



Design Review Board Meeting

Chairman

JAMES C. ATKINS

Vice Chairman

ERIC WALSNOVICH

Board Members

PETER BROWER

KRIS FELDMANN

ROGER JADOWN

VACANT

VACANT

County Administrator

MICHAEL MOORE

Clerk to Council

SARAH W. BROCK

Staff Support

ROBERT MERCHANT

Administration Building

Beaufort County Government

Robert Smalls Complex

100 Ribaut Road

Beaufort, South Carolina 29901

Contact

Post Office Drawer 1228

Beaufort, South Carolina 29901-1228

(843) 255-2140

www.beaufortcountysc.gov

Design Review Board Meeting Agenda

Thursday, December 5, 2024, at 2:30 PM

Large Meeting Room, Grace Coastal Church

15 Williams Drive, Okatie, SC 29909

1. CALL TO ORDER
2. FOIA – PUBLIC NOTIFICATION OF THIS MEETING HAS BEEN PUBLISHED, POSTED, AND DISTRIBUTED IN COMPLIANCE WITH THE SOUTH CAROLINA FREEDOM OF INFORMATION ACT
3. APPROVAL OF MINUTES – November 7, 2024
4. PUBLIC COMMENTS ON NON-AGENDA ITEMS (Comments are limited to 3 minutes)

ACTION ITEMS

5. **NEW BUSINESS:**
 - A. Dollar Tree Exterior Painting Project, 1460 Fording Island Road, Unit #101 – Bluffton – Final
6. **OLD BUSINESS:**
 - A. Cadillac Sales & Service Center, 1092 Fording Island Road – Bluffton – Final

OTHER BUSINESS

7. **NEXT SCHEDULED MEETING** – 2:30 p.m. on Thursday, January 9, 2025, at Grace Coastal Church, 15 Williams Drive, Okatie, SC 29909
8. **ADJOURNMENT**



BEAUFORT COUNTY
DESIGN REVIEW BOARD (DRB) MINUTES
November 7, 2024, Grace Coastal Church, 15 Williams Drive, Okatie, SC

Members Present: James Atkins, Peter Brower, Roger Jadown and Eric Walsnovich

Members Absent: Kris Feldmann

Staff Present: Nancy Moss, Beaufort County Community Development Department

Guests:

Mavis Tires & Brakes Exterior Painting: Marcelo Nandi, Mavis Tires via telephone call.

Hilton Head Cadillac Sales & Service Center: Tim Probst, PDG Architects

Stokes Toyota: J. J. Stokes, Stokes Honda, Jeff Ackerman, Carolina Engineering, Tim Probst, PDG Architects, and Josh Tiller, J. K. Tiller Associates

1. **CALL TO ORDER:** Chairman Atkins called the meeting to order at 2:30 p.m.
2. **FOIA:** Chairman Atkins said that “public notification of this meeting has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act”.
3. **RESIGNATION OF J. MICHAEL BROCK:** Chairman Atkins announced that Mr. Brock resigned unexpectedly from the Design Review Board (DRB). Mr. Brock was approached to serve on the Town of Bluffton Planning Commission. Mr. Brock advised the Town of Bluffton Attorney that he served on the DRB, and the Town attorney said there would be no issue. There was a complaint issued because Mr. Brock was serving on the Design Review Board and the Town of Bluffton Planning Commission at the same time. The County Attorney advised the DRB Chairman and staff that it was a state law that members of the DRB could not serve on more than one Board or Commission at the same time within the State of South Carolina. Mr. Brock will be missed, and we are so appreciative for the 14 years of valuable service he gave to the DRB.
4. **MINUTES:** Chairman Atkins asked if there were comments on the September 5, 2024, meeting minutes. Mr. Walsnovich requested that Item 5A “Cadillac Sales & Service Center” in the minutes get revised. He stated that he did not make the comments that were listed and believed that those were Mr. Brower’s comments.
Mr. Waslnovich motioned to approve the minutes with the corrections made. Mr. Brower seconded to approve. Motion carried unanimously.
5. **PUBLIC COMMENT ON NON-AGENDA ITEMS:** There was no public comment.

6. NEW BUSINESS:

A. Mavis Tires & Brakes Exterior Painting Project, 1176 Fording Island Road – Bluffton – Final:

Ms. Moss gave the project background. Mr. Atkins asked for public comment, but no comments were made. Marcelo Nandi, the Developer for the project, attended the meeting via telephone conference. He stated that the original painting proposal had a bold teal & white stripe on two sides of the building, but after speaking with staff they changed their proposal to limit the painting work on the brick gable with a teal color and a bottom white stripe. Mr. Nandi said that they wanted to make another change to the artwork so that the teal color would be applied on the gable over the main entry but that the top & bottom white stripes would be removed.

