



AGENDA
NORTHERN CORRIDOR REVIEW BOARD

Tuesday, October 22, 2013

4:30 p.m.

Conference Room, Building 2, Beaufort Industrial Village

102 Industrial Village Road, Beaufort

Phone: (843) 255-2140

1. CALL TO ORDER – 4:30 P.M.
2. PUBLIC COMMENT
3. REVIEW OF JUNE 4, 2013 MEETING MINUTES ([backup](#))
4. NEW BUSINESS: Conceptual Review of Crystal Lake Phase 2B Site Development on Lady's Island ([backup](#))
5. OLD BUSINESS: Final Review of King Petroleum / Shell Station Upgrades at 96 Sea Island Parkway on Lady's Island and 3530 Trask Parkway in Burton ([backup](#))
6. OTHER BUSINESS—Next Meeting: November 5, 2013, at 4:30 p.m. at Conference Room 280, Beaufort County Administration Building, 100 Ribaut Road, Beaufort, SC 29902
7. ADJOURNMENT



**NORTHERN BEAUFORT COUNTY
CORRIDOR REVIEW BOARD MINUTES**
June 4, 2013, Beaufort Industrial Village #2

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

Staff Present: Robert Merchant, Long Range Planner

Guests: Chris Darnell; Greg Baisch; William Court; 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 May 7, 2013 meeting. Mr. Bowden seconded. Motion carried.
4. **New Business:** None
5. **Old Business: Final 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 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. He said that the CRB conceptually reviewed this project at their May 7, 2013 meeting and gave the project conceptual approval, but asked the applicant to ensure that adequate vegetated screening is provided along the south and west property lines and that the applicant 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. He said that the applicant has now submitted the project for final review. He commented that the landscaping plan would need to address having 3 ½" caliper trees in the parking lot peninsulas.

Joe Fraser, Fraser Construction presented for the applicant. He said that the applicant believed the architecture fit well with the surrounding buildings, but it was important that the building look like a fire station. William Court presented the project's architecture and passed out to the Board color elevations. He said that they wanted to emphasize the apparatus bay since it was the only part of the building visible from the highway.

Mr. Brower commented on the false door on the left side of the apparatus bay. He said he would like the false door be replaced with signage such as the Fire District's logo. Mr. Brower also commented that the proposed Fire District signage above the bay doors should have "Fire District" above the central door flanked by "Lady's Island" and "St. Helena" above the left and right doors. Mr. Coffman commented that signage was not within the Board's purview. Mr. Brower said otherwise, he felt the applicant adequately addressed the Board's comments concerning the architecture.

Mr. Coffman complimented the architecture that the other facades were equally articulated even though they weren't visible from the corridor. Mr. Brock asked if the applicant considered having glass bay doors. Mr. Fraser said that glass doors presented a burdensome maintenance issue because they needed frequent cleaning. He emphasized that the doors would be opened during most of the day. Mr. Dixon asked if the HVAC equipment would be screened. Mr. Darnell said the HVAC equipment would be screened by landscaping. He said that the applicant was considering removing the sidewalk in that area to allow for more landscaped area to screen the equipment.

Mr. Coffman said that the Board would need a lighting plan that provided details for all exterior fixtures and showed the photometrics for both site lighting and architectural lighting. Mr. Darnell commented that the site lighting was very conservative and that adding the architectural lighting wouldn't exceed maximum lighting levels.

Mr. Brock said that the proposed dwarf yaupon hollies needed to be 7 gallon at time of planting. Mr. Darnell said he went with the smaller container size because he didn't the vegetation to grow higher than the window level in that location. Mr. Brock was concerned about the narrow northern perimeter buffer and requested that the plans contain a note that says that any disturbed existing vegetation in the buffer would need to be replaced with native plants.

Mr. Bowden asked if the concrete driveway could be stained a different color to soften the impact of the wide driveway. Mr. Fraser said that over the life of the project, dyed concrete would present a maintenance issue because it would be difficult to color match if a section needed to be patched or replaced. Mr. Dixon suggested using a brick soldier course to break up the driveway. The applicant was concerned about the weight of the equipment and long term maintenance issues. Mr. Dixon agreed with the applicant about removing the sidewalk at the rear of the building and suggested using larger plant material at that location to better screen the HVAC equipment. Mr. Bowden left the meeting.

Mr. Dixon motioned to give the project final approval with the following revisions be submitted to staff and one board member:

- Revise the lighting plan to provided cutsheets for all exterior fixtures, including the soffit lighting, and show the photometrics for both site lighting and architectural lighting.
- Change the container size of the dwarf yaupon hollies from 3 gallon to 7 gallon.
- Provide a note on the site and landscaping plan that says that any disturbed existing vegetation in the northern perimeter buffer would need to be replaced with native plants.

- Remove the sidewalk behind the building to provide more room for landscaping, to screen the HVAC equipment. Plant material shall be 7 gallon shrubs.
- Revise the landscaping plan so that the trees in parking lot peninsulas and at the end of rows of parking spaces are at least 3 ½” caliper at dbh at time of planting.
- Remove the false door on the left side of the front façade and consider using the space for the Fire District logo.

