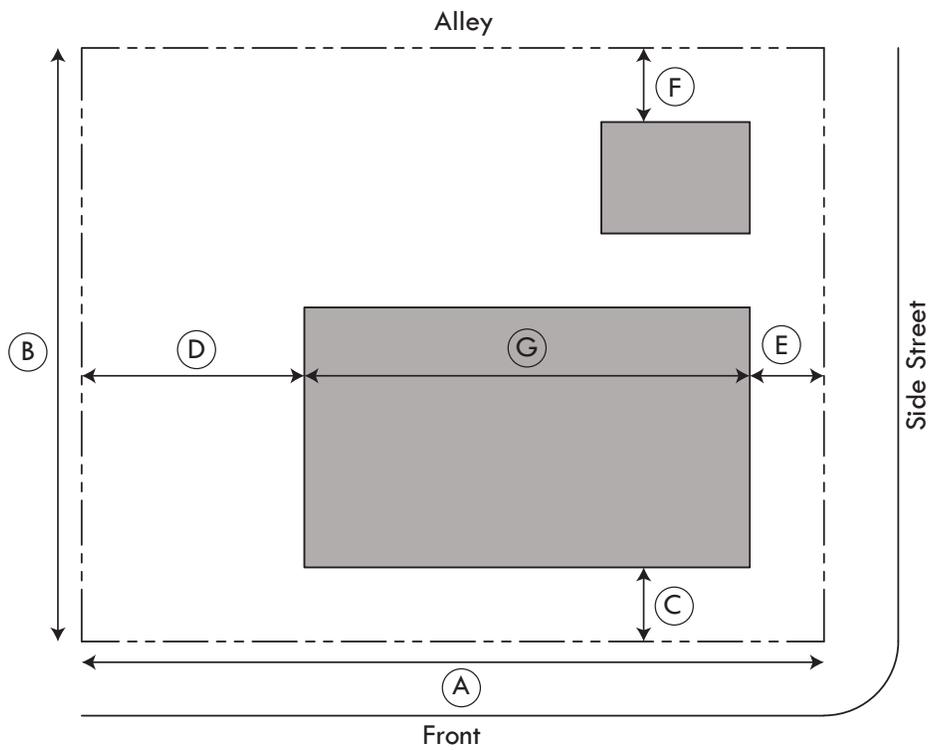
REGIONAL COMMERCIAL BUILDING

This is a medium scale building typology that is based off of industrial warehouses, workshops and more vernacular agricultural types.



5.1.1. GLYNN AVENUE FRONTAGE LOT STANDARDS

Lot Width	55' min., 150' max.	(A)
Lot Depth	80' min., 200' min.	(B)
Setbacks		
Front	20' min. - 100' max.	(C)
Front, Ancillary Building	Principal Building + 20'	
Side	0'	(D)
Side Corner	10'	(E)
Rear	5' min.	(F)
Lot Coverage	70% max	
Frontage Buildout		(G)
Front	50% min.	
Side corner street	50% min.	

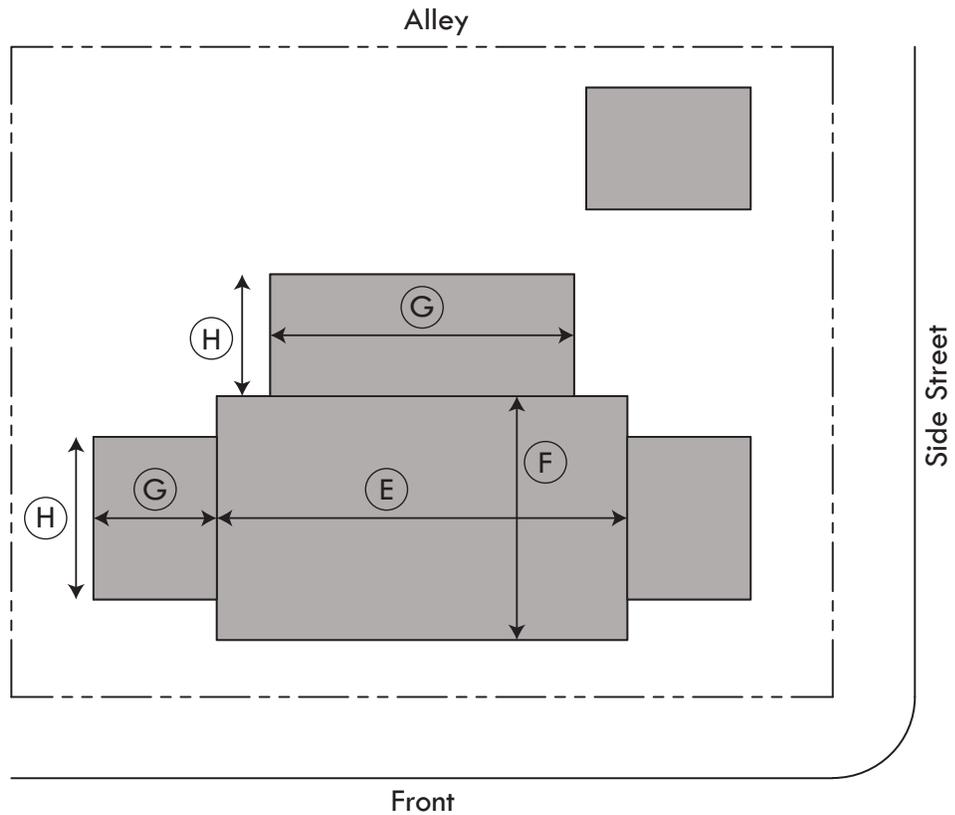


Key

- R.O.W./ Property Line
- Building

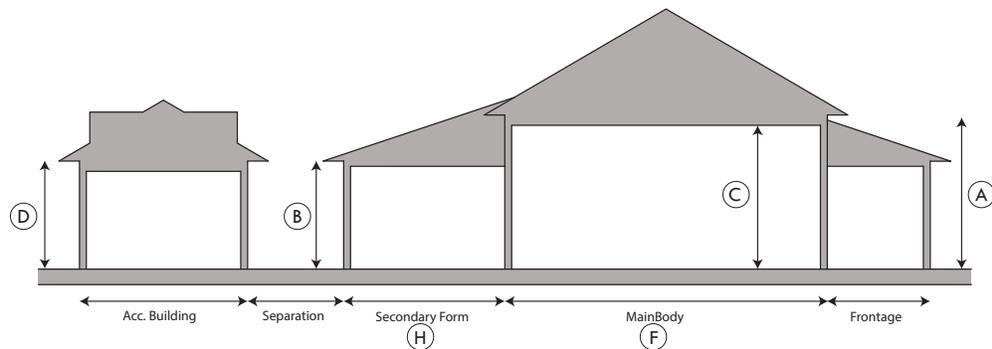
5.1.2. BUILDING FORM

Height		
Main Body	1 Story max.	(A)
Secondary Form(s)	1 Story max., must have lower roof line than main form	(B)
Ground Floor Ceiling Height	14' min.	(C)
Accessory Buildings	Single story max., may not have a higher roof bearing than primary form	(D)
Main Body		
Width	100' max.	(E)
Depth	150' max.	(F)
Secondary Form(s) / Accessory Building		
Width	25' max.	(G)
Depth	See below	(H)



Key

- - - R.O.W./ Property Line
- Building



Secondary Form / Accessory Building Standards:

A secondary form or accessory building shall have a smaller footprint, narrower width, and a shallower depth than the primary form.

Secondary form may be built on the side(s) and/ or rear of a primary form but not in front. They are optional.

The secondary form wall plane shall be 5' min. behind the primary form wall plane. Accessory buildings shall be separated from the main building by 10' min.

