



## 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

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Post Office Drawer 1228  
Beaufort, South Carolina 29901-1228  
(843) 255-2140

[www.beaufortcountysc.gov](http://www.beaufortcountysc.gov)

# Design Review Board Meeting Agenda

Thursday, March 5, 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. APPROVAL OF MINUTES – January 15, 2026
5. PUBLIC COMMENTS ON NON-AGENDA ITEMS (Comments are limited to 3 minutes)

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## ACTION ITEMS

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6. **NEW BUSINESS:**
  - A. Best Buy Highway Buffer Tree Limbing, 1007 Fording Island Road – Bluffton – Final
  - B. Osprey Point - Malind Centre Commercial Development, Buildings A, B, & C, 1569 Pritchard Point Road – Okatie – Conceptual
  - C. TMD Building Exterior Refresh, 26 Buckingham Plantation Drive – Bluffton – Final
7. **OLD BUSINESS:**
  - A. McCulloch Tract – Lot 1 – Discount Tire, 1000 Fording Island Road – Bluffton – Final

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## OTHER BUSINESS

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8. **INFORMAL ARCHITECTURAL DISCUSSION** – Parris Island Commons Apartment & Amenities Buildings, 395 Parris Island Gateway - Beaufort
9. **NEXT SCHEDULED MEETING** – 2:30 p.m. on Thursday, April 2, 2026, at Grace Coastal Church, 15 Williams Drive, Okatie, SC 29909
10. **ADJOURNMENT**



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

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**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 [\(see Exhibit A\)](#)

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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 B](#). 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 wondering 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 Pritcher 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 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. Yard Farm	BETTE RUTH	Cappelmann	(843) 321-1147	bcappelmann@gmail.com
2. Yard Farm	Denise Bishop		843 252 1232	Loue4TR@isc.net
3. Yard Farm	Mary Sharp		843-986-4634	msharp@marysharppland.com
4. Molind Centre	Jason Broene	Court Atkins Group	843-815-2557	jasonbroene@courtatkins.com
5.	Lynn Singleton		(843) 476-888	l@courtatkins.com
6. 4	Trevor Parry		843 592-4006	
7.	William Smith		803-546-6338	
8.	Willie Tuttle			
9.				
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				



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

**From** Curt Freese <cfreese@cityofbeaufort.org>

**Date** Thu 12/4/2025 11:35 AM

**To** Moss, Nancy <nmoos@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](mailto:cfreese@cityofbeaufort.org)  
843-525-7012



**From:** Moss, Nancy <nsmoss@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,

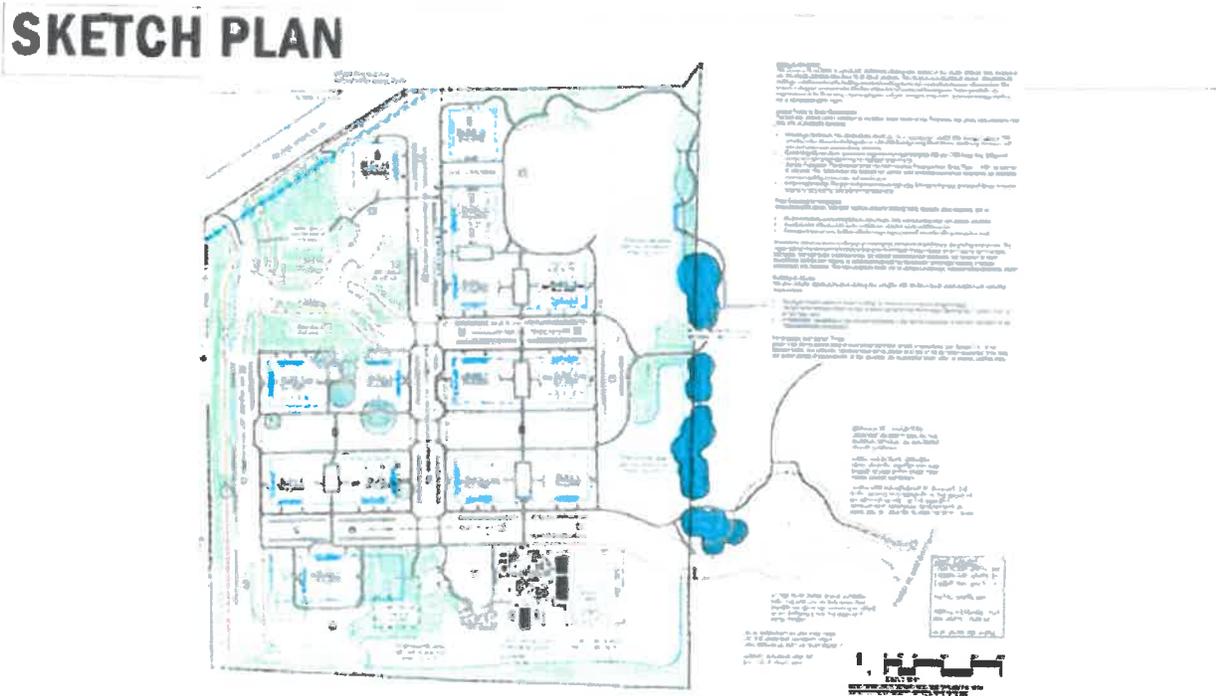
Nancy R. Moss  
Beaufort County Planning & Zoning Department  
(843) 255-2146

