

NORTHERN BEAUFORT COUNTY
CORRIDOR REVIEW BOARD MINUTES
February 19, 2013, Beaufort Industrial Village #2

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

Staff Present: Robert Merchant, Long Range Planner

Guests: Chris Cook and Steve Wimberley representing King Petroleum; John Hamilton, Hamilton Development; Tom Michaels, RA

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:** No minutes were reviewed at the meeting.
4. **New Business:** There was no new business.

A. **Conceptual Review of Shell Gas Stations and Convenience Stores at 3530 Trask Parkway in Burton and 96 Sea Island Parkway on Lady's Island:** Mr. Dixon recused himself. Mr. Merchant gave a brief project background. He said that the project involved redesigning two existing Shell stations. 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. Mr. Merchant said that the applicant would need to submit material and color samples to the Board for approval; and that any changes to signage and canopy graphics would need to be submitted to the County under separate sign permit applications.

Christopher Cook presented for the applicant. Steve Wimberley was also present. Mr. Cook passed out a brick sample. He said that the proposed hardi-plank would be a basic white. The roof color would be the same color as the red in the Exxon station on Sams Point Road, or the Enmark station on Parris Island Gateway near Bi-lo.

Mr. Coffman felt that the changes in siding materials and the roof would be beneficial. Mr. Coffman felt it would be better to not overemphasize the columns. Mr. Cook emphasized that the windows will remain in the same locations. Mr. Brock said that he liked the colors, but preferred the Enmark "oxblood red" over the Exxon red at Sams Point Road. Mr. Coffman asked how deep the overhangs would be on the building. Mr. Cook said they would be about 2 feet as scaled on the drawings. Mr. Coffman recommended that the canopy columns closest to the building should match the brick wainscoting on the building. Mr. Cook mentioned that the canopy would be skinned with roof material to match the building.

Mr. Brock asked if it was possible to provide any additional landscaping to the site plans, especially on Lady's Island. Mr. Bowden asked if the architectural revisions addressed all four sides of the building. Mr. Wimberley said that they would not cover the rear of the Lady's Island building because it was already covered with brick that matched the shopping center behind the gas station. He said that the rear of the Burton store was not visible from the highway. Mr. Coffman asked the applicant to verify that the proposed brick wainscoting matched the brick behind the Lady's Island station. Mr. Cook said he would take a photograph of the proposed brick up against the rear elevation. Mr. Bowden said that any changes to exterior lighting would need to be brought to the Board. Mr. Brock said he would like to see proposed new landscaping at the Lady's Island store at the next CRB meeting.

Mr. Bowden motioned to conceptually approve the architectural changes for both stores with the following conditions:

- The canopies at both stores will match the roof color of the building.
- The color of the roofs will match 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.

Mr. Brock seconded. Motion carried.

B. Conceptual Review of Gas/Convenience Store at 399 Parris Island Gateway in Burton: Mr. Brock recused himself. Mr. Merchant gave a brief project background. He said that the project involved the construction of a 5,400 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. He said that the existing site was non-conforming in that there is not sufficient room for the required buffers and other site features. The DRT conceptually approved the site plan. Once the project receives conceptual CRB approval, it will then go before the Zoning Board of Adjustments (ZBOA) to receive a Special Use Permit. He said that the applicant has submitted a site plan, architectural elevations, a landscaping plan, and a photometric plan for conceptual review.

Mr. Merchant said that the CRB will need to receive the revised site plan that corrects the one parking lot peninsula per 8 spaces before conceptually approving the project. He also said that the Board will need to see cutsheets of any exterior lighting fixtures including gas canopy lighting which will need to be hidden inside the canopy. He said that the applicant had a revised site and landscaping plan that they planned on showing the Board.

Mr. Michaels presented for the applicant. He passed out a revised site plan. He said that the traffic study resulted in them reducing the size of the building to 4,500 square feet. It gave them

a little more flexibility to arrange the parking and drive-through and to save more trees. He said that the portion of building they removed is in the back. He said that most of the existing trees are located where the building is proposed to be sited. He said the lighting plan did not include canopy or building lighting. Mr. Coffman requested that they show the photometrics out to the property line so they can assess light trespass.

