



Design Review Board Meeting

Chairman

JAMES C. ATKINS

Vice Chairman

KRIS FELDMANN

Board Members

DENISE PROCIDA

JOHN TETER

VACANT

VACANT

VACANT

County Administrator

MICHAEL MOORE

Council Liaison

PAULA BROWN

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

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(843) 255-2140

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Design Review Board Special Called Meeting Agenda

Thursday, January 15, 2026, 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 – December 4, 2025
4. PUBLIC COMMENTS ON NON-AGENDA ITEMS (Comments are limited to 3 minutes)

ACTION ITEMS

5. NEW BUSINESS:

6. OLD BUSINESS:

- A. McCulloch Tract – Lot 1 – Discount Tire, 1000 Fording Island Road – Bluffton – Conceptual (Revisit)
- B. Yard Farm RV Park, 700 Sea Island Parkway, St. Helena Island – Final (Revisit)

OTHER BUSINESS

7. NEXT SCHEDULED MEETING – 2:30 p.m. on Thursday, February 5, 2026, at Grace Coastal Church, 15 Williams Drive, Okatie, SC 29909

8. ADJOURNMENT



**BEAUFORT COUNTY
DESIGN REVIEW BOARD (DRB) MINUTES
December 4, 2025, Grace Coastal Church, 15 Williams Drive, Okatie, SC**

Members Present: Kris Feldmann, Denise Procida and John Teter

Members Absent: James Atkins

Staff Present: Nancy Moss, Beaufort County Community Development Department

Guests:

McCulloch Tract – Lot 1 – Discount Tire: Kelly Wagoner, Foresite Group, Inc. via telephone

The Reserve at Broad River: Shelly Blakesley, Watt Leaf Architecture via telephone; Eric Walsnovich & Brad Hicks, Wood & Partners in-person

Mavis Tires: Tamara Whaley, Palmetto State Sign via telephone

Yard Farm RV Park: John Trask III; and Caleb King, WJK, Ltd.

Malind Centre: Jason Broene, Court Atkins Architects

Beaufort County Councilwoman Paula Brown, District 8

Members of the public were in attendance for the Yard Farm RV Park project (see Exhibit A).

1. **CALL TO ORDER:** Mr. Feldmann called the meeting to order at 2:31 p.m.
2. **FOIA:** Mr. Feldmann said that “public notification of this meeting has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act”.
3. **MINUTES:** Mr. Feldmann asked if there were comments on the November 6, 2025, meeting minutes. Mr. Teter motioned to approve the minutes as prepared. Ms. Procida seconded the motion. The motion carried with unanimous approval.
4. **PUBLIC COMMENT ON NON-AGENDA ITEMS:** There was no public comment.

ACTION ITEMS

5. **NEW BUSINESS:**
 - A. **McCulloch Tract – Lot 1 – Discount Tire, 1000 Fording Island Road. – Bluffton - Conceptual:** Ms. Moss provided the project background. Mr. Feldmann asked for public comment, but no comments were made. Kelly Wagoner, the Engineer for the project, attended the meeting by telephone to represent this project. He stated that they have been working on this project since 2019 and had delays with Covid and other issues. He explained that Discount Tire is a retailer of wheels and tires and referred to the building elevations. He said that the building had a showroom in the front and a garage with three bays on the side to replace tires, that the hours of operation are

8:00 a.m. – 6:00 p.m. and that they had 10 employees. Mr. Wagoner said that Discount Tire went through several concept designs and that the building design submitted was the current prototype with architectural features added to meet the Beaufort County Code. He said he would be glad to get the Board's input.

Ms. Procida stated that the new proposed building design lacked the detailing that is required along the corridor, that the north elevation had nothing and to restudy the material selection of the gray concrete block.

Mr. Teter said to ensure the roof parapet is tall enough to fully block view to the rooftop equipment and that he concurred with the previous architectural comments made by Ms. Procida. He said that the building was stark and that the colors did not work.

Mr. Feldmann said that he too concurred that the building lacked Lowcountry detailing and that a good place to start is to re-look at the 2020 architecture that was previously submitted to the Board. He said that the current building design also lacked parapet elevation changes versus the volumes on the facades.

Mr. Teter stated that it was too early to conditionally approve this building design for conceptual review and made a motion to Table this project.

Ms. Procida seconded the motion and stated that there were too many conditions to list.

Mr. Wagoner said that they would re-work the design and incorporate some of the 2020 building features.

Mr. Feldmann recommended to:

- Avoid blank, unarticulated walls
- Incorporate elevation changes between the parapets
- All roof equipment must be fully screened from view.
- Re-study the material selections
- Incorporate more Lowcountry detailing to the architectural design as was done in 2020

Motion passed unanimously.