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

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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 be 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.



Curt Freese, AICP  
Community Development Director  
1911 Boundary Street  
Beaufort SC, 29902  
[cfreese@cityofbeaufort.org](mailto:cfreese@cityofbeaufort.org)  
843-525-7012



**From:** Curt Freese  
**Sent:** Thursday, December 4, 2025 11:14 AM  
**To:** [nmoss@bcgov.net](mailto:nmoss@bcgov.net)  
**Cc:** Merchant, Robert <[robm@bcgov.net](mailto:robm@bcgov.net)>; Christopher Klement <[cklement@cityofbeaufort.org](mailto: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](mailto: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 <nmoss@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 <nmos@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 <nmos@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



**BEAUFORT COUNTY  
DESIGN REVIEW BOARD (DRB) MINUTES  
January 15, 2026, Grace Coastal Church, 15 Williams Drive, Okatie, SC**

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**Members Present:** James Atkins, Kris Feldmann, and John Teter

**Members Absent:** Denise Procida

**Staff Present:** Nancy Moss, Beaufort County Community Development Department

**Guests:**

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

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

Beaufort County Councilwoman Paula Brown, District 8

Members of the public were in attendance for the Yard Farm RV Park project [\(see Exhibit A\)](#)

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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. **MINUTES:** Chairman Atkins stated that because Ms. Procida was absent at today’s meeting and that he was absent from the December 4, 2025, a majority of the Board was not present to vote on the meeting minutes so the vote on the December 4, 2025, meeting minutes must be postponed until the next meeting. Chairman Atkins asked the Board to review and send any corrections of the December 4, 2025, meeting minutes to staff in advance of the next meeting.
4. **PUBLIC COMMENT ON NON-AGENDA ITEMS:** There was no public comment.

**ACTION ITEMS**

5. **NEW BUSINESS:** None
6. **OLD BUSINESS:**
  - A. **McCulloch Tract – Lot 1 – Discount Tire, 1000 Fording Island Road – Bluffton – Conceptual (Revisit):**

Mr. Atkins asked for public comment, but no comments were made. Ms. Moss provided the project background. Kelly Wagoner, the Civil Engineer for the project, attended the meeting by telephone to represent this project. He stated that they took the Board feedback from the last meeting which included that the Board wanted the architectural detailing from the 2020 design incorporated into the current design. He said that there were no color changes and that he would be glad to hear additional feedback from the Board.

Mr. Teter said that he had no questions or comments.

Mr. Feldmann said that the current architectural design was a big improvement over the previous design. He said that he had the following minor comments: break-up the storefront module, that the steel lattice trellis was nice but to add more and that the comment from last month to break down the facade seems to be addressed.

Mr. Atkins said that he was glad that some breakdown of the facade was done with different rhythms incorporated into the design. He said that he preferred the color of the overhead doors in the 2020 design because it blends in better with the building. He concurred with Mr. Feldmann's comment to add more trellis' on the right side of the building. Mr. Atkins said that there were a lot of facade materials on this small building and that the gray CMU seemed out of place. He said the siding or stucco should be substituted for the CMU and to align the top of the water table with the window mullions.

