



**Chatham County – Savannah
Metropolitan Planning Commission
“Planning the Future, Respecting the Past”**

Staff Report for GDP with Variance

MPC File No. 26-000393-ZA

March 10, 2026

Staff: Ken Gorski

Hopeton Landing POD 4

PIN: 21007 01002

20.78 Acres disturbed (26.56 acres total)

Zoning – PD (Planned Development)

MPC File No. 26-000393-ZA

**Reference File No(s): 25-12059-SITE, 23-05445-SITE, 24-04256-SITE,
20-005235-ZA, and 24-004499-ZA**

Owner: Little Ogeechee Partners LLC – Ben B. Wall, Jr.

Agent: DAI Commercial – Guy Davidson

Alderman District: 5 – Dr. Estella Shabazz

Chatham County Commission District: 5 – Tanya Milton

Nature of Request

The Petitioner is requesting approval of a General Development Plan with Variance for a new multifamily development at 600 Little Neck Road within the Hopeton Landing Planned Development (PD) known as POD 4. The requested variance is relief from the requirement that parking spaces in excess of 125% of the minimum quantity (as specified by code) must be constructed of pervious paving materials.

Facts & Findings

1. The subject property is under development and has been cleared. Grading, utilities and other associated site improvements are currently underway. The project consists of 282 dwelling units with one-, two-, and three-bedroom condos arranged in (8) 30-unit buildings and (1) 42-unit building. The development also includes a clubhouse and pool area, dog park, mail facilities, preserved wetlands, drainage retention ponds, enclosed garages and maintenance and trash collection areas.
2. This parcel has street access to Burke Boulevard to the north, Kenneth Lane to the south, and Keller Crossing to the east.
3. The water and sewer service for this project will be provided and maintained by the City of Savannah.
4. The Developer will install internal sidewalks as shown and along portions of Keller Crossing and Bowman Loop right-of-ways abutting the property in accordance with City of Savannah subdivision regulations. See general development plan drawings for exact locations and more information.

5. Parking requirements are a minimum of one space per unit, which would be 282 spaces for this development. The typical allowable amount of 125% before including pervious materials would equal 353 spaces. The proposed plan includes 464 surface parking spaces and 48 garage parking spaces for a grand total of 512 space parking capacity. The proposed surface parking exceeds the 125% threshold by 111 spaces.

Discussion:

While the 125% overage allowance for additional parking grants some flexibility in capacity and design, there are several issues that it does not address. This community has a residential mix of one-, two-, and three-bedroom dwelling units. One space per unit as a minimum parking requirement is a reasonable starting point for single-family, downtown and historic districts, but is often inadequate for condo or apartment complexes where multi-bedroom units frequently have multiple vehicles, especially in automobile-dependent land use regions such as Little Neck Road. Part of the intent of the minimal 1-space per dwelling unit is to reflect the desire and intent to minimize reliance upon automobiles in favor of mass transit such as buses and carpooling. While a worthy goal with a desirable outcome, the reality is that the infrastructure and alternative transportation opportunities are not sufficient or realistic at this time. Perhaps conditions will improve in the future to realize this planning and transportation goal.

Per the applicant and development company, their metric for this type of community typically requires 1.7 to 1.8 parking spaces per dwelling unit. For POD 4, they used 1.65 as the ratio to calculate their need for 464 surface parking spaces. This does not account for guests, deliveries, outside services (such as contractors) and similar additional needs for parking. For large developments, parking demand can quickly surpass the 125% threshold of the minimum parking requirement.

Permeable parking surface materials are primarily required in codes and ordinances to improve stormwater management to minimize flood risks. The minimum required open space for this PD zoning is 20%, but POD 4 provides almost 69% open area with plenty of green space, a retention pond and preserved wetlands. This large amount of open space will improve stormwater runoff and absorption rates to help mitigate any negative impact from the increased parking areas.

And finally, the drainage system for POD 4 has been designed in compliance with the Hopeton Landing Master Plan and performs below the allowable drainage flow rates and similar performance measures.

MPC Staff Recommendation:

MPC Staff recommends **approval** of the General Development Plan with the requested parking variance for relief from pervious paving requirements.