A. The Reserve at Broad River – Multi-Family Apartment Project, 101 Broad River Boulevard – Beaufort – Conceptual:

Ms. Moss provided the project background and read a list of Curt Freese's, City of Beaufort, concerns [see Exhibit 13]. Mr. Feldmann asked for public comment, but no comments were made. Shelly Blakesley, the Architect for the project, attended the meeting by telephone and Eric Walsnovich and Brad Hicks attended in-person. Mr. Walsnovich said that he was aware of Mr. Freese's comments and is working to resolve the issues and is having a TIA prepared. Ms. Blakesley said that she took the architectural standards in the CDC very seriously and incorporated balconies and porches to break up the facade, that the building was a combination of Lowcountry and Village revival, that the breezeways nicely delineate the entrances, that the roof form had 4/10 simple gables & hips, that the building facade material was cement board and brick, and that the 4/4 windows will have 1x6 cement fiber board trim and would be painted oyster white. Ms. Blakesley asked the Board if they had any questions.

Mr. Teter said that he would like the idea of using Savannah Gray brick versus black brick. He asked if the vinyl window sashes would be bright white or oyster white to match the window trim work. Ms. Blakesley said that the window sashes would be off white/cream colored. Mr. Teter said that the board & batten (B&B) spacing seemed a bit wide and would prefer a 12" or 16" spacing. Ms. Blakeley measured the B&B distance during the meeting and said that it was shown at 24" and that she would prefer 16" spacing also. Mr. Teter asked if they would consider changing the shingle color to slate gray versus the dark color.

Ms. Procida said that overall, she liked the design but suggested that more study with the color locations be considered because the symmetry elements seemed a little off and needed differentiation of color. She cited an example of the breezeway entrance being green in color and that the mirror gable should be green also. Ms. Procida said that the architecture was coming along.

Mr. Feldmann stated that he echoed his fellow Board members' comments. He said that the dark red accents were not working as it relates to the volumes on the facades. He cited the main building as an example and said to study the shutter locations to demonstrate they are working or serving a practicable function. With another example, Mr. Feldmann said that the Clubhouse, Summer Kitchen & Maintenance buildings should pull elements from the main apartment building and encouraged the Architect to be selective with the various elements, so the design does not become busy. He said to simplify the building design and incorporate the appropriate amount of Lowcountry features. He stated that the Clubhouse elevation 2 (Gym Side) feels like they are trying to capture every Lowcountry element given its size and to simplify the design. Mr. Feldmann said that the false louvers on the Summer Kitchen front elevation feel busy and that maybe they should be eliminated. He said that he does not have an issue with the Ox Blood red, but it's not used enough.

The Board had a discussion prior to the Motion and indicated that the site plan issues had to be worked out and that they were only reviewing the architecture at this meeting.

Ms. Procida made a motion to approve the building architecture subject to the following conditions:

- Study the color locations (symmetry elements seemed a little off) & material palette in more detail.
- Simplify the outbuilding design and incorporate the appropriate amount of Lowcountry features, but do not go overboard.
- Reduce the board & batten siding spacing from 24" on center to 12" or 16".
- Study the shutter locations to demonstrate they are working or serving a practicable function.
- Provide real color and material samples at the final DRB review.

Mr. Teter seconded the motion.

Motion passed unanimously.

6. OLD BUSINESS:

A. Mavis Tires & Brakes Exterior Painting & Landscape Improvements Project – Bluffton - Final:

Ms. Moss provided the project background. Mr. Feldmann asked for public comment, but no comments were made. Tamara Whaley, the Agent for the project, attended the meeting by telephone to represent this project. She asked about the approval process for the wall and

monument signage. Ms. Moss stated that the signage would be reviewed once the building exterior painting and buffer landscaping issues were approved by the DRB.

Ms. Procida said that she liked that they adjusted the water table height but thought the top teal band was too much color at the main parapet and suggested reserving the teal color at the parapet above the main entry only. She stated that the main roof parapet teal color should be substituted with the gray water table color.

Mr. Teter said that the rendered elevations show black downspouts but that the drawings specify that the downspouts are white in color.

Mr. Feldmann said that he had no comments and that the applicant met the conceptual DRB conditions.

Mr. Teter made a motion to approve the project as submitted.

Ms. Procida seconded the motion.

Motion passed unanimously.

Mr. Feldmann read the standard final condition and stated that “the exterior painting work must be applied to the building, and the landscaping must be installed per the plans reviewed and approved by the DRB. The color board reviewed and approved by the DRB must be adhered to during construction. Any changes to the approved plans or submittals must be requested for and submitted to the DRB for formal approval before changes are made”.

B. Yard Farm RV Park, 700 Sea Island Parkway – St. Helena Island – Final:

Ms. Moss provided the project background. Mr. Feldmann asked for public comments and stated that each person was limited to 3 minutes of comments.

Elizabeth Bishop submitted a written statement against this project which was read to the Board by Bette Ruth Cappelmann (see Exhibit C).

Bette Ruth Cappelmann stated she was against this project.

Denise Bishop stated she was against this project as her property was adjacent to this site and believed the noise, increased traffic and trespassing concerns would negatively affect her chickens and horses.

Lynn Singleton said that she was against this project because it would affect the health & safety for the St. Helena Island residents, increase traffic and that the marsh must be protected from the laundry chemicals.