Mr. Teter made a motion to approve the project subject to the following conditions:

- Study the CMU façade material over the storefront windows on the front and the left sides and consider substituting it with stucco or panel board siding.
- Study the alignment of the storefront mullions with the brick water table height.
- Break up the storefront module.
- Incorporate additional trellis structures on the right side of the building.
- Change the color of the overhead doors to the color from the 2020 design.

Mr. Feldmann seconded the motion.

Mr. Atkins asked the Board if a discussion was needed about the motion. There was no discussion.

Motion passed unanimously.

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

Mr. Atkins opened the meeting to public comment and reminded the public that their comments would be limited to three (3) minutes.

Elizabeth Bishop stated that the developer seemed to be thoughtful on the design of this development and appreciated the opportunity to have this discussion. She stated that she and other members of the St. Helena Island community met several times with John Trask, the developer, and that Mr. Trask had been very respectful, made concessions and changed his plan in response to the community comments.

Denise Bishop stated that there was a ditch that runs through her property onto the Trask property and was concerned that it will become blocked up. She said that Mr. Trask was installing a fence so children could not wander onto her property.

Jane Griffith said that her biggest concern was traffic issues and with the sewerage system and any potential contamination in the marsh.

Mr. Trask, the Developer of the project, said that the pickle ball courts would be removed as a concession to be a good neighbor to the community. He said that he had a discussion with the Fire Marshal and that the emergency access drive off Yard Farm Road would no longer be required because there were two points of access off Sea Island Parkway.

Caleb King, the Landscape Architect for the project, stated that the revised landscape plan proposes plantings to fill in the gaps in the highway buffer and where the utility line installation will occur.

Ms. Moss provided the project background.

Mr. Teter asked if this project would be on sewer or septic. Mr. Trask said that the project would be tied into the sewer system so there would be no leach issue in the marsh.

Mr. Feldmann asked if there would be adequate room at the Low County Store entrance for RV turn around. Mr. Trask said that if the RV owners entered the RV Park and did not want to stay, they could drive through the RV park to the other Sea Island Parkway driveway and exit. Mr. Feldmann said that the skirting type around the porch being proposed was unclear and asked if it would be hog fencing or lattice. Mr. Trask said that there would be hog fencing. Mr. Feldmann warned the Developer that the door swing issue on this building would probably come up during the Building Codes plan review and asked if the door swings being proposed was from a clearance standpoint. Mr. Feldmann stated that the detail where the two roofs come together looks a little clumsy and asked that the architect clean it up.

Mr. Atkins asked staff if a Traffic Impact Study was required from the SRT. Per staff, the project engineer determined that the amount of traffic from this development would not trigger a Traffic Impact Analysis and that the County Traffic Engineer concurred. Mr. Atkins stated that although traffic concerns were not in the purview of the DRB, the Developer must make sure that the revised design does not negatively impact on the neighboring properties.

Mr. Task said that RVs were already going to Hunting Island and was hoping to capture some of the RV traffic.

Mr. Atkins said that the design looked good but to add hog fencing under the front porch, to clean up the roof pitch where the gable roof meets the front porch roof, to add a few more material notes, that the board & batten siding detail should be shown on the plans, that the restroom building does not meet Code and stated that if the Building Codes Department requires a significant change in the building design the DRB must approve the changes and that all four bathrooms are the same and to make sure 1 to 2 of the bathrooms have handicap shower access. Mr. Trask stated that all four bathrooms had handicap shower access.

Mr. Feldmann made a motion to approve this project subject to the following conditions:

- Provide hog fencing under the front porch.
- Resolve the detail where the lower porch roof meets the gable roof.
- Add more material notes on the drawings.
- The project Engineer must verify that adjacent properties are not negatively affected by this project.
- The pickle ball courts and Yard Farm Road emergency exit will be removed from the plans.
- Ensure that there is adequate stacking and that RV traffic will not back up onto Sea Island Parkway.

Mr. Teter seconded the motion.

Mr. Atkins asked the Board if a discussion was needed. There was no discussion.

Motion passed unanimously.

