



AGENDA
BEAUFORT COUNTY DESIGN REVIEW BOARD

Wednesday, July 8, 2015, 2:30 p.m.

Palmetto Electric Cooperative

1 Cooperative Way, Hardeeville, SC 29927.

Phone: (843) 255-2140

Committee Members:

James Atkins / Architect

J. Michael Brock / Landscape Architect

Peter Brower / Architect-Landscape Architect

Patrick Kelly / Architect-Landscape Architect

Pearce Scott / Architect-Landscape Architect

Donald L. Starkey / At-Large

James K. Tiller / Landscape Architect

1. CALL TO ORDER – 2:30 P.M.
2. REVIEW OF JUNE 3, 2015, MEETING MINUTES ([backup](#))
3. PUBLIC COMMENT ON NON-AGENDA ITEMS
4. NEW BUSINESS: Conceptual Review of Bluffton Fire District Maintenance and Training Facility ([backup](#))
5. OLD BUSINESS: Final Review of Grayco Bluffton Redevelopment ([backup](#))
6. OTHER BUSINESS: Next Scheduled Meeting—2:30 p.m. on Wednesday, August 5, 2015 at Palmetto Electric Cooperative, 1 Cooperation Way, Hardeeville, SC 29927
7. ADJOURNMENT



BEAUFORT COUNTY
DESIGN REVIEW BOARD (DRB) MINUTES
June 3, 2015, Community Room, Palmetto Electric Cooperative

Members Present: James Atkins, J. Michael Brock, Peter Brower, Patrick Kelly, Donald L. Starkey, James K. Tiller

Members Absent: Pearce Scott

Staff Present: Robert Merchant, Long Range Planner

Guests: Ryan Lyle, Andrews and Burgess; Chris Nardone, CNNA Architects, Inc.

1. CALL TO ORDER – 2:30 P.M.
2. PUBLIC COMMENT: There was no public comment.
3. MINUTES: Mr. Tiller motioned to approve the minutes of the April 7 meeting of the Design Review Board. Mr. Starkey seconded. Motion carried.
4. NEW BUSINESS: **Grayco Bluffton Redevelopment:** Mr. Merchant gave the project background. He said that the applicant is proposing to redevelop a 10.6 acre site that is currently occupied by the Grayco Building Center and Green Thumb nursery at the northwest corner of US 278 and Tumblestone Road. The proposed development would include a 98,500 square foot shopping center with two outparcels totaling 15,800 square feet. He said the project was reviewed by the Corridor Review Board at their December 10, 2014 meeting. At that time, the Board took no action, but had several comments. The CRB said that the buildings needed to incorporate more Lowcountry architecture; there needed to be more cohesion between the tenant spaces; the facades, especially the sides needed to be articulated better; and more clarification was needed to show how stormwater would be addressed for the site. He said that revisions have been made to the site plan and the building's architecture. The project received conceptual approval from the DRT on April 29. He said that the project was vested under the County's Zoning and Development Standards Ordinance and that the DRB needed to use the architectural standards of the Corridor Overlay District.

Chris Nardone and Ryan Lyle presented for the applicant. Mr. Lyle said that the original highway buffer was decreased by the 278 widening in 2007. The applicant is still providing a 50 foot landscape buffer, however and a 20 foot wide buffer will be along Tumblestone Road. He said that they provided interconnectivity to the Volvo dealership. The old site will be completely demolished and will be redeveloped with a shopping center and two outparcels. There will be brick pavers to aid stormwater infiltration to an underground Stormwater vault system.

Mr. Tiller asked if all stormwater retention will be on site. He asked about outfall on 278. Mr. Lyle said that stormwater will be handled entirely by underground, and that the outfall will remain sending excess stormwater into the ditches on 278. Ryan said that the DOT is re-excavating the ditches.

Mr. Starkey asked what ratio of pervious to impervious surfaces will be on this plan. Mr. Lyle said it meets the County's landscape surface ratio and will meet the County's Stormwater requirements.

Mr. Atkins asked if consideration was given to the Volvo dealership being redeveloped under the new site planning standards. Mr. Lyle said that the location of the connector is best suited to the redevelopment of the Volvo site.

Mr. Kelly asked why the new pump station was located on the front. Mr. Lyle said they would eliminate the existing pump station because it would be in the middle of the parking lot. He said it was costly to use gravity sewer to connect with Home Depot site. He said that nearest the intersection behind the landscaping was the best site, and that it can be muted with landscaping. He also said the proposed pump station was adjacent to the force main. Mr. Kelly said that the intersection of two streets make it an important site in the future, and wondered if the location could be modified to remove it from an important corner. Mr. Lyle said he would reevaluate the location.