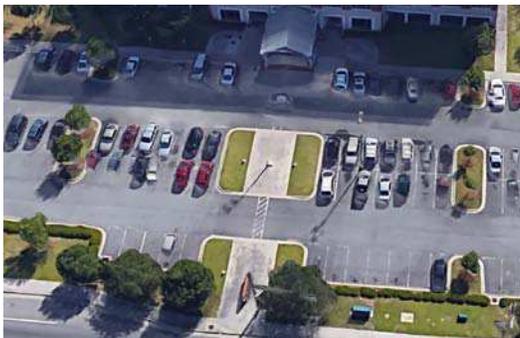
5.1.3. ADDITIONAL STANDARDS

The Principal Frontage of the primary building shall face Glynn Avenue.

In no instance shall a facade facing a local street consist of a blank wall, but instead shall consist of windows, doors, and similar elements associated with a front facade.

A primary public entrance shall be provided on the front of the building.

Parking Placement: Parking may be located to the front, side, or rear of a building. Clearly delineated pedestrian access (8' minimum width) shall be provided through parking areas when parking is located to the front of the building.



5.2 LOCAL ACCESS FRONTAGE STANDARDS

These standards may be utilized for development for any lot included in this Code as shown on the District Boundary Map in Appendix A.

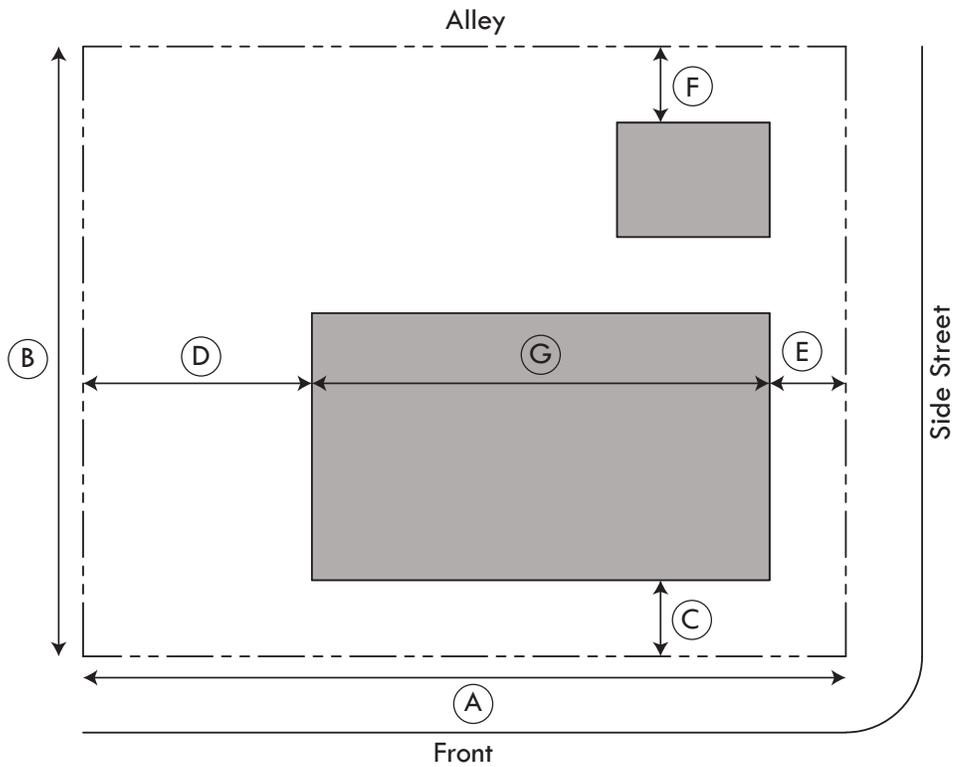
5.2.1 MAIN STREET BUILDING

This building type is a very typical commercial or mixed use building. It is a small to medium scale building and may vary between one to three stories. This building type may be attached or freestanding, depending on the lot configuration. It is designed to front the major public street that it sits on.



5.2.1.1. MAIN STREET BUILDING LOT STANDARDS

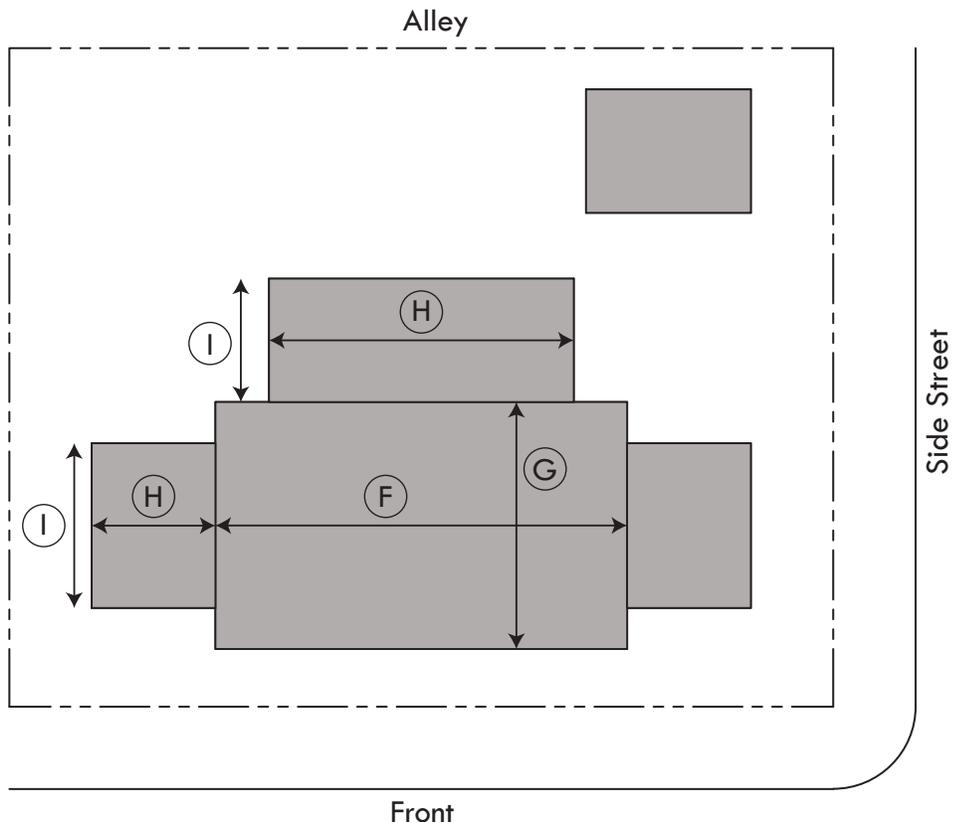
Lot Width	24' min., 150' max.	(A)
Lot Depth	80' min.	(B)
Setbacks		
Front	6' min - 12' max	(C)
Ancillary Building - Front	Principal Building + 20'	
Side	0'	(D)
Side corner street	6'- 12' max.	(E)
Rear	3' or 15' from centerline of lane'	(F)
Lot Coverage	80% max.	
Frontage Buildout		(G)
Front	70% min.	
Side corner street	50% min.	

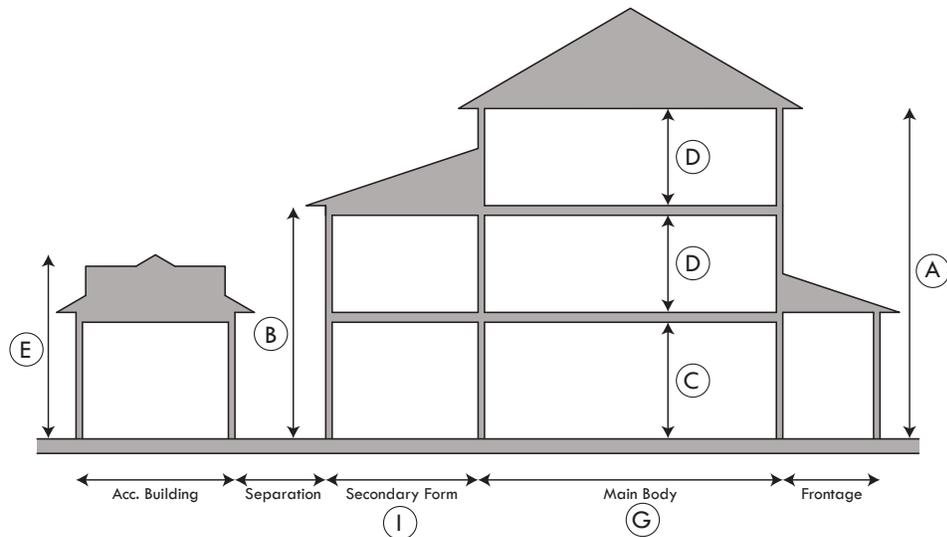


Key
 --- R.O.W./ Property Line
 ■ Building

5.2.1.2. MAIN STREET BUILDING FORM

Height		
Main Body	3 Stories max.	(A)
Secondary Form(s)	2 Stories max. and lower height than main form.	(B)
Ground Floor Ceiling Height	12' min.	(C)
Upper Floor Ceiling Height	9' min.	(D)
Accessory Buildings	2 Stories max., may not be higher than main building.	(E)
Main Body		
Width	60' max.	(F)
Depth	60' max.	(G)
Secondary Form(s) / Accessory Building		
Width	20' max. (side), 50' max (rear)	(H)
Depth	50' max	(I)