Mr. Atkins read the standard final condition and stated that “the building and pavilion must be built, and the landscaping & lighting 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”.

Mr. Atkins thanked the public for their active participation in this project.

#### **OTHER BUSINESS**

7. **NEXT SCHEDULED MEETING:** Mr. Atkins stated that the next scheduled meeting would be held at 2:30 p.m. on Thursday, February 5, 2026, at Grace Coastal Church, 15 Williams Drive, Okatie, SC 29909.
  
8. **ADJOURNMENT:** Mr. Feldmann made a motion to close the meeting, Mr. Teter seconded the motion. The meeting was adjourned at 3:15 p.m.



# SIGN-IN SHEET

Design Review Board (DRB) Special Called Meeting  
Grace Coastal Church, 15 Williams Drive, Okatie, SC 29909

January 15, 2026

	Project Name	Print Name	Organization/Title	Phone #	Email
1.		JANE GRIFFITH		843 368 4383	jgriff@ISLC.NET
2.	Discoversize	Kevin Wagner	FURSSME GROUP	770-520-4973	KWAGOVER@FG-INC.NET
3.		Elizabeth Bishop Later		843-521-4273	elizabethblater@gmail.com
4.		Denise Bishop		843-252-1232	LoieLTR@ISLC.NET
5.		Mark Bura		469-774-5991	marksbura50@gmail.com
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## **Best Buy Highway Buffer Tree Limbing Project**

<b>Type of Submission:</b>	<b>Final</b>
<b>Project Contractor:</b>	Ricky Donnelly, Southern Palmetto, Inc.
<b>Architect:</b>	N/A
<b>Landscape Architect:</b>	N/A
<b>Engineer:</b>	N/A
<b>Type of Project:</b>	Commercial
<b>Location:</b>	1007 Fording Island Road, Bluffton
<b>Zoning Designation:</b>	C5 Regional Center Mixed Use

The applicant is requesting approval from the Design Review Board for tree limbing work along the entire highway buffer and removing a grouping of three 4" caliper volunteer gum & water oak trees within a targeted area in the 50' highway buffer fronting the Best Buy shopping center to provide better visibility to the commercial shops.

The applicant met with staff on-site last fall and explained that the primary focus of the work will occur in the buffer that is fronting Five Guys which contains the three volunteer 4" trees proposed for removal, dead palm frond trimming & fallen limb clean-up coupled with tree limbing limited to 10'-12' above ground level across the entire buffer frontage which is approximately 745' in length.

Because this is a developed site and no land disturbance is proposed, the Staff Review Team will not review this project.

Staff comments:

1. Pine trees were illegally removed within the highway buffer several years ago and the County required the tree removals to be mitigated inch for inch with 2.5" caliper pine trees planted back in the buffer. Pine tree removals less than 8" in caliper will not be allowed.

END OF REPORT

## Osprey Point - Malind Centre Commercial Development - Buildings A, B & C

<b>Type of Submission:</b>	<b>Conceptual</b>
<b>Developer:</b>	Forino CO LP
<b>Architect:</b>	Jason Broene, Court Atkins Architects
<b>Engineer:</b>	Jeff Ackerman, Carolina Engineering
<b>Landscape Architect:</b>	J. K. Tiller Associates, Inc.
<b>Type of Project:</b>	Commercial
<b>Location:</b>	1569 Pritcher Point Road, Okatie
<b>Zoning Designation:</b>	PUD (Osprey Point)

This 16.543-acre project site is currently undeveloped, is fully wooded, contains two isolated wetlands and is the commercial parcel which is part of the Osprey Point Planned Unit Development. The existing isolated wetland at the southeast portion of the parcel and the existing trees within the perimeter buffers and around the preserved wetland are scheduled to remain. The site fronts Highway 170 and is bound and will be accessed from Malind Bluff Drive to the south, Perimeter Road to the east, and Pritcher Point Road to the north.

The project site has been master planned and contains ten commercial buildings totaling 207,000 square feet which includes on-site pedestrian plazas & walkways, fenced-in outdoor dining patios, pocket parks, tree lined internal drive aisles with a main central boulevard and on-street parking, defined screened parking lots, landscaping, preserved wetlands and wetland filling, infrastructure and stormwater facilities. This project also includes off-site Perimeter Road right-of-way improvements with the addition of diagonal parking, walkways, landscaping and Malind Bluff open space upgrades with a pavilion, walkways and landscaped berms to create enhanced buffering.