Trevor Perry said that he was against this project because of the increase in traffic that would be generated and that there was a shortage of hunting areas on St. Helena Island.

William Smith spoke against this project and echoed the comments by the other residents.

Willie Turrall read a prepared statement and was against this project. He stated that the scale and density of this development cannot be supported by the highway corridor because the parkway was

a one-way in & one-way out, that there would be low visibility for the RVs to maneuver out of this development on to the parkway, that a campground was a transient use that would over burden access to the corridor (see Exhibit D).

Nancy Ware asked if there would be a gate on Yard Farm Road at Sea Island Parkway. The Board stated that the gate was proposed on Mr. Trask's property at a driveway cut off Yard Farm Road.

John Trask stated that he wanted what was best for the St. Helena Community, that he too was raised on St. Helena Island and that he wanted to address the public comments. He stated that there would be an undisturbed 100' buffer to screen the development from view, that RVs were going to Hunting Island anyway and that he hoped that they would stop at his RV park, that chain link fencing was proposed behind the buffer to prevent children & pets from wandering onto the parkway and that the pickle ball courts were located off the first driveway cut off of and near to Sea Island Parkway and that they were unlit courts.

Mr. Teter said that the porch column spacing on the building should be re-aligned with the windows and breezeway openings and that the door swing comments were not addressed.

Ms. Procida said that no stairs with railings were proposed at the front porch but that a handicap ramp was proposed. She said that the two columns block the front corridor and window openings, that the main porch does not have a guard rail and the pavilion's 3/12 roof slope warrants a metal roof. She said that the building's handicap issues were not under DRB's purview.

Mr. Teter stated that the conceptual DRB architectural issues were not addressed with this submission. He asked what the elevation was at the top of the porch deck and at the ground level.

Mr. Feldmann said that the final updated DRB package did not reflect the Board's comments from the previous meeting.

Mr. Feldmann made a motion to Table this project to allow the applicant an opportunity to address the Board's comments. He recommended that the developer meet with the neighbors to work through the issues brought up during Public Comment portion of the meeting.

Ms. Procida seconded the motion.

Motion passed unanimously.

BOARD BUSINESS

A. Board Vote for DRB Chairman & Vice Chairman (Term Ends 01.01.28): Mr. Feldmann stated that Mr. Atkins offered to serve as Chairman at the last meeting if no one else wanted to.

Mr. Teter made a motion to vote for James Atkins as Chairman and Kris Feldmann as Vice Chairman.

Ms. Procida seconded the motion.

Motion passed unanimously.

OTHER BUSINESS

7. Informal Discussion: Osprey Point – Malind Center – Commercial Architecture, 1569 Pritchett Point Road – Okatie:

Jason Broene, the Architect for the project, made a PowerPoint presentation for the project. He stated that they wanted to get the Board's feedback and would refine the drawings before submitting them for conceptual DRB approval. He referred to the site plan for a project overview and said that they researched this site and that it was used for farming and fishing and developed agrarian traditional farm type buildings. Mr. Broene said that the site layout had anchor tenant buildings in the center of the site fronting a pedestrian boulevard for outdoor activity with an office side on the site to the south with the other side dedicated to high-end retail stores & restaurants. He said that they placed a high emphasis on landscaping & pocket parks at the main boulevard. Mr. Broene said that the buildings had simple gable forms with outdoor gathering areas and horizontal fences. He stated that they placed emphasis on the entry elements with colonnades between the buildings and that there were several buildings with similar elements. He said that the horizontal siding & cupolas were proposed to add interest and to introduce as much glazing for natural lighting.

Ms. Procida said that she loved the design, but that she would like to see the linear format of the elevations to see the massing relative to each other and to see the elevations on each side of each building.

Mr. Teter said that he was excited to see this project developed.

Mr. Feldmann said that it was really important to save the significant trees and to layer them in the drawings, so the development looked as if it were there for a long time. He said that there was a lack of a central walking corridor and would like to see it enhanced and to perhaps add an outdoor dining area (picnic tables) at the wetland buffer area. Mr. Feldmann stated that the black & white color scheme seemed a little trendy and cited the color scheme at building D as looking more appropriate versus building B. He cautioned the overuse of cupolas and to soften the material pallet from a color standpoint.

8. NEXT SCHEDULED MEETING: Mr. Feldmann stated that the next scheduled meeting would be held at 2:30 p.m. on Thursday, January 8, 2026, at Grace Coastal Church, 15 Williams Drive, Okatie, SC 29909.

Ms. Procida and Mr. Feldmann stated that they had prior obligations on January 8, 2026, and would be unable to attend so there would not be a quorum and requested that staff reach out to the Grace Coastal Church to reschedule the meeting to January 15, 2026.

9. ADJOURNMENT: Mr. Teter made a motion to close the meeting, Ms. Procida seconded the motion. The meeting was adjourned at 5:15 p.m.

10. POST MEETING: The Tuesday following the Board meeting, a member from the public, James Herrin, submitted an email stating that he was against the Yard Farm RV Park project (see Exhibit 1).