Secondary Form / Accessory Building Standards:

A secondary form or accessory building shall have a smaller footprint, narrower width, and a shallower depth than the primary form.

Secondary form may be built on the side(s) and/ or rear of a primary form but not in front. They are optional.

The secondary form wall plane shall be 5' min. behind the primary form wall plane. Accessory buildings shall be separated from the main building by 10' min.

5.2.1.3. ADDITIONAL STANDARDS

Ground floor spaces shall have a primary entrance on the front of a building.

Ground floor commercial shall have a minimum glazing requirement of 50% of the frontage. If a shopfront facade is used, then the requirement shall be 70% of the frontage.

All parking shall be located to the side or rear of the building. On-site parking shall be located 20' behind the frontage of the principal building

Detached residential lots shall be a minimum of 45' in width shall require access via rear lane when the lot width is 60' or less.

For residential uses not served by a lane, parking shall be located 20' behind the frontage of the principal building.

Residential attached (Apartments, Townhomes, Single Family, etc.) and Liveworks shall have car access via rear lane.

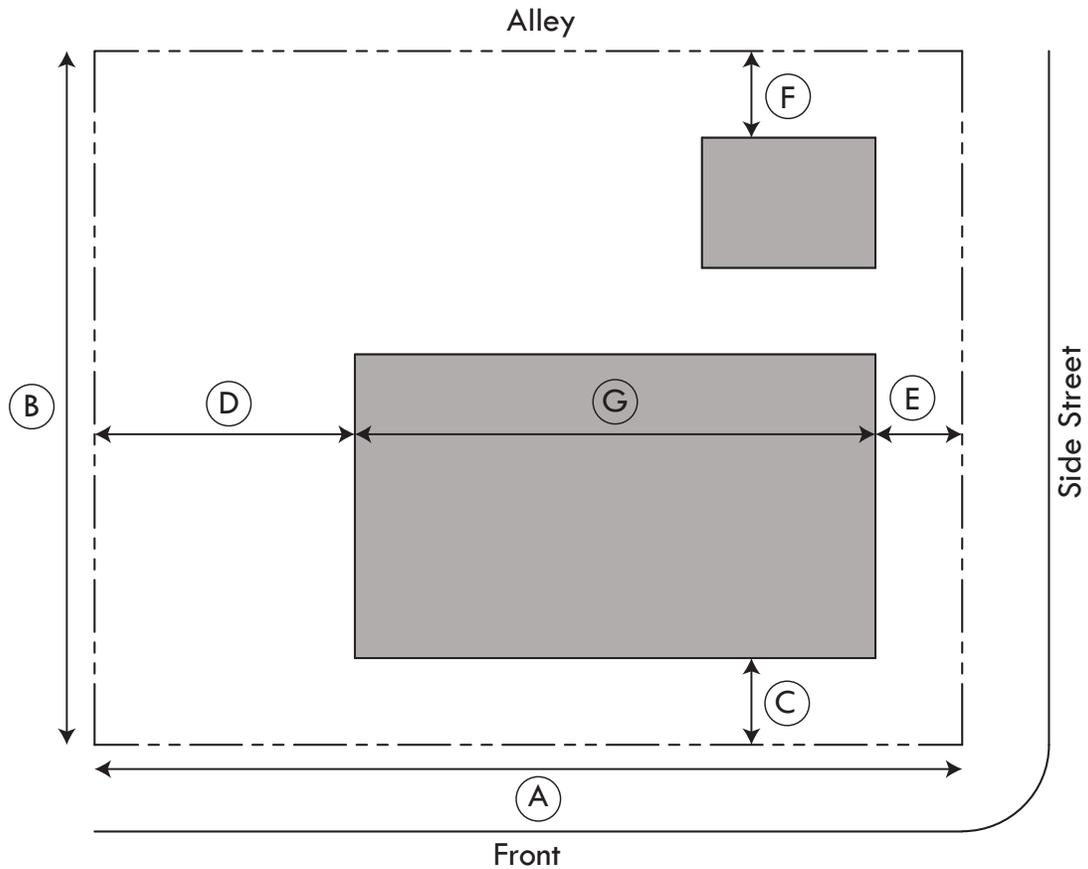
5.2.2 SMALL APARTMENT BUILDING

This is a medium sized building type that has 4-12 multi-family units.



5.2.2.1. SMALL APARTMENT BUILDING LOT STANDARDS

Lot Width	50' min., 100' max.	(A)
Lot Depth	65' min., 150' min.	(B)
SetBacks		
Front	0'-25' max.	(C)
Side	5' min.	(D)
Side Corner	5' min - 20' max	(E)
Rear	5' min.	(F)
Lot Coverage	70% max.	
Frontage Buildout		(G)
Front	50% max.	
Side corner street	50% min.	