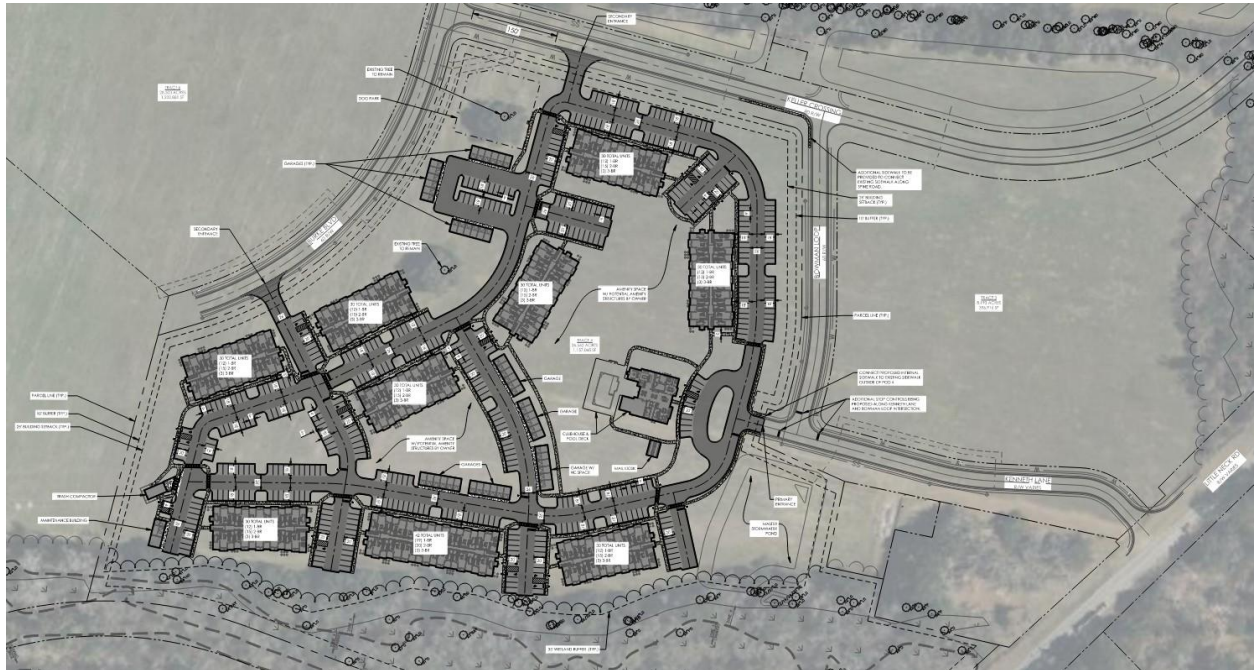
This recommendation for approval is based upon the following criteria and POD-specific site conditions:

1. Applicant Calculations for typical multifamily parking capacity needs:

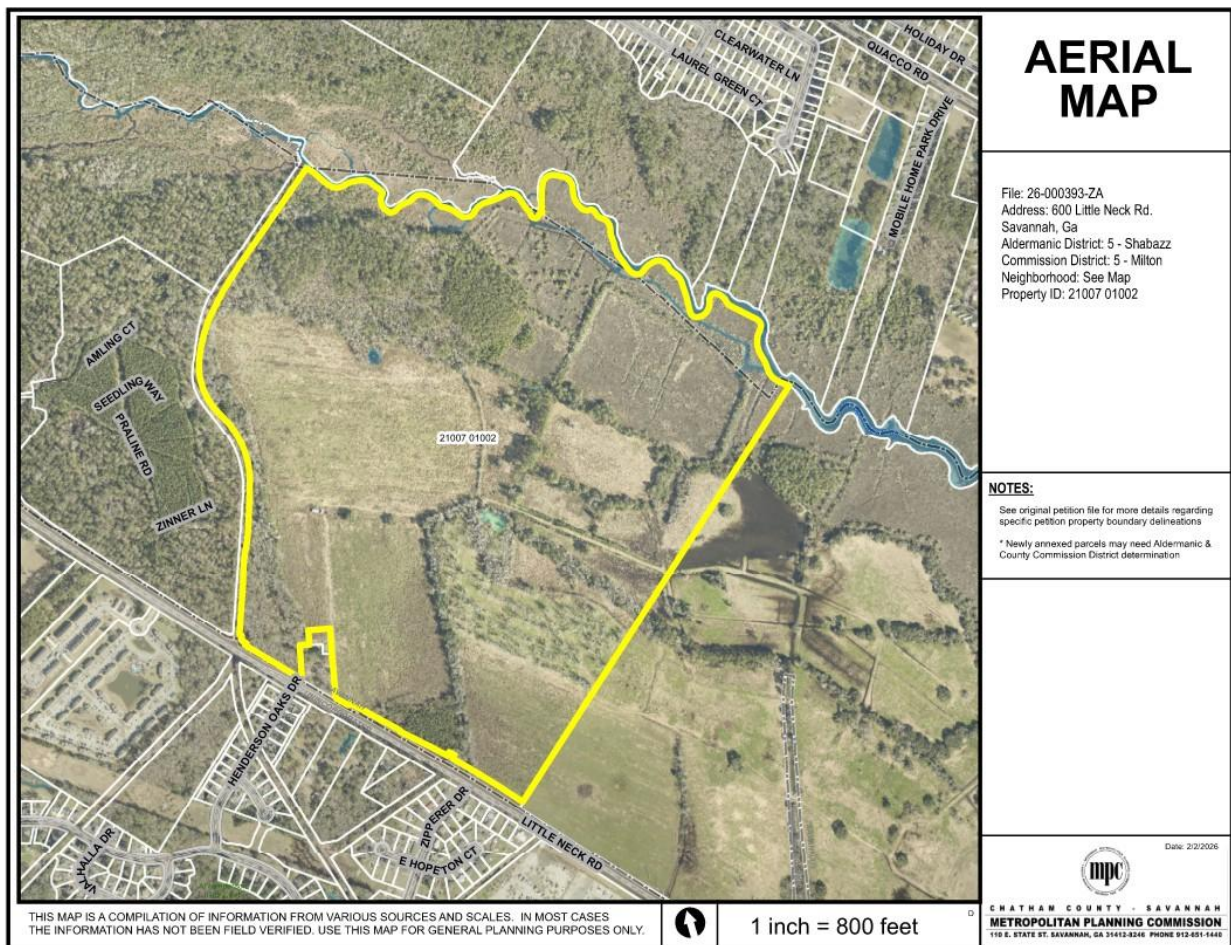
Dwelling Unit	Quantity	Spaces per Unit	Total Spaces
1-bedroom	115	1.65	189
2-bedroom	140	1.65	231
3-bedroom	27	1.65	44
		Grand Total:	464