The applicant made an informal presentation at the December 4, 2025, DRB meeting and received comments from the Board as guidance to finalize the building designs.

For this review, the applicant is submitting conceptual architecture for three buildings that will be located on the west side of the main internal drive aisle within the commercial development. All of the buildings have an agrarian architecture style with gable roofs covered with metal roofing material, facades clad with board & batten and horizontal siding, with Lowcountry detailing featuring roof cupolas, wood bracketed awnings, galleries and recessed entry ways, wall-mounted gooseneck light fixtures & vertical open gapped siding accents at the building corners or storefront entrances.

Building "A": This multi-tenant building is centrally located on the site, fronts the main internal boulevard, is the largest sized building being proposed and has a gray & charcoal color scheme. The building has three (3) units that contain a 1-story 20,000 SF grocery store on one end, with a 1-story 32,400 SF hardware store on the other end and a two-story retail connection in the center.

The large end units have flat parapet roofs with intersecting gabled entry features on the corners that are topped with decorative cupolas with tall silo-like elements covered with vertical metal siding integrated across the front facade that are connected to a central 2-story unit with a gable roof with a narrow raised roof monitor that runs the length of the unit, the front facade has a tall recessed two-level storefront area and stacked porch book ended with large barn door elements and covered stairwells.

Building "B": This building will be built north of Building A, fronts the main center drive aisle and contains two 3,600 SF 1-story restaurant units. Each side of this building has tall gable roofs covered with metal roofing and two shed roof covered entries on the front portion of the building with a lower-level wing with

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March 5, 2026

a flat parapet roofline on the back side of the building. The units are attached in the center with a recessed lower-level facade clad with siding that mimics the pattern of a wood panel fence and has a flat parapet roofline. Each gable roof end is extended outward from the façade and is framed in on the tops and sides with gapped vertical siding and accented with faux window shutters.

Building “C”: This building will be built on the north side of the site, fronts the main drive aisle, is the first building positioned near the Pritcher Point Road entry drive and is a one-story 7,500 SF commercial unit for a restaurant. The building has gable roofs on the front and right sides that intersect at the front left corner with a lower-level flat parapet roof line on the back sides of the building. The main front storefront system is recessed at the gable end and features a grain bin-like structure at the building corner and a shed roof awing supported with bracketed columns is proposed over a patio on the right side of the building. Tall storefront windows/overhead doors are selectively placed on the right side and on the left gable end.

The Staff Review Team conceptually reviewed this project on November 12, 2025, and allowed this project to proceed with the DRB process subject to conditions.

Staff Comments:

1. A linear facade study has been submitted per the request of the DRB to allow the Board to make comparisons of the building heights, massing, materials & fenestration alignment.

END OF REPORT

## **TMD Building Exterior Refresh**

<b>Type of Submission:</b>	<b>Final</b>
<b>Developer:</b>	Trulane General Contracting, Inc.
<b>Architect:</b>	Building Virtually
<b>Landscape Architect:</b>	N/A
<b>Engineer:</b>	Beyler Consulting
<b>Type of Project:</b>	Commercial
<b>Location:</b>	26 Buckingham Plantation Drive, Bluffton
<b>Zoning Designation:</b>	C5 Regional Center Mixed Use

The project consists of changing the exterior color scheme and the front storefront system at an existing one-story 14,400 square foot cabinet shop & warehouse with a mezzanine and converting it into a window, doors, trim & appliance showroom & warehouse. This building was constructed in 1996 on a 1.07-acre parcel which contains an abandoned asphalt drive leading to the Edgewood Apartments, a fenced-in warehouse delivery area & loading docks, parking area, landscaping, lighting, and infrastructure. This site is located on a corner lot approximately one-quarter mile south of Highway 278, fronts & has direct access from Buckingham Plantation Drive and is adjacent to the Bluffton Parkway.

