



AGENDA  
NORTHERN CORRIDOR REVIEW BOARD  
Tuesday, May 21, 2013  
4:30 p.m.  
Conference Room, Building 2, Beaufort Industrial Village  
102 Industrial Village Road, Beaufort  
843.255.2140

1. CALL TO ORDER – 4:30 P.M.
2. PUBLIC COMMENT
3. REVIEW OF MAY 7, 2013, MEETING MINUTES ([backup](#))
4. NEW BUSINESS:
  - A. Final Review of Gas/Convenience Store at 399 Parris Island Gateway in Burton ([backup](#))
5. OLD BUSINESS:
  - A. OTHER BUSINESS:
    - A. Next Meeting: June 4, 2013, at Building 2 Conference Room, Beaufort Industrial Village, 102 Industrial Village Road, Beaufort, SC 29906
  - B. ADJOURNMENT



**NORTHERN BEAUFORT COUNTY  
CORRIDOR REVIEW BOARD MINUTES**  
May 7, 2013, Beaufort Industrial Village #2

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**Members Present:** Brian Coffman, Chairman; Bradley Bowden; Michael Brock; Peter Brower; and Mark Dixon

**Staff Present:** Robert Merchant, Long Range Planner

**Guests:** John Hamilton, Hamilton Development; Douglas Cail; Chris Darnell; Greg Baisch; James Atkins; Bruce Klein; Gordon Bowers; Col. Charlie Schreiner

1. **Call to Order:** The meeting was called to order at approximately 4:30 p.m. by Chairman Brian Coffman.
2. **General Public Comment:** No public comments were received.
3. **Review of Minutes:** Mr. Brock motioned to approve the minutes of the February 19 meeting. Mr. Bowden seconded. Motion carried. Mr. Bowden motioned to approve the minutes of the March 5 meeting. Mr. Coffman seconded. Motion carried.
4. **New Business: Conceptual Review of Lady's Island/St. Helena Island Fire District Station and Headquarters – 146 Lady's Island Drive:** Robert Merchant provided a brief background on the project. He said that the project was located on the west side of Lady's Island Drive (SC802) approximately 325 feet south of the intersection with Rue DuBois. He said that the applicant plans to construct a 12,200 square foot fire station and District headquarters on a 1.9 acre parcel on Lady's Island Drive. This site was chosen to position the station within 5 miles of its service area in order to improve ISO ratings for residents of outlying areas of Lady's Island (e.g. Cat Island). The site has some unique environmental constraints. There is a drainage ditch that is tidal, which places it within OCRM's jurisdiction. There is also a County required setback from the critical line which has been reduced to 50 feet by the ZBOA. The result is that much of the front portion of the site, which is currently heavily wooded, will remain as natural buffers. The applicant is submitting for conceptual review.

Chris Darnell, of JK Tiller and Associates presented for the applicant. He said that the project had been before the Zoning Board of Adjustments (ZBOA) but not the Development Review Team (DRT). Mr. Coffman asked for verification that there would be a buffer along the southern and western property lines. Mr. Darnell assured that there would be. Mr. Brock said that the land plan worked very well and that he liked the grass parking. Mr. Bowden asked how visible the building would be from the highway. Mr. Darnell said that the garage bays were the only visible part of the building. The rest would be screened from view by heavy vegetation. Mr. Bowden expressed his concern that the portion of the building visible from the highway needed to be articulated better.

James Atkins, the project architect, said that their intent was to strike a balance between the vernacular nature of a fire station and providing good detailing to better articulate the building. He said that they were looking at extending overhangs over the garage bays and providing better brick detailing via a water table and soldier courses. Mr. Brock asked what the elevation of the building was in comparison to the highway. Mr. Baisch, the project engineer, said that the first floor elevation of the building was about 18 inches above the elevation of the road. Mr. Coffman said that he liked that the façades were undulated and provided actual depth. He echoed the concern that more articulation was needed for the garage bays.

Gordon Bowers, a Fire District Commissioner, said he wanted people to identify the building as a fire station. He said that a majority of the time, the garage bays would be open and the vehicles would be visible. Mr. Brower said that he liked the Savannah grey brick color. He wanted to verify that the brick color shown on the conceptual elevations would be submitted with the final CRB review. Mr. Coffman commented that shutters were shown for some windows and not others. He asked that they be addressed consistently.

Mr. Brock motioned to give the project conceptual approval with the following comments:

- The conceptual site plan is approved provided that vegetated screening is provided along the south and west property lines.
- The applicant needs to pay close attention to the design and articulation of the garage bay portion of the front elevation since it will be the only part of the building visible from the highway.

Mr. Brower seconded. Motion carried.

5. **Old Business: Final Review of O'Reilly Auto Parts – 8522 Boundary Street:** Robert Merchant provided a brief background on the project. He said that the project involves redevelopment of an existing site to construct a 7,735 square foot auto parts store. At the January 8 meeting of the CRB, the Board approved the site and landscaping plans for the project, but still had issues with the project's architecture. At the March 5 CRB meeting, the Board motioned to approve the building design but asked to have the applicant return with a complete set of final plans that provides more architectural details, material and color samples, an updated lighting plan, and details of the dumpster screen.