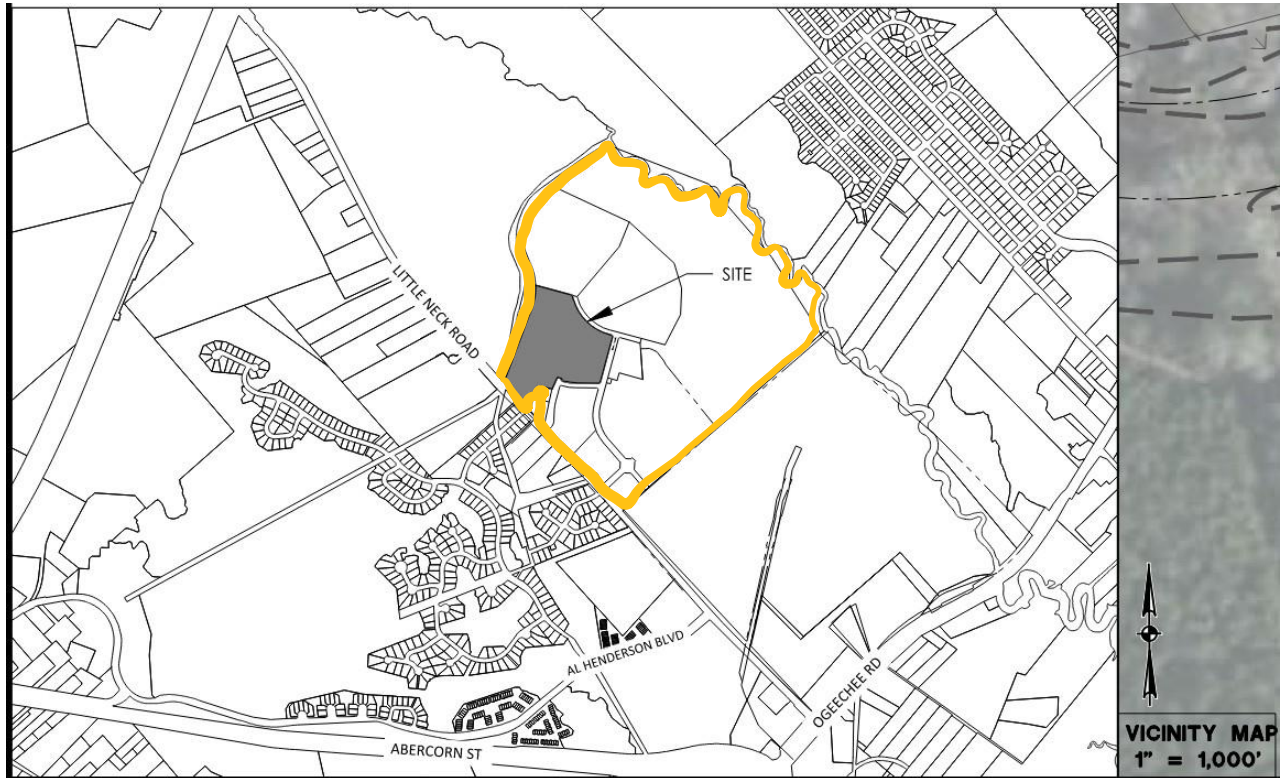
Given the above table of typical parking needs per unit, the proposed parking design of 464 seems reasonable. It should be noted that the calculation above does not consider ADA requirements, guest parking, community staff, outside services and similar considerations that will require parking accommodation.

2. POD 4 provides 69% open space which is much greater than the 20% minimum required. This additional open space should mitigate and offset any negative runoff or absorption impacts from the additional impervious parking and paving.
3. The drainage plan developed for POD 4 complies with the overall Hopeton Landing Master Plan and has less outflow and other drainage impacts than allowed.
4. Due to the above-mentioned care and consideration regarding overall site development and drainage considerations, this plan is uniquely justified for the pervious paving relief that has been requested.
5. An inset of the General Development Plan for Hopeton Landing POD 4 provided by the applicant, an Aerial Map & Vicinity Map are inserted below for reference.



Hopeton Landing POD 4 – Inset of General Development Plan





VICINITY MAP