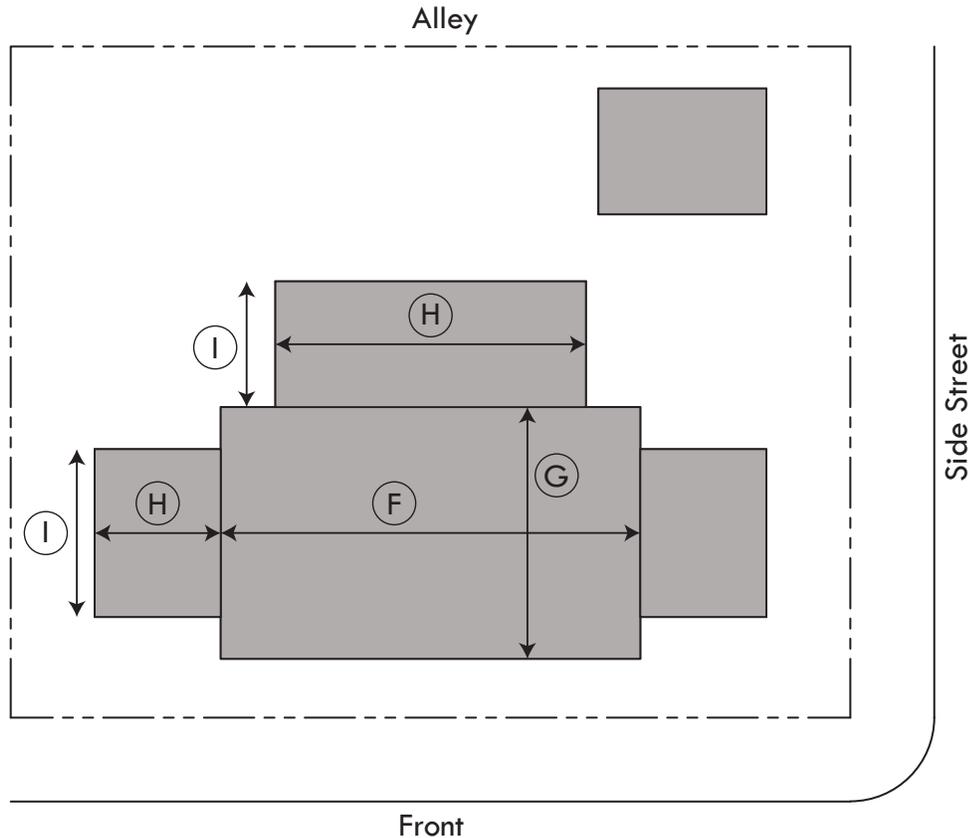


Key

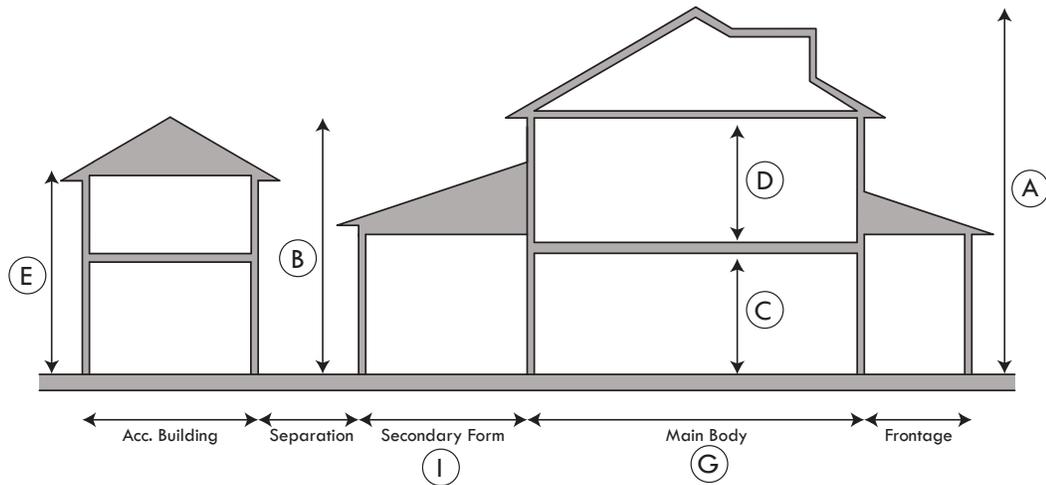
- R.O.W./ Property Line
- Building

5.2.2.2. SMALL APARTMENT BUILDING FORM

Height		
Main Body	2 1/2 Stories max.	(A)
Secondary Form(s)	2 1/2 Stories max.	(B)
Ground Floor Ceiling Height	10' min.	(C)
Upper Floor Ceiling Height	10' min.	(D)
Accessory Buildings	2 Stories max., may not be higher than main building.	(E)
Main Body		
Width	35' max.	(F)
Depth	45' max.	(G)
Secondary Form(s) / Accessory Building		
Width	15' max. (side), 25' max. (rear)	(H)
Depth	40' max.	(I)



- Key**
- R.O.W./ Property Line
 - Building



5.2.2.3. ADDITIONAL STANDARDS

Parking shall be located to the side and/ or rear of a building.

On corner lots, side parking shall be on the interior corner only.

Rear parking access and connectivity with adjacent properties is encouraged.

Ground floor spaces shall have a primary public entrance on the side or front of a building.

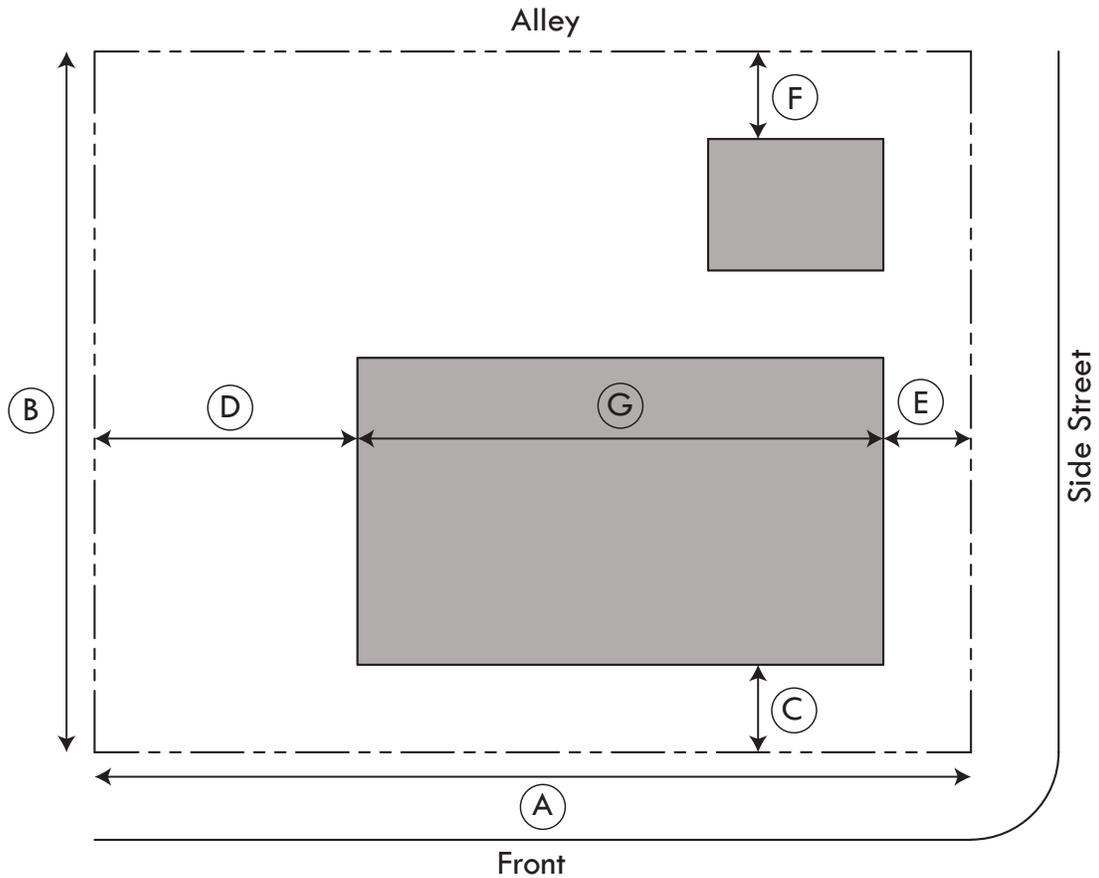
5.2.3. HOUSE FORM

This is a medium sized house form building that could accommodate a variety of usage including single-family, small 2-4 unit multifamily and light commercial.



5.2.3.1. HOUSE FORM LOT STANDARDS

Lot Width	30' min., 70' max.	(A)
Lot Depth	75' min., 150' min.	(B)
SetBacks		
Front	10'-25' max.	(C)
Side	5' min.	(D)
Side Corner	5' max.	(E)
Rear	5' min.	(F)
Lot Coverage	70% max.	
Frontage Buildout		(G)
Front	50%	
Side corner street	50%	