Mr. Walsnovich said that he had difficulty with the teal color being painted on the brown brick but had no problem with the new awning. He stated that he would prefer that the sign get applied directly to the brick wall but had a problem with painting the brick.

Mr. Brower stated that he had no problem with the new awning or the painted brick.

Mr. Jadown said that he did not think that the teal color fit in with the existing building and was not in favor of painting the brick.

Mr. Atkins said he had no problem with the new awning, the teal color or with painting the brown brick. He understood Mr. Walsnovich's and Mr. Jadown's comments because the teal paint would be permanent. Mr. Atkins said that he did have a problem with just painting the gable portion and preferred that they paint the entire gable element teal. Mr. Nandi said that by only painting the gable, versus painting the entire gable element, better represented the re-branding they wished to accomplish and that the signage would be applied over the painted teal color. Mr. Atkins suggested that they add a teal-colored backer on the wall signage and that they were allowed up to 80 square feet of wall signage.

Mr. Walsnovich asked if the brown brick would be painted red based upon the renderings given to the Board. Mr. Nandi stated that the brown brick would not be painted red and would remain unpainted. Mr. Walsnovich said that he had a problem with the gable being painted teal because it appeared to be part of the sign.

Mr. Walsnovich made a motion that this project get tabled to give the applicant the opportunity to study the option of adding a teal-colored sign backer, but that the brick could not be painted teal.

Mr. Jadown seconded the motion.

Motion carried unanimously.

7. OLD BUSINESS:

A. Hilton Head Cadillac Sales & Service Center, 1092 Fording Island Road – Bluffton – Conceptual (Revisit):

Ms. Moss gave the project background. Mr. Atkins asked for public comment, but no comments were made. Tim Probst, the Architect for the project, made the presentation. He said that he worked with Cadillac to bring Lowcountry elements to the architecture. He said that storefront windows were added to the side of the tunnel, Bahama shutters were added on the sides and rear of the building and that roofs were added over the doors and that they changed the metal panels to a matte finish on the front.

Mr. Jadown said that he liked what was done with the shutters and asked whether the metal panels were allowed. He said that he liked the building design before but liked the new version of the building design even more.

Mr. Brower said that he had a problem with the light building color and believed it should be darker in color. He stated that the white color was stark and contemporary and that it should have more sense of belonging in the Lowcountry.

Mr. Walsnovich stated he liked the direction the design was going by adding shutters but took pause with the starkness of the white building color.

Mr. Atkins questioned why the metal facade panels were kept and how it formed a roof over the showroom. Mr. Probst said that they had concerns that water would be an issue and that the metal panels created folds to address this. Mr. Atkins stated that the sloped roofs and shutters provide nice Lowcountry elements that tie well with the design. He said that the highway buffer fronting the existing building was fairly weak with many voids and struggled with the metal facade panels proposed at the front showroom. He asked Mr. Probst to consider substituting the metal panels with a cementitious product or stucco instead. Mr. Atkins said that metal panels have been approved on buildings in the past by the DRB but only on a case-by-case basis where the metal panels were on the back-of-the-house, hidden or not visible from the street. He said that the new building was closer to the highway than the existing building was, that the existing building had a stucco facade, and that the architecture had to meet the architectural guidelines within the corridor and struggled with the metal panels. Mr. Atkins said that the matte panel is still a metal panel.

Mr. Atkins asked for a motion.

Mr. Brower made a motion to approve this project with the condition that:

- The metal facade panels are not approved and should be substituted with a cementitious product or stucco.
- Re-study the entire color scheme on the building so it is in context with the existing building.

Mr. Jadown seconded the motion.

Motion carried unanimously.

8. BOARD BUSINESS:

A. Election of DRB Vice Chairman (Partial Term ends January 1, 2026):

Mr. Atkins asked the Board if anyone wished to volunteer to serve as Vice Chairman. The Board held a brief discussion.

Mr. Walsnovich made a motion that he would serve as the DRB Vice Chairman.

Mr. Brower seconded the motion.

The motion passed unanimously.

B. Vote to Approve the 2025 Meeting Schedule:

Mr. Atkins stated that the meetings would be held on the first Thursday of each month except for the months of January and July, the meetings would be held on the second Thursday to avoid holiday conflicts.

The Board unanimously approved the 2025 meeting schedule as proposed.

9. DISCUSSION ITEMS:

A. Stokes Toyota Service Center, 3557 Trask Parkway – Beaufort:

Ms. Moss gave the project background. Mr. Atkins asked the applicant to provide additional information. Mr. Tiller, the Landscape Architect for the project, stated that the Trask Parkway widening took a good portion of the highway buffer in front of this development so a wide foundation buffer was added in front of the new service center building to accommodate enhanced buffering and that new plantings would be added within the old driveway cut. Mr. Ackerman, the project Engineer, said that the rear metal service building had 18 bays with no air-conditioning and that Toyota needed to upgrade the site. He stated that the small building would be removed and that the parking area would be improved with new pavement and tree islands. He said that there were FEMA flood issues between the old dealership building and the new service center building and grading work would be required and that the new parking area in front of the service center building was laid out to match the cadence of the parking area on the northern portion on the site. He stated that the only overhead door on the new service center would be on the right side of the building, that the building would be softened with the plantings in the widened foundation buffer and that a Dominion overhead powerline was behind the buildings and that the buildings could not be placed any further from the highway.