SIGN-IN SHEET

Design Review Board (DRB) Meeting

Grace Coastal Church, 15 Williams Drive, Okatie, SC 29909

December 4, 2025

Project Name	Print Name	Organization/Title	Phone #	Email
1. <u>Yard Farm</u>	<u>Bette Ruth Cappelmann</u>		(843) 321-1147	<u>bcappelmann@gmail.com</u>
2. <u>Yard Farm</u>	<u>Denise Bishop</u>		843-252-1232	<u>Love4TR@iscc.net</u>
3. <u>Yardfarm</u>	<u>Mary Sharp</u>		843-986-4634	<u>msharp@marysharp.net</u>
4. <u>Molind Centre</u>	<u>Jason Broene</u>	<u>Count Atkin Group</u>	843-815-2557	<u>jason.broene@countatkins.com</u>
5. <u></u>	<u>Lynn Singleton</u>		(843) 476-1888	<u>account@klns.com</u>
6. <u>4</u>	<u>Trevor Perry</u>		843-592-4086	
7. <u>William Saiter</u>			803-546-6338	
8. <u>Willie Turrent</u>				
9. <u></u>				
10. <u></u>				
11. <u></u>				
12. <u></u>				
13. <u></u>				
14. <u></u>				
15. <u></u>				
16. <u></u>				
17. <u></u>				
18. <u></u>				

**RE: re: DRB Tonight The Reserve**

From Curt Freese <cfreese@cityofbeaufort.org>

Date Thu 12/4/2025 11:35 AM

To Moss, Nancy <nmosse@bcgov.net>

Cc Merchant, Robert <robm@bcgov.net>; Christopher Klement <cklement@cityofbeaufort.org>

[EXTERNAL EMAIL] Please report any suspicious attachments, links, or requests for sensitive information to the Beaufort County IT Division at helpdesk@bcgov.net or to 843-255-7000.

Thank you,

I think all of our issues are site planning related, so if it is only architecture...I am not as concerned. Yet, I think I would be fine with you offering those comments as this goes to Site Planning.

I wrote that quickly, and in one place I think I meant to say the Reserve. Additionally, here were our conditions presented to our PC on November 17, 2025

- 1. A street connection at Katie Rivers Road (private) be made to the apartment complex under review with Beaufort County to the East. This should include moving the street stub South (where there is room), so that the street is built as part of this subdivision/development.**
- 2. Street stubs should be provided at the terminus each street, or at the terminus of each parking aisle, to encourage a future urban pattern connecting to the County Development. This would comply with Section 7.2.2 A Continuation of Adjoining Street System: "The proposed street layout shall be coordinated with the street system of the surrounding area to form an interconnected street pattern, formalized by a platted public access easement. Adequate street connectivity shall be assessed by the TRC, based on the ability of the proposed alignments to: 1. Permit multiple routes between origin and destination points; 2. Diffuse traffic; and 3. Shorten walking distances"**
- 3. The access point and boulevard along HWY 21 is on a separate parcel which was not submitted with this request. The details, proposed ROW or access easement should be shown and provided on the Site Plan.**
- 4. Both access points are within access point spacing Section 7.2.3 C: at least 200' between access spacing is required. Both access points are well within the 200' requirement. This should be reconsidered before this reaches a preliminary plat/Site plan phase, as a variance must be obtained and should be avoided.**

5. The SCDOT Driveway spacing guidelines require a minimum of 220 ft at posted speeds of 35 mph. The current site plan shows that the new location for the access point on Broad River Road meets this guideline for Glaze Drive Road to its north (317 ft,), but not the Lamon Drive driveway to its south (90 ft).
6. The proposed access to Broad River Road seems to create a jogging intersection with Glaze Drive. SCDOT's ARMs Manual indicates that these types of intersections are to be avoided.
7. Sidewalks must be provided along Broad River Blvd.
8. Sidewalks, street lights, curb and gutter, and street trees should be provided along the proposed internal streets

Best,

Curt Freese, AICP
Community Development Director
1911 Boundary Street
Beaufort SC, 29902
cfreese@cityofbeaufort.org
843-525-7012



From: Moss, Nancy <nmoss@bcgov.net>
Sent: Thursday, December 4, 2025 11:27 AM
To: Curt Freese <cfreese@cityofbeaufort.org>
Cc: Merchant, Robert <robm@bcgov.net>; Christopher Klement <cklement@cityofbeaufort.org>
Subject: RE: re: DRB Tonight The Reserve

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Curt:

Thank you for your comments. Would you be able to attend the DRB meeting this afternoon at 2:30 p.m. to express your concerns or would you like me to read your concerns to the Board? Please advise. Thank you.

Rob, the Board is only reviewing the architecture today. How should I advise the applicant of the next steps they should take with Beaufort County regarding the site plan issues Curt has brought to our attention? Revisit conceptual SRT?