The building has a low pitch gable roof with an angled canopy clad across the entire front of the building that is clad with dusty blue colored metal siding. The facade is completely clad with cream-colored metal vertical siding, with centrally located front double entry doors with fixed windows on each side, five overhead doors covered with a flat canopy on the left side of the building and unarticulated facades with metal siding panels on the right and rear sides.

The applicant is requesting approval from the Design Review Board to remove the existing front door system and half of the front metal facade and replace it with an updated & wider bronzed-framed storefront door & window system. In addition, the entire metal building facade and front & side canopies will be re-painted BM White Dove, and the existing passage & overhead doors will be re-painted Bermuda bronze.

Because this is a developed site and no land disturbance is proposed, the Staff Review Team will not review this project.

Staff comments:

1. The proposed signage will be applied for separately at the Planning & Zoning Department with a sign permit application process.

END OF REPORT



## McCulloch Tract – Lot 1 – Discount Tire

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

This project involves the construction of a one-story 7,040 square-foot Discount Tire building with mezzanine, drive aisles & parking, landscaping, lighting, infrastructure and a trash collection area on a 2.5-acre site. 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 a second time by the Design Review Board on January 15, 2026, and was approved subject to the following conditions:

- Study the CMU facade material over the storefront windows on the front and the left sides of the building and consider substituting it with stucco or panel board siding; ***Complied, the dark gray CMU block has been changed out with black scored EIFS.***
- Study the alignment of the storefront mullions with the brick water table height. ***Complied, the storefront mullions align with the brick water table.***
- Break up the storefront module. ***Complied, additional mullions have been added to the storefront windows and the faux storefront window in the tower element has been changed out with brown vertical panel siding.***
- Incorporate additional trellis structures on the right side of the building. ***Complied; two additional trellis structures have been added to the north elevation.***
- Change the color of the overhead doors to the color from the 2020 design. ***Complied, the overhead door color was changed from gray to brown.***

The building has a brown, gray, black & cream color scheme and is clad with a combination of brick, EIFS and panel siding. This building has a parapet roofline topped with an off white EIFS cornice and flat metal bracketed accents top the corner parapets and the central service garage parapet. 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. Angled gray metal awnings have been added between selective pilasters on each side of the building, and three metal trellis structures are applied on the right side of the building.

### Staff Comments:

1. A digital color board has been submitted for this review.
2. The landscape plan requires significant refinement to meet the requirements of the Code:
  - a. The Natural Resource Protection forest area has very few supplemental plantings proposed (5.11.90.B) and the west perimeter buffer (5.8.90.D) does not propose any supplemental plantings to meet the required plant counts. The few plantings proposed within the Natural Resource Protection area are uniformly placed and should be increased in number and have

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- a more natural, staggered pattern. The abandoned asphalt pavement in the west buffer should have plantings proposed versus sod.
- b. The tree island on the (front) northeast corner of the building contains mulch but must also have a 2.5" caliper shade tree proposed (5.8.80.A).
  - c. The foundation plantings proposed should be increased from a 3-gallon container to a minimum of 7-gallon container size and is lacking plant variety & plant heights to add interest and to soften the structure. The right-side foundation buffer contains sod and confederate jasmine vines at the trellis bases; please substitute the sod with evergreen shrubby and understory trees (5.8.60).
  - d. It is unclear why the planting median adjacent to the main drive aisle contains a concrete border, but it should be removed to widen the planting area to incorporate multiple tree plantings with the evergreen shrubs to generate shade & screening to the overhead doors (i.e. sabal palms or upright shade trees) and creating a natural barrier from the shared center drive (5.8.80.C).
  - e. Propose evergreen shrubs adjacent to the parking bays, electric transformer and rear drive aisle to form a continuous visual screen from the shared central drive and Highway 46.
3. A split rail fence & handicap parking space details should be added to the plans.
  4. Staff have determined that all the light pole locations will be in conflict with the tree plantings proposed and the poles should be relocated outside of all tree islands and be at least 20' away from planted trees to avoid conflicts. Add the new parking lot light pole locations to the landscape plan (L-1) to confirm that there are no light pole/tree conflicts (5.5.80.A).
  5. The pole height is specified (Sheet ES1.0) at 25' in height. The light fixtures must be mounted at a maximum of 20' above ground level to meet the requirements of the Code (5.7.40.B).

END OF REPORT