Mr. Brower asked where the customer waiting area would be located. Mr. Ackerman said that customers would pull into the drop off tunnel and wait in the existing dealership building. Mr. Brower asked where the used cars would be sold. Mr. Ackerman said that the used cars would be displayed in the new parking area in front of the new service center building.

Mr. Walsnovich asked if the middle parking spots were one space deep. Mr. Ackerman confirmed that they were one space deep and that they lined up with the parking aisles on the northern half of the site.

Mr. Probst explained that the drop-off tunnel and service center would be a continuation of the existing dealership building. He said that the addition was lower than the dealership building and that the service center had faux cementitious louvers in the front with functional windows above the louvers and that metal panels were on the sides and rear.

Mr. Atkins stated he liked the fenestration.

Mr. Brower said the new building made a huge improvement on the entire site.

Mr. Walsnovich asked if plantings would be added to the existing 10' highway buffer. Mr. Tiller stated that additional plantings existed within the highway buffer and that new plantings would be added within the old driveway cut off Trask Parkway. Mr. Walsnovich said that evergreen plantings, such as American hollies, should be installed within the widened service center foundation buffer and that the tree islands within the new parking area should be wider to support overstory trees.

Mr. Jadown asked whether there would be more or less vehicle parking spaces on site. Mr. Ackerman stated that there would be fewer vehicle parking spaces in front of the new service center but there was space at the rear of the site that could be used for vehicles to be displayed.

Mr. Atkins said that the back and sides had smooth stucco and to consider continuing the stucco around the entire building versus the metal panels while keeping the massing and shape. Mr. Probst said that the intent was to keep the front minimal with the metal panels. Mr. Atkins said that the drive through tunnel was clad with stucco and that there were four pronounced pieces of metal panels with stucco sides.

The Board provided the following guidance to the SRT to bring the site into better conformance with the Code:

- Propose evergreen plantings, such as American hollies, within the widened service center foundation buffer.
- Widen the new tree islands within the parking area fronting the Service Center to support overstory shade trees.
- Install supplemental evergreen plantings in the void areas within the existing 10' highway buffer.

B. Okatie Center East – Caliber Collision Revised Roof Screen Layout, 107 Traders Cross – Bluffton:

Mr. Atkins explained that there were some changes made on the building that did not receive DRB approval. He said that the approved brick color on the water table was brown but that the lighter brown color was installed and that a small roof vent was installed on the small shed roof and that both changes were recently approved by him on behalf of the Board.

Mr. Brower stated that he preferred the light brown brick on the water table.

Mr. Atkins said that he asked that this project be added to the agenda to discuss the changes with the Board and that another major issue was that an additional large roof vent was installed on the

rear roof without screening and that it was visible from the highway. He said that updated rendered elevations and a roof screen layout plan were submitted that addressed his concerns. He explained that the existing metal equipment screen would be extended in front of the new roof vent and that the jogged roof screen behind the new roof vent would remain.

Mr. Atkins made a motion to approve the roof screen layout plan and that the roof vent on the shed roof should be painted to match the roof color.

Mr. Brower seconded the motion.

The motion passed unanimously.

10. OTHER BUSINESS: Mr. Atkins stated that the next scheduled meeting would be held at 2:30 p.m. on Thursday, December 5, 2024, at Grace Coastal Church, 15 Williams Drive, Okatie, SC 29909.

11. ADJOURNMENT: Mr. Brower made a motion to close the meeting and Mr. Jadown seconded the motion. The meeting was adjourned at 3:45 p.m.

Dollar Tree – Exterior Painting Project

Type of Submission:	Final
Developer:	Sarah Piccione, Pittsburgh Hilton and Associates
Architect:	Donna Elliott, RRMM Architects
Engineer:	Tim Little, OLG Engineering
Type of Project:	Commercial
Location:	1460 Fording Island Road, Unit #101, Bluffton, SC
Zoning Designation:	C5 Regional Center Mixed-Use

This project is located at the Hilton Head Village shopping center with a 118,810 square foot one-story building with attached commercial units containing 3 large anchor units and several smaller commercial units mixed in between. The shopping center was built in 2000 on a 13.37-acre parcel, complete with internal drives, parking, landscaping and infrastructure. The site is constrained by Highway 278 & Moss Creek Plantation to the north, developed commercial parcels to the east, the Edgewater apartments & Bluffton Parkway to the south and Tanger 2 to the west.