Sincerely,

Nancy R. Moss
Beaufort County Planning & Zoning Department
(843) 255-2146

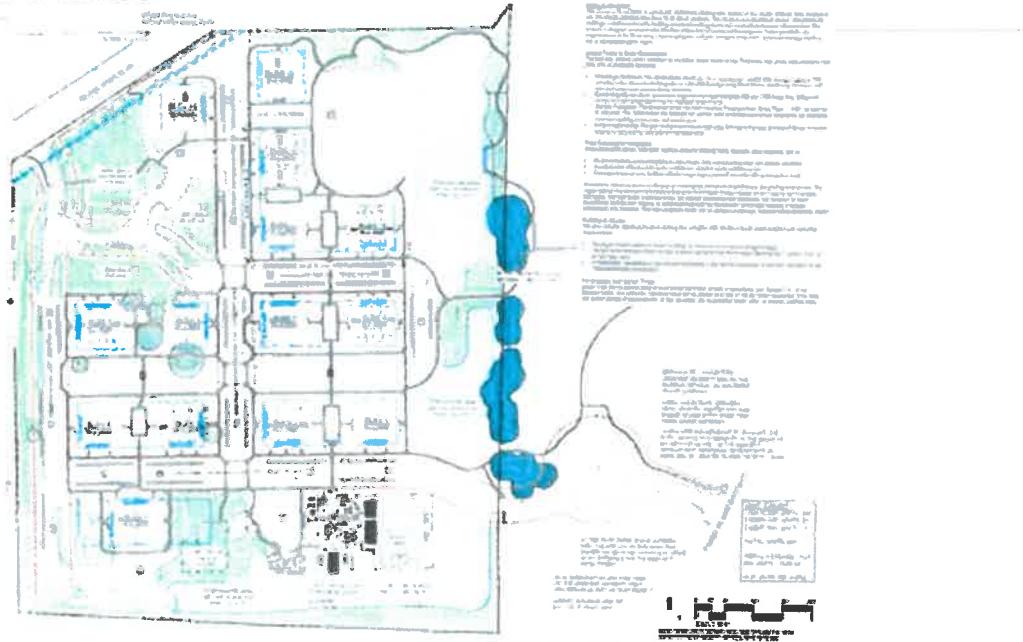
From: Curt Freese <cfreese@cityofbeaufort.org>
Sent: Thursday, December 4, 2025 11:19 AM
To: Moss, Nancy <nmoss@bcgov.net>
Cc: Merchant, Robert <robm@bcgov.net>; Christopher Klement <cklement@cityofbeaufort.org>
Subject: RE: re: DRB Tonight The Reserve

[EXTERNAL EMAIL] Please report any suspicious attachments, links, or requests for sensitive information to the Beaufort County IT Division at helpdesk@bcgov.net or to 843-255-7000.

Here is their plan for the City for reference. Please note the trees and stormwater and lack of connectivity, as well as the northern road connection being off property. These are all not acceptable to us at the conceptual phase without making at least a real additional connection. We need at least the northern connection, and that needs to be on their property.

Also, you see the roundabout and road through your property being heard tonight, which is critical to ours. This will require coordination with the City, as this plan does not work without it. Honestly, this seems like it could be a nice urban connection to both developments, but without coordination, that is lost.

SKETCH PLAN



Curt Freese, AICP
Community Development Director
1911 Boundary Street
Beaufort SC, 29902
cfreese@cityofbeaufort.org
 843-525-7012



From: Curt Freese

Sent: Thursday, December 4, 2025 11:14 AM

To: nmoss@bcgov.net

Cc: Merchant, Robert <robm@bcgov.net>; Christopher Klement <cklement@cityofbeaufort.org>

Subject: re: DRB Tonight The Reserve

Importance: High

Hello,

We have a request for the Grove, which is owned by the same company as The Reserve at Broad River – Multi-Family Apartment Project, 101 Broad River Boulevard – Beaufort – Conceptual. It was heard by our PC a few weeks ago, but we do not give any vesting, just recommendations at a conceptual level.

We have some major concerns that were reiterated by our PC:

1. Connectivity of streets, the Grove says they cannot connect with the Grove, as the stormwater and specimen trees were required by the County. We desire more connectivity. Really, all of the streets should connect between the two developments to create an urban grid pattern.
2. We want at least the northern road to connect to the County development, but they intentionally placed the connection outside of their property so a connection cannot be made. We feel a requirement or condition at the very least should be placed on their approval to make this Northern connection on their property (and ours)
3. Stormwater, They've placed all the stormwater in between to the two properties to prevent connectivity. This doesn't meet the intent of the form based code, and their comment has been the location of the stormwater is due to the county project.
4. Trees, they also claim the county is not allowing them to cut a number of specimen trees (which we support), but that is the reason for their layout without connectivity.
5. They have a major road connecting to US 21 with a roundabout. Without that road connection, their project cannot be approved by our PC, as they cannot meet their TIA or the fire code. We will have to coordinate this, but would suggest some kind of agreement be made with this road property that it be built first and have an access easement to our apartment complex before we can issue any site work or site plan approval.
6. I personally have concern with the number of access points, without any improvements being proposed along Paris Island Gateway.
7. Will there be a sidewalk extended along Broad River Boulevard?
8. Will you require easements for future road connections?
9. Our PC requested coordination with the County on this.