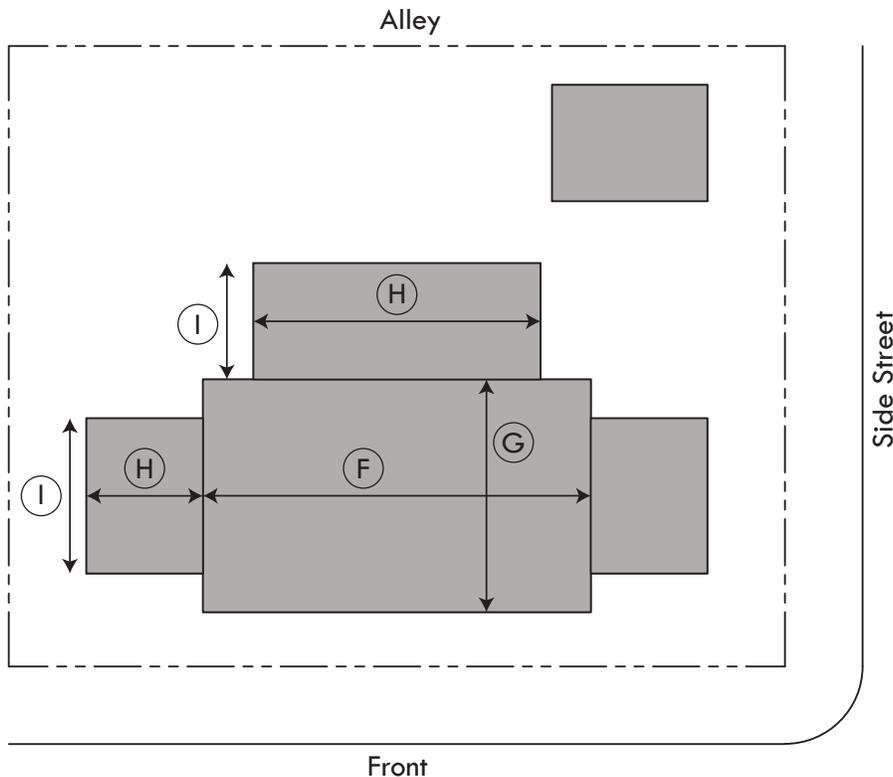


Key

- R.O.W./ Property Line
- Building

5.2.3.2. BUILDING FORM

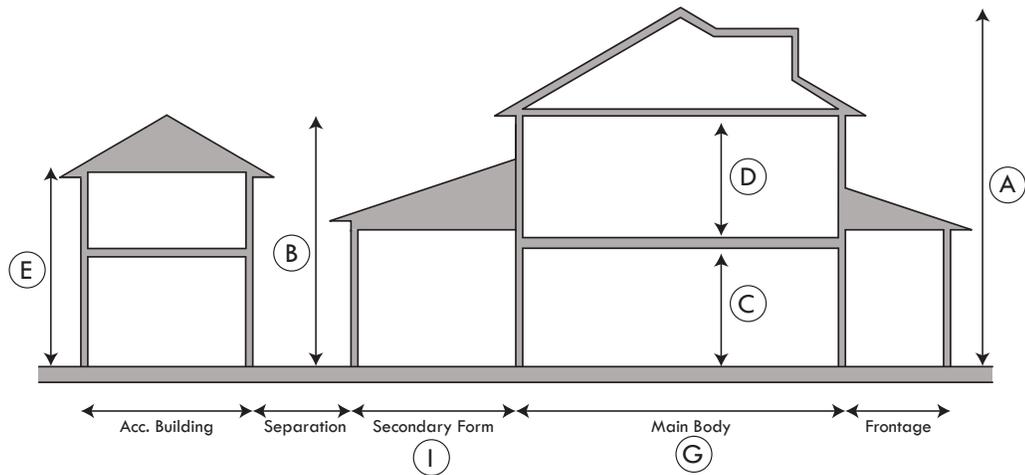
Height		
Main Body	2 1/2 Stories max.	(A)
Secondary Form(s)	2 Stories max. and lower height than main form.	(B)
Ground Floor Ceiling Height	10' min.	(C)
Upper Floor Ceiling Height	10' min.	(D)
Accessory Buildings	2 Stories max., may not be higher than main building.	(E)
Main Body		
Width	35' max.	(F)
Depth	45' max.	(G)
Secondary Form(s) / Accessory Building		
Width	15' max. (side), 25' max. (rear)	(H)
Depth	40' max.	(I)



Key

--- R.O.W./ Property Line

■ Building



5.2.3.3. ADDITIONAL STANDARDS

- Parking shall be located to the side and/ or rear of a building.
- On corner lots, side parking shall be on the interior corner only.
- Rear parking access and connectivity with adjacent properties is encouraged.
- Ground floor spaces shall have a primary public entrance on the side or front of a building.

5.3 STREETSREENS AND FENCES

This section regulates walls, fences and hedges in the Glynn Avenue corridor. Walls, fences and hedges help to define property lines but also serve to define public frontages, the public street and give the district a sense of character.

5.3.1. Living Fence

A post and rail fence fitted with a wire mesh allowing plants to grow.

Standard:

Plant Growth

Height:

- 36” max. in front of building face
- 72” max behind front face of building
- Corner lots shall count both front and side corner of building as building face

Materials:

Wood, Metal mesh or wire.

(Chain link is not permitted)



5.3.2. Picket Fence

Standard:

A series of typically wood posts with vertical pickets.

Height:

- 36" max. in front of building face
- 72" max behind front face of building
- Corner lots shall count both front and side corner of building as building face

Materials:

Wood, Composite, Brick



5.3.3. Masonry Wall

A masonry based wall with typically brick or stucco over the bock. It may be partially open and may express pilasters/ piers.

Materials: Brick, stucco or tabby over CMU.



5.3.4. Hedge Wall

A nearly solid row of hedges. It may have masonry piers.



5.3.5. Metal Fence

Decorative metal fence. Brick or stucco piers may be used.

Materials:

Painted metal, Brick/ Stucco piers



5.3.6. Rail Fence

Typically a wooden fence made of post and rails



5.4 BONUS HEIGHT INCENTIVES

Developers are encouraged to work in collaboration with adjacent property owners and/or in conjunction with the City of Brunswick to exceed the standards set forth in this ordinance. The City Commission may grant bonus building height, as specified below, for developments which exceed these district standards. A building may have both a roof level and a tower.

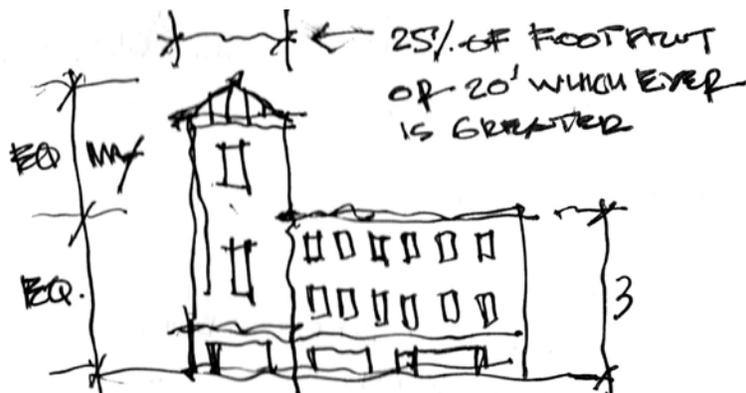
5.4.1. Roof Level

The roof level is an enclosed building space limited to sixty percent (60%) maximum of the building footprint. The enclosed roof level should be visually distinct from the primary building mass and have a minimum ten (10') foot setback from all sides, front, and rear of the building face. The roof level is limited to one story.



5.4.2. Tower

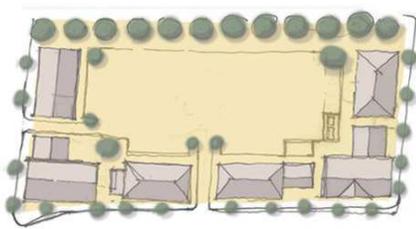
A building may have a tower element. A tower form may not be higher than twice the height of the main building. Its area is limited to 20' x 20' or 25% of the building footprint, whichever is greater.



5.5 EXAMPLE SITE DESIGNS

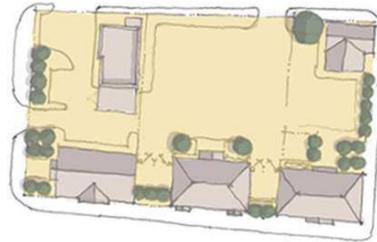
Infill and redevelopment presents unique for design standards due to the vast number of variables in lot size, configuration, etc. The example site designs below are all acceptable and comply with this code.