The exterior painting and alteration work is proposed on the eastern anchor unit that once contained Bed Bath & Beyond and has been vacant for over two years. The scope of the work for this project includes dividing the former Bed Bath & Beyond anchor unit into two commercial units, re-painting half of the blue colored entry surround a tan color, painting a large “Lucky Green” colored rectangle above the entrance and installing a divided lite storefront window within the blank gray stucco wall east of the front entry door. No other alterations are being requested.

Staff Comments:

1. Sheet A3.1: Indicates that the wall signage is proposed within the green rectangular area so the Board must determine if the green area would be considered as the signage background or if it is a legitimate accent color. Per 5.6.160 of the Code, the size of the signage allowed is 1 SF per linear foot of shop front width up to 80 SF max. See image below. The length of the new shop front is not very wide and would be measured at the main entry door area. The dimensions of the green area are not specified, but it may exceed the area allowed for wall signage for this unit.



2. Signage is approved through a separate Sign Application process through the Zoning Department.

END OF REPORT

Hilton Head Cadillac Sales & Service Center

Type of Submission:	Final
Developer:	Hilton Head Buick GMC Cadillac
Architect:	Tim Probst, PDG-Architects
Engineer:	Charles R. Hager, LGA Engineering
Type of Project:	Commercial
Location:	1092 Fording Island Road, Bluffton
Zoning Designation:	C5 Regional Center Mixed-Use

The project consists of constructing a 24,200 square foot Cadillac sales & service center building including internal services drives & parking, two EV charging stations, landscaping, and associated infrastructure on a cleared portion of the property. The 10.11-acre lot currently has an existing 40,600 square foot Buick GMC & Cadillac car dealership with an attached service center that was constructed in 1998 that is centrally located on the site which is surrounded by paved service drives, customer & vehicle display parking areas and a frontage road adjacent to Highway 278. This property is constrained by Highway 278 to the north, the Target shopping center to the west, major overhead transmission lines encroach to the south and a jurisdictional wetland to the east.

This project was reviewed for a conceptual revisit by the Design Review Board on November 7, 2024, and was approved with the following conditions:

- The metal facade panels are not approved and should be substituted with a cementitious product or stucco.
- Re-study the entire color scheme on the building so it is in context with the existing building.

The building design has essentially remained the same from the last Board meeting except the two-toned metal panel facade treatment at the front showroom has been changed out with fiber cement panels with boneline. The color scheme on the building has a combination of white and gray tones with ivory-colored fiber cement panels around the front showroom, light gray stucco cladding on the main building facade, medium gray on the echelon masonry accents and dark gray on the metal awnings, aluminum Bahama shutters, pedestrian doors & trim and overhead door framing and aluminum downspouts & scuppers.

The applicant has submitted drawings with color photographs of the existing building and rendered elevations of the new building so the Board can determine if the proposed materials and colors proposed on the new building are in context with the existing building.

Staff Comments:

1. The Roof Plan (sheet A.1.2) does not show the location(s) of the rooftop HVAC equipment, exhaust fan(s) or other roof mounted equipment. It is unclear if the rooftop equipment can be seen from the highway or from the adjacent parcels.
2. Landscape Plan:
 - a. 35" of live oaks were to be fully mitigated within the Limits of Disturbance (LOD). 40 caliper inches of Highrise live oaks are being proposed but only 5 caliper inches are being planted within the LOD as required. 35" of Highrise live oaks are proposed to be planted on site but are outside the LOD.
 - b. The foundation buffers around the entire building lack adequate evergreen shrubbery to soften the building and should not contain sod.

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- c. The planting medians in the parking area behind the building contain sod and no dwarf tree or shrubbery plantings. The overhead powerlines prevent overstory trees from being planted in the tree islands, but dwarf tree-form evergreens should be incorporated in the tree islands as was done at the Bluffton Gateway development.
 - d. At the conceptual DRB meeting, the Board wished to explore closing some of the gaps within the highway buffer fronting the existing dealership building to bring the buffer into better conformance with the Code. The landscape plan (sheet L-101) does not propose any evergreen shrub groupings or sod removal but does propose two Highrise Oaks within the Highway buffer.
3. Confirm that the continuous LED lighting over the “eyebrow” canopy over the front showroom storefront window system is subtle; provide the footcandle level of the LED lighting.
 4. The interior lighting within the front showroom “shall be so designed to prevent the light source or high levels of light from being visible from a public right-of-way” to meet 5.7.40.A.4 of the Code.
 5. Lighting Plan: seven (7) new parking lot light poles are proposed to be mounted 25’ above ground level. Per 5.7.40.B of the Code, “Lighting poles may not exceed a height of 20 feet”.

END OF REPORT