We do think they did a decent job with their design, but we think this should be tabled by the County DRB, or not given a full vested approval, until we coordinate these two issues together. Unfortunately that has not really happened, but it should, as these are high density developments with an urban form that should not be isolated enclaves due to them going through two different approval process between two different agencies. Please call me if you have any questions.

Best,

Curt Freese, AICP
Community Development Director
1911 Boundary Street
Beaufort SC, 29902
cfreese@cityofbeaufort.org
843-525-7012



Chairman, Members of the Beaufort County Design Review Board,

My name is Elizabeth Bishop Later and I appreciate the opportunity to submit this public comment regarding the proposed development at 700 Sea Island Parkway on St. Helena Island. I would like to present several points of concern:

- (1) The agenda states that public notice was “published, posted, and distributed” according to the South Carolina Freedom of Information Act and that no public comment was made at the November meeting. However, parties directly impacted by this project, including adjacent property holders, were not aware that this item was being heard. Had proper notice been clear and accessible, we would have ensured that our concerns were submitted in a timely way. I respectfully request clarification on where and how the call for public comment was published, and where we may find it in the future.
- (2) The introduction of pickleball courts with nighttime lighting is wholly incompatible with the rural, quiet, environmentally sensitive character of St. Helena Island.
 - a. The noise and lighting will create a nuisance in the form of intrusion on peaceful use and enjoyment of private property. The development’s adjacent property owner, Denise Bishop, who operates a farm and non-profit therapeutic horseback riding program for disabled children on her property, would suffer the most immediate harm. Her operation depends on a calm, predictable environment, and this development threatens that directly. However, the nuisance impact extends to every nearby property owner.
 - b. The plan does not include due diligence for evaluating and mitigating the potential environmental impact of the development. We are concerned that increased night-time lighting and noise could disrupt the shore birds and other wildlife that depend on the natural

darkness and quiet of this area.

- (3) Yard Farm Road is a private road. No discussion has been initiated about commercial access with the private property holders who maintain it. The current plans presume access that has not been granted and that is inconsistent with the road's private status and longstanding residential use.
- (4) The proposed internal walking trails also raise serious safety concerns. It appears that these trails would funnel transient RV users alongside private, residential, and agricultural property, creating an unacceptable risk of trespass, disruption to livestock, and accidental intrusion into areas that are not designed for public access. This is a rural community with a working farm and homes that rely on clear boundaries and privacy, and the current plans do not adequately address these concerns.
- (5) Finally, an historic cemetery where formerly enslaved people from Fuller Plantation are buried lies within the immediate vicinity of the proposed development. This land was entrusted to the Beaufort County Open Land Trust by Sonny Bishop several years ago to ensure its protection. There is no indication in the conceptual design that the integrity of this sacred site will be preserved, and its peacefulness will not be compromised by commercial activity.

Like many families who have lived on St. Helena Island for generations, I speak for the Bishop family and our neighbors when I say that we feel a deep responsibility to protect its cultural heritage and its rural character. Development such as this that changes the landscape of this area of Beaufort County is irreversible, threatening the very qualities that make this community unique.

I respectfully ask the Board to weigh these concerns carefully as you consider the architectural and site plans before you, and to defer action until private property owners have been fully consulted and an environmental impact assessment can be carried out.

Thank you for your time and attention.

Respectfully,
Elizabeth Bishop Later



PUBLIC COMMENT — AGENDA ITEM 6B

From Willie Turrall <willieturrall@gmail.com>

Date Thu 12/4/2025 4:16 PM

To Brown, Paula <paula.brown@bcgov.net>; Moss, Nancy <nmooss@bcgov.net>

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PUBLIC COMMENT — AGENDA ITEM 6B

120-Site RV Park | Yard Farm Road / Polawana Corridor Impact

Delivered by: Willie Turrall — St. Helena Resident and Business Owner

Members of the Board,

I submit this comment in opposition to Agenda Item 6B based on core principles of design compatibility, corridor impact, environmental interface, and cultural context.

1. Corridor Capacity and Safety

This project introduces 120 transient RV units onto a corridor served primarily — and in practical terms exclusively — by Sea Island Parkway.

Sea Island Parkway is the only road on and off St. Helena Island.

There is no secondary route, no bypass relief, no alternative evacuation path.

Adding high-turnover RV traffic to a single-access route is not just poor design — it is a critical safety oversight affecting residents, emergency services, storm evacuation, and disaster response.

If the infrastructure cannot support the use,
the design is incompatible with the environment it occupies.

2. Scenic and Cultural Gateway Impact

Polawana Road serves as a cultural gateway corridor. Yard Farm Road connects directly into that experience.

RVs introduce visual massing and transient skyline features that cannot be mitigated through standard buffering:

- Elevated rooflines
- Trailer silhouettes
- Rolling skyline interference
- Turnover of exterior structures

Landscaping screens shrubs — not 40-foot recreational vehicles.

3. Transience as a Design Pattern

This board evaluates design — not rhetoric.