Glynn Avenue / US 17 Frontage



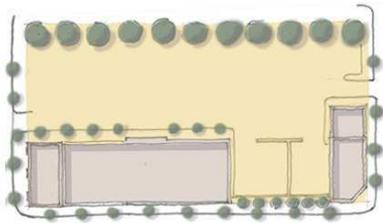
Local Access Frontage

Glynn Avenue / US 17 Frontage



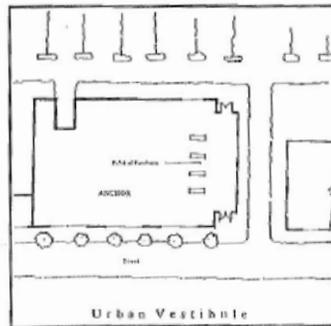
Local Access Frontage

Glynn Avenue / US 17 Frontage

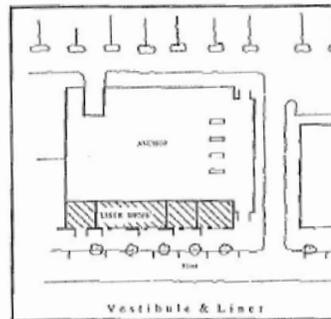


Local Access Frontage

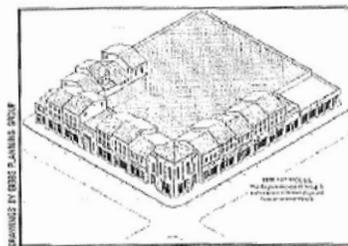
The layout above illustrates how one building can address two frontages. The parking is visible and accessible from Glynn Avenue, yet the building is also pedestrian-oriented by also fronting the local street. Access is provided from both the local street and the parking lot while maintaining a single point-of-sale, as shown in the sketches to the right.



Good



Better



Best



These standards are designed to accommodate a mix of uses, from regional commercial to local commercial to office to a range of residential.

The layouts above demonstrate how the appropriate use of scale can create a seamless transition to accommodate diverse land use types.

VI. Building Design Standards & Principals

6.1 MASSING

6.1.1. Buildings should be composed of primary forms and secondary forms. Primary forms should be delineated from the secondary forms by both wall plane and roof form. The secondary form wall plane should be 5' min. back from the primary wall plane.



6.2 ARTICULATION

6.2.1. Building should present attractive facades to all sides with visual interest.

Facades shall not have long blank walls. Use of windows, pilasters, columns, awnings and other architectural elements shall be used to break up the facades.



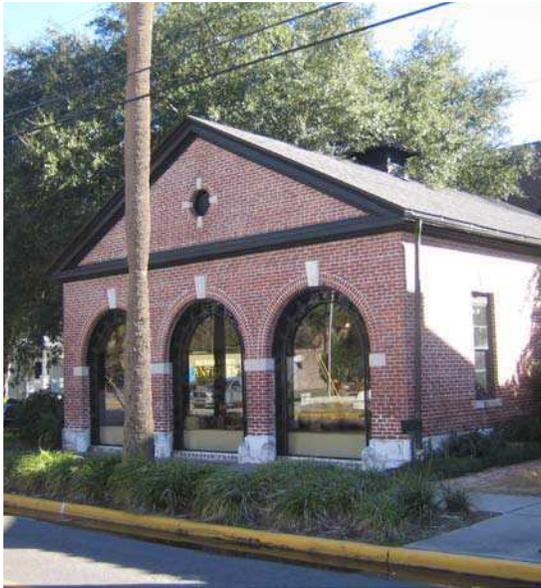
6.2.2. Buildings shall also have vertical articulation with a defined top, middle and base. The proportions depend on the building style and height.



6.3 ROOFS

6.3.1. Pitched Roofs: Roofs should be a pitch between 4:12 and 12:12 for a primary roof form and 2.5:12-6:12 for secondary roof forms. Roof overhangs should be integrated into the building design. False Mansard style roofs are not permitted.

6.3.2. Flat Roofs: Flat roofs shall be used only with a full building parapet that extends to all side of a building. The parapet should be designed as a visual element of the building (Typically the “top or cap”). Building equipment mounted on the roof shall not be visible from any point at street level.



Pitched Roof

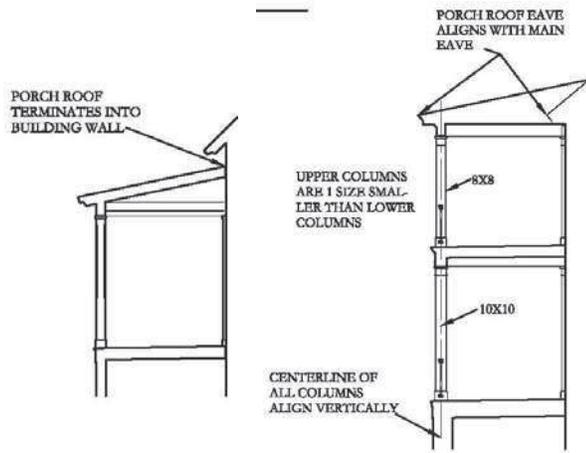


Flat Roof

6.3.3. Canopies: The roof of a canopy, including but not limited to gas stations, shall be of similar architectural style and materials to the main building with which it is associated.



6.4 PORCHES AND GALLERIES



6.5 MATERIALS

6.5.1. Roofs

- a. Pitched: 5V Metal, Low Profile Standing Seam, Corrugated Metal, Asphalt, Wood Shingles, Terra Cotta
- b. Flat: No materials standards



5V Metal



Low Profile Standing Seam



Corrugated Metal



Asphalt or Wood Shingles



5V Metal Roofing



Asphalt Shingles

6.5.2. Gutters / Downspouts

Half Round and Round profiles in metal.

6.5.3. Eaves

- a. Closed: Wood, Composition Board, PVC, Fiber-Cement Board.
- b. Open: Wood, Composition Board, PVC, Fiber-Cement Board
- c. Vents: Round Soffit or Eve vents



Downspout



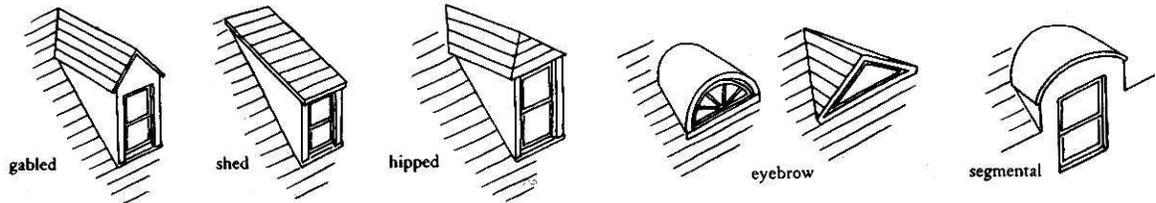
Open Eave



Closed Roof Eave

6.5.4. Dormers

Materials: Wood, Composition Board, PVC, Fiber-Cement.



6.5.5. Walls

Wall materials should generally be consistent on a building and the Primary Form shall be the same material on all sides. Secondary forms may change materials from the Primary Form.

- a. Brick: Wood Mold or Tumbled only. Mortar joints to be Beaded, Flush or Concave
- b. Siding:
 - i. Materials: Wood, Cement Board
 - ii. Profiles: Lap Siding, Shiplap, V-Groove and Vertical Board and Batten.
- c. Stucco: Smooth Sand Finish Portland Cement Stucco, Tabby
- d. Panel: Wood, Composite, PVC or Fiber-Cement Panels



Brick



Siding



Stucco

6.5.6. Foundations

Materials: Painted Poured Concrete, Brick, Tabby and Stucco.

6.5.7. Columns

Materials: Wood, Fiberglass, Composite.

Profiles: Square, Round



Rounded Columns



Square Columns

6.5.8. Windows

Materials: Wood, Aluminum Clad-Wood, Vinyl-clad, PVC, Painted Metal

Type: Single, Double or Triple Hung, Casement.

Glazing: Clear (No tinted, mirrored or opaque windows glazing allowed)

Note: Painted metal windows on brick/ stucco finish only



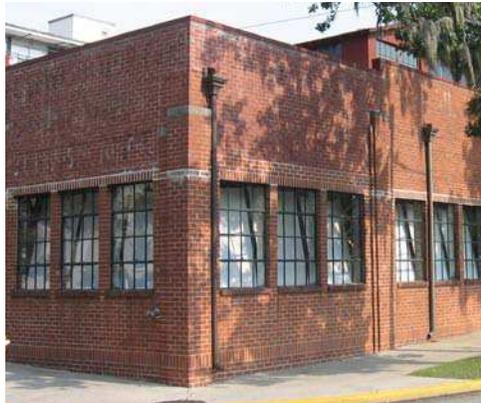
Single Hung



Double Hung



Casement



6.5.9. Trim

Materials: Wood, Composite, PVC, Fiber-Cement.