Mr. Hamilton presented. He passed out cutsheets of the lighting fixtures, dumpster details and a material sample board. Mr. Browder asked about the main exterior material. Mr. Hamilton said it would be EIFS. Mr. Coffman asked that the boards of the dumpster screening match the dimensions of the hardiplank on the building. Mr. Bowden commented that if the HVAC units are screened, then the screening materials should match the dumpster screening. Mr. Coffman commented that there were several hotspots on the photometric plan. Mr. Brock said that there were areas on the site where the proposed lighting fixtures would conflict with proposed trees in the parking lot peninsulas. He suggested moving the lighting fixture from the peninsula on the east side of the entrance to the west side of the entrance and to take the proposed tree out of that peninsula. Mr. Brock commented that the shrubs labeled 3 gallon needed to be changed to 7 gallon to meet the ordinance requirements. Mr. Brock also commented that the trees proposed for parking lot peninsulas needed to be 3 ½"

caliper at time of planting. He also commented that the botanical name for switch grass was incorrectly labeled. He also suggested adding a third species of overstory tree and substituting the laurel oaks with a more suitable tree.

Mr. Brock motioned to give the project final approval with the following conditions.

- The lighting plan will be revised to remove lighting levels that exceed 10 footcandles. Also, the fixture located at the east side of the site entrance needs to be moved to parking lot peninsula located immediately to the west side of the site entrance.
- The following revisions will be made to the landscaping plan:
  - The size of the proposed shrubs at time of planting needs to be changed from 3 gallon to 7 gallon.
  - Along the eastern elevation, the podocarpus needs to be located behind the Indian hawthorn because it grows to be taller.
  - The overstory tree proposed to be located in the parking lot peninsula located west of the site entrance should be removed to accommodate the monument sign and light fixture.
  - The botanical name for switch grass is incorrectly labeled on the plan.
  - The overstory trees proposed to be planted in parking lot peninsulas need to be 3 ½” caliper at time of planting; all other overstory trees only need to be 2 ½” at time of planting.
  - There are only two species of overstory trees proposed for the site. A third species should be introduced to the landscaping plan. Also, laurel oaks are not desirable species for a parking area. It is suggested to substitute the proposed laurel oaks with a more suitable species such as willow oak.
- Similar screening will be used for the HVAC equipment at the rear of the site as is being proposed for the dumpster screening.

Peter Brower seconded. Motion carried

6. **Other Business:** Chairman Coffman welcomed Peter Brower to the Board.
7. **Adjournment:** Chairman Coffman adjourned the meeting at approximately 5:23 p.m.

### **399 Parris Island Gateway – Convenience Store**

<b>Type of Submission:</b>	Final
<b>Applicant:</b>	HD Companies
<b>Architect:</b>	Thomas Michaels, RA
<b>Landscape Architect:</b>	Michael Brock, RLA, M. Brock Designs
<b>Engineer:</b>	Greg Baisch, PE, Ward Edwards
<b>Type of Project:</b>	Retail
<b>Location:</b>	399 Parris Island Gateway across from the entrance to Forest Fields Subdivision
<b>Zoning Designation:</b>	Commercial Suburban

**Project Background:** This project involves the construction of a 4,650 square foot commercial building that will house a convenience store/gas station and drive-through restaurant. The parcel is approximately 1.63 acres and currently contains a 3,600 square foot existing commercial building. The existing building and its parking, which sits on 0.32 acres, will be under separate ownership via a horizontal property regime.

The existing site is non-conforming in that there is not sufficient room for the required buffers and other site features. The project received conceptual DRT approval and a Special Use Permit by the Zoning Board of Adjustments (ZBOA) that allows them among other things to have a narrower highway buffer.

The site is oriented to provide the opportunity for a future frontage road. To the north of the site, there currently exists an easement that connects this site to the entrance to East Coast Marine. In the future, there may be opportunities to extend the frontage road south.

The Northern CRB reviewed this project at their February 19 meeting. At that time, the Board conceptually approve the project with the following conditions:

- The site plan is acceptable to the Board.
- When the final lighting plan is submitted, show the photometrics to the property line and incorporate the canopy lighting.
- Move the dumpster away from the building to reduce the amount of asphalt necessary in increase foundation plantings.
- Increase the amount of vegetation on the northern perimeter buffer and the foundation buffer on the north façade of the building.
- Revise the architecture to better address the street façade and incorporate more Lowcountry elements.

The applicant is now submitting for final approval and has included a revised site plan, landscaping plan, and architectural elevations. No photometric plan has been submitted. The applicant is working with SCE&G to update the plan showing the lighting measurements to the property line and will bring the plan to the meeting.

Some of the revisions to the site and architectural elevations include:

- The dumpster has been moved to reduce the amount of pavement and increase the amount of landscaping at the rear of the building.
- The building footprint along the north elevation has been altered to allow for a foundation buffer along  $\frac{3}{4}$  of the length of the façade.
- Stormwater is being addressed through a combination of underground detention devices and vegetated bioretention swales. Planning staff agreed to allow the use of bioretention swales in the buffers and to count toward natural resource requirements as long as they were planted back as forested wetlands.
- Brackets were added to the awnings which are now covered with a standing seam metal roof. Brackets were also added to the gas pump canopy.

**Staff Comments:**

1. A lighting photometric plan that meets the Corridor Overlay District requirements shall be submitted to the CRB for review. The plan shall show the photometrics to the property line and incorporate the canopy lighting.
2. The Corridor Overlay District requirements state that roof overhangs and pitched roofs shall be incorporated into all building designs. The Board will need to determine whether this requirement has been adequately addressed with this submittal.
3. A color and sample board needs to be submitted to the CRB for review.