Transient RV tourism is not merely a "use." It manifests a design pattern that communicates:

- Impermanence
- Non-stewardship
- Rotational occupancy
- No root in generational continuity

The design language of a cultural protection corridor demands permanence, presence, and relationship to the land.

This proposal expresses the opposite.

4. Stormwater and Hydrological Consequences

Stabilized RV pads and compacted stone convert ground function, increasing runoff velocity and volume — and introduce risks of petroleum contamination, detergents, and graywater discharge.

The marsh is not a filtration system — it is a resource.

Sea Island Parkway already reaches capacity and floods under stress.

Compounding that burden is irresponsible design.

5. Night Lighting and Rural Habitat

A transient RV park is a night-active facility.

Headlights, interior LED illumination, exterior step lighting, late-arrival noise, and generator operation redefine the nocturnal environment.

That is a design impact, not an opinion.

Conclusion

The responsibility of this board is not to determine whether tourism is desirable — but whether this design, at this scale, in this location, aligns with the scenic, cultural, environmental, and infrastructural constraints of St. Helena Island.

Because Sea Island Parkway is the only ingress and egress,

because the visual impact reshapes a cultural gateway,

because the hydrological burden threatens marsh interface,

and because the design language conflicts with generational land stewardship —

I respectfully request that Agenda Item 6B be denied.

Thank you.

**RE: RVPark, 700 Sea Island Parkway**

From Moss, Nancy <nmooss@bcgov.net>
Date Tue 12/9/2025 1:24 PM
To JamHer <herjamhersin@centurylink.net>
Cc Merchant, Robert <robm@bcgov.net>

Dear Mr. Herrin:

I understand and appreciate your concerns and thank you for sending me feedback about this project. I will relay your comments, and those public comments made at the Design Review Board meeting last Thursday, to my Supervisor. We will do our best to resolve the concerns brought to our attention and will work with the applicant to provide a better plan.

Sincerely,

Nancy R. Moss
Beaufort County Planning & Zoning Department
(843) 255-2146

-----Original Message-----

From: JamHer <herjamhersin@centurylink.net>
Sent: Tuesday, December 9, 2025 12:02 PM
To: Moss, Nancy <nmooss@bcgov.net>
Subject: RVPark, 700 Sea Island Parkway

[EXTERNAL EMAIL] Please report any suspicious attachments, links, or requests for sensitive information to the Beaufort County IT Division at helpdesk@bcgov.net or to 843-255-7000.

Dear Ms. Moss,

In following the proceedings regarding the Pine Island issue I have learned about the plans for this very much unwanted site.

As a resident of Yard Farm Rd for over eight years, I have to say I worked long and hard to find the right property on which to build. I chose a plot away from the crowds and on a dirt road for peace and quiet. Now all of that work - and the sacrifices I make every day to have this privacy are being threatened; all without warning!

Yard Farm Road is a private road, but the RV park plans to use it for an entrance! No way! None of the residents who live, work and maintain the road have been asked or notified. We can't even get postal service on this road, we endure the work it takes to maintain the road, and only one 2-bit internet company will serve us. We are isolated, but that's what we paid a premium price for our land to have. And, it's not just me - it's all of my neighbors that will be negatively affected. We have a horse farm which provides services to disabled people, and the increased light, noise, and traffic will be detrimental

to the horses and their service.

Add to this the traffic headache this will incur. And once the park is established, it will bring even more businesses that we don't want or need.

St. Helena already has an RV park (Tuck In The Woods) which could be improved.

Please, I beg of you, do whatever you can to stop this. Our voices are not being heard!

Thank you for your attention to this matter!

James Herrin
49 Yard Farm Rd.

Sent from my iPhone



McCulloch Tract – Lot 1 – Discount Tire

Type of Submission:	Conceptual (Revisit)
Developer:	Discount Tire Company, Inc.
Architect:	Eric Kaelble, Plump Engineering, Inc.
Engineer:	Kelly Wagoner, Foresite Group
Landscape Architect:	Foresite Group
Type of Project:	Commercial
Location:	1000 Fording Island Road, Bluffton
Zoning Designation:	C5 Regional Center Mixed-Use

This 2.5-AC lot is lightly wooded and, once developed, will share the central driveway that is currently under construction and separates Discount Tire from Lot 2 (Dunkin Donuts) that connects to both highways 278 and 46. This project involves the construction of a one-story 7,040 square foot Discount Tire building, drive aisles & parking, landscaping, lighting, infrastructure and a trash collection area. The existing billboard within the Highway 46 buffer is scheduled to remain. The stormwater generated will be managed underground on-site.