Profiles (Siding):

Corner Boards 3.5"-8"

Eaves: 8" min.

Window/ Door Trim:

3.5" Jamb,

8" Heads with Cap. min,

2" Sloped sills min.

Profiles (Brick/ Stucco):

Express Lintle/ Header

Brick/ Stucco Sill

Note: Primary Entry Door may have larger trim.



Window Trim



Stucco Header and Sill



Brick Header and Sill

6.5.10. Shutters

When used, shutters shall be operable types with appropriate hardware. They shall be sized to match the opening with which they are associated.

Materials: Wood, Composite, PVC.

Type: Louvered, panel, side swing and Bermuda.



Louvered Shutter



Panel Shutter



Bermuda Shutter

6.5.11. Doors

Materials: Wood, Aluminum-Clad Wood, Vinyl-clad Wood, Fiberglass, Painted Metal
 Glazing: Clear (No tinted, mirrored or opaque door glazing allowed)



Metal Door



Metal Door



French Door



Panel Door with Glass



Panel Door

6.5.12. Shopfronts

Materials: Wood, Aluminum-Clad Wood, Vinyl-clad Wood, PVC

Foundations: Brick, Painted Poured in Place Concrete, Stucco, Tabby.



- Proportioned entablature
- Shop front windows equal
- Windows recessed from adjacent material
- Recessed shop front panels
- Recessed entrance



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VII. Sign Standards

7.1 IN GENERAL

7.1.1.1 Purpose.

Increased numbers and size of signs distract the attention of motorists and interfere with traffic safety. More importantly, the indiscriminate erection and maintenance of signs seriously detracts from the enjoyment and pleasure in the natural scenic beauty of the city and, in turn, injuriously affects the economic well-being of the citizenry. The purpose of limiting signage is to increase traffic safety, enhance the scenic beauty of the U.S. 17 Parkway and improve the economic viability of this commercial corridor.

7.1.2. Applicability.

The requirements of this section shall apply to all signs constructed, placed, or replaced after adoption of this ordinance and these requirements are in addition to article 24 of the this chapter. Provided, this chapter shall not preclude the replacement of any existing non-conforming sign which is damaged or destroyed by casualty (such as fire, wind, flood or vandalism) where the loss was not caused by the owner; in such event, if the sign is replaced the non-conformity may not be increased or varied (for example, a five hundred square foot sign that is 25 feet in height could not be replaced by a 600 square foot sign, nor by 150 feet in height).

7.2 GENERAL STANDARDS

7.2.1. Sign material and design. The design, color, location, and illumination of signage shall be compatible with the overall design of the development.

7.2.2. Prohibited Signs: The following signs are prohibited from being viewed from a public right of way.

- Billboard and pole style signs
- Flashing signs and signs with visually moving parts or messages are prohibited except as allowed in subsection 23-24-13(r), and subsection 23-24-13(s).
- Internally Illuminated
- Moving signs or signs with moving parts

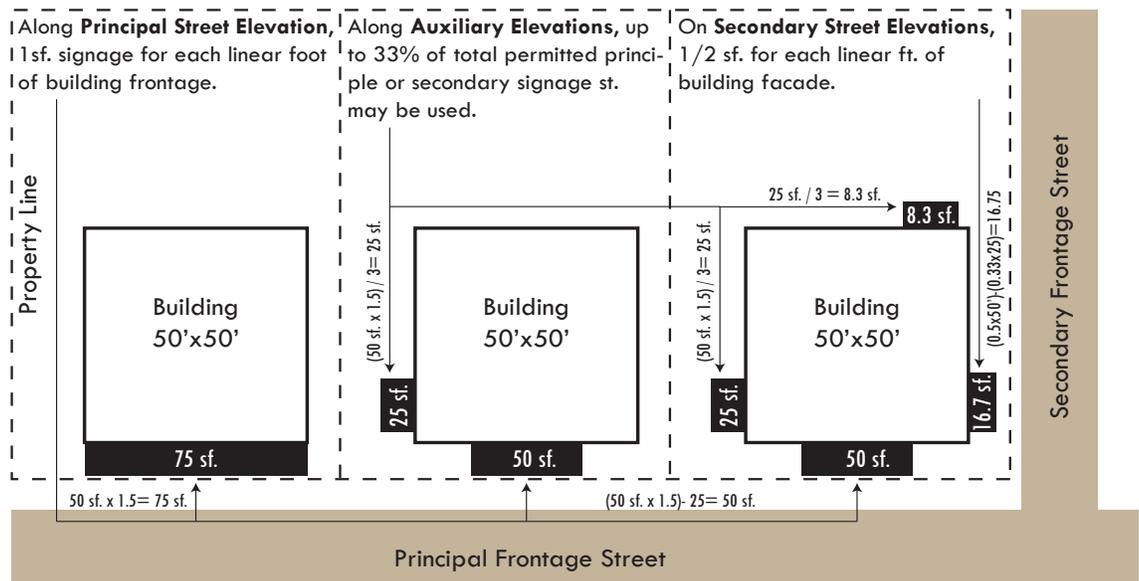
Neon signs are allowed provided they comply with all other sections of this code.

7.2.2.3. Lighting:

1. External illumination shall be by a steady stationary light source, shielded and directed solely at the sign. Light fixtures shall be restricted to not more than one shielded light fixture per side for signs up to 40 square feet and not more than two shielded light fixtures per side for signs over 40 square feet.
2. Light sources to illuminate signs shall neither be visible from any street right-of-way, nor cause glare hazardous to pedestrians or vehicle drivers or so as to create a nuisance to adjacent properties. All ground-mounted lighting must be obscured by landscaping approved by the Official.

3. The intensity of the light shall not exceed 20 foot-candles at any point on the sign.
4. Signs shall not have light-reflecting backgrounds but may use light-reflecting lettering or halo lighting.
5. Lamps shall only produce a white light.

7.3 TOTAL SIGN AREA



Aggregate Signage Standards for Building
Attached Signs based on a 50'x50' Single-Tenant Building.

7.4 SIGN TYPOLOGY STANDARDS

7.4.1. Monument Signs

Freestanding sign which may be for a single tenant or multiple tenants.

Size		
Signable Area (per side):		(A)
Up to 150' frontage	48 sf. max	
Up to 500' frontage	60 sf. max.	
Over 500' frontage	80 sft. max	(B)
Location		
Height of Wall	10' max.	(C)
Mounting Height:		
Above Grade	4' max.	
	12" min	
Number of Signs	1 per wall face	
Miscellaneous		
Changeable Copy Signs are allowed for information which changes on a regular basis, such as gasoline price signs, restaurant food specials, films and live entertainment, etc.		



7.4.2. Landscape Wall Signs

Attached to freestanding walls and are often used to mark a place of significance or the entrance to a location. The signs are often used in place of a monument sign.