Mr. Starkey said that the foundation buffer along the front of the building wasn't adequate for the 8 foot buffer. He asked what their plan was for the landscaping areas. Mr. Lyle said they would follow the CRB standards. He said that the Best Buy foundation buffer would be similar to what they will review. He also said that they had room on the site to mitigate the trees that would be removed. Mr. Atkins said that in the past they encouraged larger islands with oak trees in the parking areas.

Mr. Tiller said that on the rear access road, there are a number of trees that should be protected. He said they would serve to buffer the shopping center from the residential community located to the north. He also commented that the access for truck on the rear of anchor c seemed close to the rear access road. Mr. Lyle said that he was working with Colin Kinton on the circulation issues.

Chris Nardone said that along the foundation buffer, they tried to average the square footage to account for the openings in the buffer required for store entrances.

Mr. Nardone presented the architecture. He first addressed Anchor A. He said that it was an undetermined tenant. He said that he would prefer to talk about the other tenants and buildings first. He said that he took the CRB's comments and provided more Lowcountry features and continuity. He said they added more brick to the facade, incorporated more roofs and hurricane shutters. He said that they added offsets to provide shadow lines. He said they provided a lot of vertical and horizontal changes on the facade. He said he chose different colors for each tenant to provide distinction between tenants. He said that the outparcels incorporated the same architectural features.

Mr. Lyle said he would like to speak to the screening along the rear access road. He said that on the north side of Gateway Village Drive, there is a large earthen berm designed to mitigate impact to the Sawmill Forest subdivision. He said that the development would unlikely disturb the residential neighbors. He said that lighting, noise, and trucks have been in this area for a long time. He said that the berm has protected the residential area.

Mr. Atkins said that the architecture was an improvement from the original submittal. With the original design, each tenant was individualized. He said that Tenant A facade still had a ways to go. He said Tenant B and C are well done in that they incorporate roofs, shutters, etc. He hopes that the architecture can be carried in tenant A. He liked the outparcel with the corner tower and pitched roof. He said that the two tenant parcel was well done also. He said that side facade of C would be visible and that he would like to see the stairs better incorporated in the design. He still expressed concern that Anchor A would need to have same level of architectural integrity as the rest of the buildings.

Mr. Brower said that there is not a very strong inclusion of vernacular architecture. He said he would prefer to exclude Anchor A from review. He said Anchor C was the best of the anchors. He did not see much correlation from Anchors B and C. He didn't see much that reminded him of Lowcountry architecture. He felt site was overbuilt and that underground stormwater meant less vegetation handling stormwater.

Mr. Tiller agreed. He said that in the right-in/right-out entrance road there were a number of live oaks that could be saved if it was re-aligned. He wondered if some of the trees could be salvaged. Mr. Lyle said that he can look at it.

Mr. Starkey felt that Outparcel C did not fit with the other architecture. He said it had more of a modern entranceway. He would like it revised. He would like to have walls around loading docks. He also said he didn't see where the dumpsters and loading dock screening would be for the outparcels.

Mr. Kelly agreed with Mr. Starkey's comments about Outparcels B and C and he would like to see more Lowcountry elements incorporated into this building. He also agreed to removing Anchor A from the review. He felt Anchor C was the most successful design. He would like to tie Anchor B into that anchor better.

Mr. Brock felt the entrance drive created unsafe situation because of the offset with the parking aisles. He would like to either remove the jog or make it a three-way intersection. He would like to see larger rain gardens within the parking area. He said it would provide better water quality and create greener landscaped areas. He said that the shop facade could be shorter to help break up the monotonous straight line across. He would like to see more consistency between anchors with material choice and use.

Mr. Kelly motioned to give the project conceptual approval with the following conditions: There will be more consistency in material use among the tenant spaces and buildings, but more variation in scale of buildings.

- Outparcels B and C need to be restudied to provide consistency in architecture and incorporate more Lowcountry architecture.
- Anchor A doesn't meet the architectural requirements and is not part of this approval. Anchor A will need to be redesigned to be consistent architecturally with the rest of the tenant spaces and buildings.
- The applicant will look at realigning the right-in/right-out access lane to preserve existing trees and provide a safer intersection where it connects to the parking aisles.
- The applicant will rethink the location and size of tree islands to provide space for larger trees and more green space.
- There will be improved screening of service drive aisles.
- The applicant will consider moving the pump station away from the intersection of 278 and Timblestone Road.
- The location of dumpster enclosures will be shown for the outparcels.
- The applicant will provide details of brackets, awnings and other features that the DRB will review.