Mr. Coffman said that he liked that the site was configured to create a possible frontage road and that they were attempting to landscape the front buffer as well as they were. Mr. Michaels said that stormwater would be handled with underground systems. Mr. Dixon said that landscaping on the northern side of the building will be important because it will be very visible if the property abutting on the north is ever cleared and developed. Mr. Dixon asked about the lack of foundation buffer at the drive-through. He asked if the drive-through window could be bumped out to accommodate foundation plantings at that location.

Mr. Coffman asked if the dumpster could be moved away from the building to allow more planting next to the building. Mr. Coffman said that he liked the south elevation of the building. He felt that the treatment gave more depth to the façade. He said that he would like to see the façade treatment round the corner to address the street façade better, and also wrap around to the north elevation. Mr. Dixon asked if the service door could be removed from the street elevation to allow more foundation planting.

Mr. Bowden said that he was struggling with the architecture. He didn't feel it was the right building for the right space. He challenged the architect how the building was meeting the requirement for Lowcountry architecture. Mr. Michaels said that the requirement for Lowcountry design was better tailored to residential architecture, and that the proposed building was a commercial building. Mr. Bowden said that he would like to see the building address the street better. Mr. Coffman agreed that having Lowcountry detailing on the façade would be good. Mr. Michaels said he could address the street face elevation. Mr. Coffman asked the applicant to provide awnings and other detailing that would address the requirement for Lowcountry design. Mr. Dixon said his biggest concern was the street and north elevations.

Mr. Michaels said he will look at how to break up the façades better and look at adding landscaping along the north elevation. Mr. Bowden emphasized that incorporating roofs and roof overhangs would help the street façade.

Mr. Bowden motioned to 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.

Mr. Dixon 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 consisted of a 7,735 square foot structure that will house an auto parts store.. The applicant received a Special Use Permit at the January 24 Zoning Board of Adjustments meeting because the site is non-conforming. The CRB last reviewed this project at their January 8, 2013 meeting: At that time the applicant informed the Board that their client, O'Reilly Auto Parts, was withdrawing the site from consideration due to the cost of constructing a sloped roof with overhanging eaves. The applicant sought feedback from the Board on whether a flat roof building would be acceptable to the Board. At the meeting, the Board tabled making a decision on the project what was submitted commenting that while the revised site and landscaping plan that the applicant submitted met the Board's approval; the building will need to be revised to incorporate Lowcountry architectural elements into a flat roofed building with an emphasis on breaking up the massing of the building and emphasizing the entrance feature. He said that the applicant revised the architecture and has resubmitted to the CRB for final approval.

John Hamilton presented for the applicant and passed out a color elevation. Mr. Coffman said that the columns would work better if they were wider and more prominent rather than small pilasters. Mr. Bowden felt that having all the glass at the entrance was problematic. Mr. Hamilton said that the glass would be darker and wouldn't be highly reflective. Mr. Dixon was concerned with the flatness of the elevation. Mr. Brock agreed that having more depth along the front façade would help. Mr. Bowden didn't like the canopy used over the entrance. He felt it simply added to the box feel. He suggested lowering the canopy and making it more of an awning with open rafters that would cover part of the plate glass at the entrance. Mr. Coffman added that the new buildings in the city on the Robert Smalls Parkway corridor, specifically Arby's, and Wing Stop were good examples of well articulated flat roof buildings. He suggested tying the pilasters at the corners together to help break up the massing. Mr. Bowden suggested moving the entrance element toward the northeast corner and perhaps wrap around the east elevation.

Mr. Dixon motioned to not approve the project's architecture with the following comment.

- The applicant should bring down the scale of the entrance to be more pedestrian scale. This could be achieved by lowering the height of the glass and incorporating more Lowcountry design elements.

Mr. Brock seconded. Motion carried.

6. Other Business: None

7. Adjournment: Chairman Coffman adjourned the meeting at approximately 6:22 p.m.