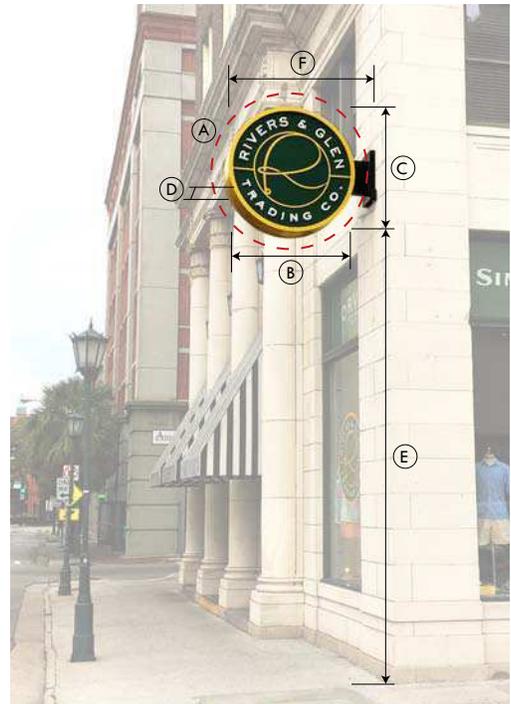
Size		
Signable Area:	24 sf. max.	(A)
Location		
Height of Wall	4' max.	(B)
Mounting Height:		
Top of Wall		(C)
Above Grade	At least 12"	(D)
Number of Signs	1 per wall face	



7.4.3. Projecting Sign

Typically mounted perpendicular to a building facade and are typically hung from decorative cast or wrought iron brackets. May also be mounted at a 45-degree angle on a corner.

Size		
Signable Area:		(A)
Area	6 sf. max.	(B)
Width	48" max.	(C)
Height	36" max.	(D)
Thickness	4" max. (Special and creative signs that have 3-D quality may have greater thickness subject to approval by the Planning Director)	
Location		
Clear Height:	8' min.	(E)
Extention	8.5' max.	(F)
Signs per building	1 per storefront max.	



7.4.4. Sidewalk Signs

Provide secondary signage and may be used to announce daily specials, sales, or provide direction. Chaser lights or illuminated signs may not be used.

Size		
Signable Area:		
Area	6 sf. max.	(A)
Width	30" max.	(B)
Height	42" max.	(C)
Location		
Sidewalk signs must be located on or adjacent to a sidewalk and shall not interfere with pedestrian travel or encroach upon the required accessible path.		
Sidewalk signs may only be displayed during business hours and must be removed when the business is closed.		
Sign per building	1 per storefront max.	



7.4.5. Wall Signs

They are flat against the facade consisting of individual cut letters applied directly to the building, or painted directly on the surface of the building. Wall signs are placed directly above the main entrance and often run horizontally.

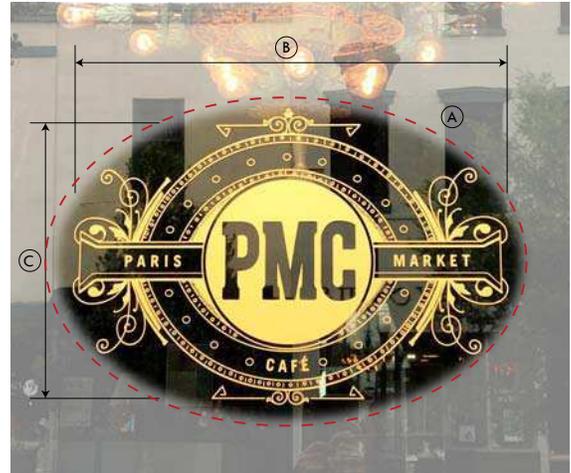
Size		
Signable Area:		
Area	1 sf. per linear foot of shop front width up to 80 sf. max.	(A)
Width	Storefront width max.	(B)
Height	12" min.; 5' max.	(C)
Lettering:		
Width	75% of signable width, max.	(D)
Height	75% of signable height, max.; 35" max.	(E)
Location		
Projection from facade	8" max.	
Signs per building	1 per shop front and/ or elevation	
2nd Story Business	1 sign located at 1st floor entrance, max size 1 sf.	



7.4.6. Window Signs

Professionally painted consisting of individual letters and designs, gold leaf individual letters and designs, applied directly on the inside of a window.

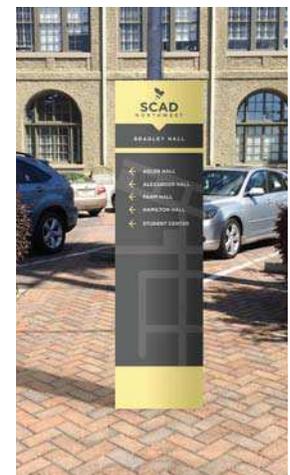
Size		
Sign Area:		(A)
Per Shop front Bay	25% max.	
Per Shop front	15% max.	
Width	5' max.	(B)
Height	36" max.	(C)
Location		
Window signs shall be placed at or above eye level.		
Window signs shall be applied directly to the inside of the glass.		
Miscellaneous		
Applied plastic or vinyl cut letters are strongly discouraged.		
Window signs must have a clear background.		



7.4.7. Directional Signs

Provide guidance to entrances and parking locations.

Size		
Signable Area	6 sf. max.	(A)
One sf may be added for each listing with a max. sign area of 10 sf		
Location		
Width:	2' max.	(B)
Height:		(C)
Wall Mounted	8' max.	
Freestanding	6' max.	
Number of Signs	1 per lot or access way	
Miscellaneous		
The name of business or address may appear on directional sign.		
Directional signs shall be limited to directional and warning messages only.		



7.4.8. Awning

Traditional storefront fitting made of canvas or other material stretched on a frame and used to protect the storefront, window, doorway from sun or rain. Awning may display store name and signs.

Size		
Projecting:		
Sign Area	1 per sf. linear ft. of shop front, max.	(A)
Lettering Height	16" max.	(B)
Lettering Thickness	6" max.	(C)
Sloping Plane:		
Sign Area	25% coverage max.	(D)
Lettering Height	18" max.	(E)
Valance:		
Sign Area	75% coverage max.	(F)
Width	Store front width max.	(G)
Height	8" min.; 16", max	(H)
Lettering Height	8" mix.	(I)
Location		
Clear Height	8' min.	
Sign per awning	1 projecting; or 1 valance and 1 sloping plane max.	(J)
Miscellaneous		
Open-ended awnings are encouraged.		
Fabric awnings shall be covered only with canvas, woven acrylic, or similar fabric materials. Shiny or glossy materials including but not limited to vinyl and plastic are not permitted.		
Sign copy on awnings on secondary story windows is not permitted.		



7.4.8. Service station signs

Gasoline service stations and other establishments selling gasoline shall be permitted additional signs as follows:

- a. One gasoline and/or self-service/full service sign per pump island. The sign shall have a maximum of eight square feet in surface area per side, a total aggregate of 16 square feet and shall be secured to each pump island. The gasoline sign shall not count toward the total maximum signage permitted in this section.
- b. Each gasoline pump shall be permitted to display only the brand name or logo of the gasoline and shall not exceed the face of the pump.

7.4.9. Tenant directory signs

- a. Tenant directory signs shall be permitted in multi-building, multi-tenant professional, office, and/or business centers.
- b. One tenant directory sign up to 32 square feet in surface area per side shall be permitted per street frontage.
- c. Tenant directory signs shall not count toward the total maximum signage permitted in this section.
- d. Tenant directory signs shall not be located within any yard setback.
- e. The base of the tenant directory sign shall be landscaped.
- f. Only the name of the business and the address shall be permitted on tenant directory signs. Logos are not permitted.
- g. The tenant directory sign must be located at least 25 feet from any adjacent right-of-way.

7.4.10. Outdoor drive-through menu boards

- a. Outdoor drive-through menu boards are signs associated with drive-through restaurants which list the type and price of food items offered for sale at the establishment.
- b. Outdoor drive-through menu boards shall not count toward the total maximum signage permitted in this section, if they are not visible from any street right-of-way. If a menu board is visible from a street right-of-way, it shall count toward the maximum attached signage.
- c. New outdoor drive-through menu boards shall be no more than 32 square feet per side in size and shall be designed, located, and landscaped so that to the degree

feasible, they are not to be visible from any street right-of-way. The base of the menu board shall be landscaped and/or incorporated into the landscaping plan.

- d. The Planning Director may permit internal illumination for menu board signs for eating establishments with a drive-through. Such signs shall not cause glare hazardous to pedestrians or vehicle drivers or so as to create a nuisance to adjacent properties. Such signs shall be placed and angled so that, to the greatest extent possible, they are not visible from public or private streets.

APPENDIX A DISTRICT BOUNDARY