Mr. Starkey seconded. Motion carried with Mr. Brower voting no.

5. OLD BUSINESS: There was no old business.
6. OTHER BUSINESS: Mr. Atkins said that he would not be able to attend the next meeting.
7. ADJOURNMENT: The meeting was adjourned at 3:47 pm.

Bluffton Fire District Maintenance and Training Facility

Type of Submission:	Conceptual
Developer:	Bluffton Fire District
Architect:	James Atkins, Court Atkins Architects, Inc.
Engineer:	Heath Duncan, PE, Ward Edwards
Type of Project:	Institutional
Location:	Located on the northwest corner of Burnt Church and Ulmer Road in Bluffton directly behind Fire Station #30.
Zoning Designation:	ZDSO Zoning Designation – Alljoy Road Office Commercial Mixed Use (Project is vested under former ordinance)

The applicant is proposing to construct an 11,740 square foot maintenance building for the Bluffton Fire District located behind Station #30. The proposed building shares a 9.24 acre parcel with Station #30 which was completed in 2013. The site will also include a 40 foot tall training tower. The tower is a prepackaged training apparatus which will be presented at the meeting. The project was given conceptual review by the Staff Review Team (formerly DRT) in June. The project is vested under the former Zoning and Development Standards Ordinance because it is part of a multi-phase development approved under the old ordinance.

The proposed structure is a pre-engineered metal building and will have metal siding that simulates board and batten. The roof will be a standing seam metal roof and incorporate overhangs and brackets.

The applicant has submitted a site plan and architectural elevations for conceptual review.

Staff Comment:

1. The applicant needs to provide the DRB details on the proposed training tower.

Grayco Bluffton Redevelopment

Type of Submission:	Final
Developer:	David Oliver, JAZ Development, LLC
Architect:	Chris Nardone, AIA, CNNA Architects, Inc.
Engineer:	Ryan Lyle, PE, Andrews & Burgess, Inc.
Landscape Architect:	Michael Small, RLA, LEED AP
Type of Project:	Commercial Retail
Location:	Located on the north side of US 278 at the site of the former Grayco Building Center and Green Thumb nursery directly east of Home Depot and the Volvo Dealership
Zoning Designation:	C5 – Regional Center Mixed Use

The applicant is proposing to redevelop a 10.6 acre site that is currently occupied by the Grayco Building Center and Green Thumb nursery at the northwest corner of US 278 and Timblestone Road. The proposed development would include a 98,500 square foot shopping center with two outparcels totaling 15,800 square feet. The site consists of three parcels (the shopping center and two outparcels) that will share stormwater and open space. The County's new commercial subdivision provision allows for a multi-parcel commercial site to be master planned and eliminates internal buffer and setback requirements for individual parcels.

This project was given conditional conceptual approval by the Design Review Board at their June 3, 2015 meeting. The applicant has submitted a revised site plan, architectural drawings, a lighting plan, and landscaping plan for final review. Below is a list of comments made by the DRB at its June 3 meeting and how these comments have been addressed in the resubmittal.

- Outparcels B and C need to be restudied to provide consistency in architecture and incorporate more Lowcountry architecture. ***No changes have been made architecturally Outparcels B and C.***
- Anchor A doesn't meet the architectural requirements and is not part of this approval. Anchor A will need to be redesigned to be consistent architecturally with the rest of the tenant spaces and buildings. ***Anchor A has been redesigned and is more consistent with the architectural standards of the Corridor Overlay District. In addition, minor changes have been made to Anchor B and the Shop façade has been broken up into four tenant spaces.***
- The applicant will look at realigning the right-in/right-out access lane to preserve existing trees and provide a safer intersection where it connects to the parking aisles. ***The access lane has been realigned to line up with the parking aisle and the plan shows four oaks being preserved.***
- The applicant will rethink the location and size of tree islands to provide space for larger trees and more green space. ***Only minor changes have been made to the tree islands. The farthest right parking lot median has larger tree islands.***
- There will be improved screening of service drive aisles.
- The applicant will consider moving the pump station away from the intersection of 278 and Timblestone Road. ***The pump station has been removed. The site will use gravity sewer.***
- The location of dumpster enclosures will be shown for the outparcels. ***These have been shown on the revised plan.***
- The applicant will provide details of brackets, awnings and other features that the DRB will review. ***Staff has requested that the applicant provide this information at the meeting.***

Staff Comments:

1. The applicant needs to provide the DRB material and color samples.
2. The applicant needs to provide details on shutters, brackets, and dumpster enclosures.
3. The lacebark elms planted in parking lot islands need to be at least 3 ½" caliper at time of planting.