Mr. Brock seconded. Motion carried.

6. **Other Business:** None

7. **Adjournment:** Chairman Coffman adjourned the meeting at approximately 5:03 p.m.

Crystal Lake Park - Phase 2B

Type of Submission: Conceptual
Applicant: Beaufort County
Project Architect: Rob Montgomery, Montgomery Architecture and Planning, Inc.
Landscape Architect: Chris Darnell, J.K. Tiller Associates
Engineer: Ryan Lyle, Andrews & Burgess
Type of Project: Public Park
Location: Located at the intersection of Lady's Island Drive (US 21) and Rue Du Bois
Zoning Designation: Lady's Island Professional Office
Project Information: Crystal Lake Park is a 25+ acre assemblage of parcels purchased through the Beaufort County Rural and Critical Lands Preservation Program. The site contains a 6.8 acre lake along with freshwater and saltwater wetlands. Beaufort County has been working with the Friends of Crystal Lake to develop a master plan for the site that envisions a passive park with an interpretive center and a network of trails and boardwalks encircling the lake. The portion of the site fronting Lady's Island Drive is the former location of Butler Marine and contains a 3,500 square foot metal building and an asphalt parking lot that surrounds three sides of the building (west, south, and east elevations). The applicant proposes to do the following:

Renovate the Building: The applicant proposes to wrap the east and south elevations with a standalone heavy-timbered arbor that will serve as a covered walkway connecting the building to the parking area. The walkway will terminate at a 24' by 24' pavilion that will serve as the entrance to the boardwalk that leads to the lake. Conceptual future plans include converting the pavilion to a 94 foot tall viewing platform. The applicant proposes to paint the existing metal building and provide new doors and windows. The architect has indicated that he will bring colored elevations to the meeting.

Expand the Parking Lot: There is currently an asphalt parking area on three sides of the building that accommodates 15 spaces. The applicant proposes to expand the parking with pervious concrete to add 29 spaces and improve circulation around the site. Parking lot trees and foundation planting will be added. Stormwater will be aided by a proposed rain garden that will be designed and landscaped by volunteers.

Highway Buffer: The Development Review Team (DRT)

modulated the highway buffer to a 25 foot width due to the location of the existing building and depth of the parcel at the development area. Within the 25 foot buffer, 15 feet is taken up by a power line easement that limits the height of vegetation. There is also a 5-foot elevation change between the sidewalk and the site. The applicant has provided overstory trees and palmettos where possible to add height to the buffer vegetation.

Staff Comments: Staff has worked closely with the architect and landscape architect to overcome the constraints of the site to bring it into compliance with the Corridor Overlay District standards. Staff recommends approval.

King Petroleum Upgrades (Shell Stations at 96 Sea Island Parkway and 3530 Trask Parkway)

Type of Submission:	Final
Applicant:	King Petroleum
Project Representative:	Christopher Cook
Project Architect:	Reggie Watts
Type of Project:	Retail
Location #1:	96 Sea Island Parkway on Lady's Island next to the Huddle House near the entrance to Beaufort High School.
Location #2	3530 Trask Parkway in Burton across Highway 21 from Stokes Toyota.
Zoning Designation:	96 Sea Island Parkway – Lady's Island Village Center 3530 Trask Parkway – Light Industry
Project Information:	The project involves redesigning two existing Shell stations. Both existing stations consist of flat roof buildings with a gas canopy in front. On both buildings, the applicant proposes to refinish the exterior with a combination of hardi-plank siding and a brick veneer wainscot. The existing flat roof will be replaced with a hip, standing seam metal roof. The shape of the canopies will remain unchanged, however, new branding and signage is proposed for the canopies.

At the February 19, 2013 Northern Corridor Review Board meeting, the Board motioned to give the project conceptual approval with the following conditions:

- The canopies at both stores will match the roof color of the building.
- The color of the roofs will be similar to the Enmark "oxblood red".
- The canopy columns closed to the store will have brick wainscoting to match the building.
- Any changes to exterior lighting would need to be brought to the Board for approval.
- Additional landscaping will be provided at the Lady's Island store. The applicant will need to show the proposed changes to the landscaping plan accompanied by a narrative.

The applicant is now submitting for final review and has included elevations of both buildings; two options for the color of the fascia on the gas pump canopies; and a landscape plan for the Lady's Island location. Color samples will be presented to the Board at the meeting. Staff informed the applicant that the landscape plan

would need to include a full site plan, be drawn to scale, and indicate the existing landscape that stays and all the proposed landscape for the renovation. The applicant has indicated that they will bring a revised landscape plan to the Board at the meeting.

Staff Comments:

1. The landscaping plan needs to include a full site plan, be drawn to scale, and indicate the existing landscape that stays and all the proposed landscape for the renovation.
2. The Corridor Review Board requested that the canopy columns closest to the buildings have brick wainscoting to match the building. The revised plans do not show this detail.
3. Staff recommends the canopy fascia variation that includes no branding strip.