This project was conceptually reviewed by the Design Review Board on December 4, 2025, and was tabled to allow the applicant the opportunity to revise the drawings, incorporating the following DRB suggestions:

- Avoid blank, unarticulated walls. **Complied**
- Incorporate elevation changes between the parapets. **Complied**
- All roof equipment must be fully screened from view. ***The applicant must provide an Exhibit at final DRB to confirm this.***
- Re-study the material selections. **Complied**
- Incorporate more Lowcountry detailing to the architectural design as was done in 2020. ***The revised design better resembles the 2020 building design.***

The building has a brown, gray & cream color scheme and is clad with a combination of brick, split face CMU, EIFS and panel siding. This building has a parapet roofline with varying heights topped with an off white EIFS cornice and flat metal bracketed accents top the corner parapets and central service garage parapet. The front entry storefront door & window system have dark gray aluminum framing that wraps around to the service side of the building containing an entry door covered with a gray flat suspended awning and four gray colored overhead doors. All sides of the building have a series of brown brick pilasters to break up the facade with a dark gray brick water table and infill areas clad with either brown brick or brown panel siding with off white EIFS accents above. The front & left showroom facades are clad with dark gray split face CMU above the storefront windows. Angled gray metal awnings have been added between selective pilasters on each side of the building, and a metal trellis is centrally located on the right side of the building.

Staff Comments:

1. This site is required to preserve 0.23-acres (10%) for Natural Resource Protection. A portion of the buffer area facing Hwy 46 and adjacent to Lowcountry Motors has been designated for Natural Resource Protection. As a requirement of the SRT, this area must be fenced off with a split rail fence. At final DRB, the landscape plan must also show supplemental trees and shrubbery in the Natural Resource Protection area and provide a fencing detail.



Yard Farm RV Park

Type of Submission:

Final (Revisit)

Developer:

John Trask III

Architect:

Nate Schoen, Bridgewater Consulting, LLC

Engineer:

Paul Moore, Ward Edwards Engineering

Landscape Architect:

Dan Keefer, Witmer, Jones, Keefer, Ltd.

Type of Project:

Commercial

Location:

700 Sea Island Parkway, St. Helena Island

Zoning Designation:

T2R & T2RC (dual zoning)

This semi-developed RV Park project will be built on two densely wooded vacant lots adjacent to the marsh that will be combined into one 28.35-acre parcel which has direct view and access to the marsh with 111 RV camp sites, a one-story a 1,920 square foot laundry, bathroom & fitness center building, a 432 square foot open-air pavilion, pickle ball courts, internal drives, parking areas, walkways, landscaping, lighting, infrastructure, two stormwater detention ponds and two trash collection areas. The project has two full access driveway cuts off Sea Island Parkway and secondary/emergency access off Yard Farm Road.

This project was reviewed by the Design Review Board for final approval on December 4, 2025, and was tabled to allow the applicant an opportunity to address the following Board comments:

- The porch column spacing on the building should be re-aligned with the windows (the columns block the front corridor and window openings) and breezeway openings and that the door swing comments were not addressed. ***The column has been removed from the center of the breezeway opening and two columns are now framing each side of the breezeway opening; the other column placements remain the same. (Sheet A2.1)***
- No stairs with railings were proposed at the front porch, that the ramp does not have railings proposed and the main porch does not have a guard rail. Indicate the dimension of the height of the porch from the top of the porch deck to the ground level. ***Two sets of stairs with railings were added to the front side of the building and one set of stairs with railings was added to the right side of the porch and railings have been added to the ramp. The drawings have dimensions that indicate the porch deck is 2' above the ground level. (See sheets A1.1 & A2.1)***
- The low pitched 3/12 roof slope warrants a metal roof versus shingle. ***The front porch on the laundry, bathroom & fitness center building and the pavilion roofs have standing seam metal roofing proposed.***
- Address the landscape comments from the conceptual DRB review: heavy evergreen plantings behind the building, fill in gaps in the 100' perimeter buffer where there are void areas and disturbed areas with the underground utility installation to ensure a type "E" perimeter buffer. Update the typical planting plan between the campsites by removing the sabal palms and proposing an overstory shade tree. ***Supplemental plantings have been proposed behind the building and within the highway perimeter buffer and the typical planting plan between the campsites has been revised.***
- Update the Civil Tree Removal Plans to demonstrate that an additional 77 trees are being saved on the interior of the development. ***Additional trees have been saved and the SRT requests the Board's guidance to determine if the planted shade trees would be preferable to saving existing pine trees between the campsites.***
- The Board strongly urges that the developer meet with the neighbors to work through the issues brought up during Public Comment portion of the meeting. ***The Developer has met with the St. Helena community members as suggested by the Board.***

Beaufort County Design Review Board
January 15, 2026

The one-story laundry, bathroom & fitness center building has simple Lowcountry architecture featuring a gable roof covered with black asphalt shingles and a covered wrap-around porch with metal roofing and exposed rafter tails supported by white square columns with T&G deck boards. The building facade is clad with pewter-colored board & batten siding with 6/6 divided lite white framed double-hung windows with white trim, operable & faux window shutters Charleston green in color and stained twin front entry doors with a transom. The service yard is completely concealed with a white colored wooden fence.

The open-air pavilion has a low pitch gable roof covered with metal roofing with exposed roof deck boards, rafter detailing and open wooden truss work supported by six 10"x10" wood columns painted off-white with a tabby concrete floor featuring a fireplace & chimney covered with tabby stucco that holds gas logs.

Staff Comments: None

END OF REPORT