

**City of Beaufort Department of Planning & Development Services
DESIGN REVIEW BOARD (DRB) APPLICATION FORM**

Important: Building Permit Applications must include a copy of the stamped plans

12965
\$ PAID
3/22/16 CK

Fees - Office Use Only	
<input type="checkbox"/> Board review	\$200 per meeting
<input type="checkbox"/> Staff review	\$ 50
<input type="checkbox"/> Special Meeting	\$500
*Post Facto applications shall be twice the normal fee	

Please TYPE or PRINT legibly

Date of Submittal: 3/22/2016 **Design Review Board Meeting Date:** 3/23/16

Project Name: Tidal Wave Auto Spa

Project Address: Sams Point Rd

Property Zoning: General Commercial

Tax Map/Parcel No.: 123 015 000 0605

Project Developer: SHJ Construction Group

Address: 124 East Thompson St., Thomaston GA

Phone/Fax/Email: 706-647-0414

Project Consultant: Martie Murphy

Phone/Fax/Email: 706/975/6682

Address: 124 East Thompson St

Property Owner: Lady Beaufort , LLC

Address: 2409 Mall Drive Suite A

Owner's Signature: Jimmy KERR Owner's Name (Please Print): Jimmy KERR Date: 3/22/16

NOTE: If the developer is not the property owner, the owner must sign the application or provide a letter stating approval of the plan being submitted. Owner's signature required prior to final approval.

DESIGN REVIEW BOARD PROJECT REVIEW

- CONCEPTUAL REVIEW
- PRELIMINARY REVIEW
- FINAL REVIEW

16-04
DRB. 2

STAFF PROJECT REVIEW

- CONCEPTUAL
- PRELIMINARY
- FINAL
- Non-Corridor (See Page #6)

Pursuant to Section 6-29-1145 of the South Carolina Code of Laws, is this tract or parcel restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the activity described in this application? Yes No

To the best of my knowledge, the information on this application and all additional documentation is true, factual and complete. I hereby agree to abide by all conditions of any approvals granted by the City of Beaufort. I understand that such conditions shall apply to the subject property only and are a right or obligation transferable by sale.

Developer's Signature: Made Murphy Developer's Name (Please Print): Martie Murphy Date: 3/22/16

DESIGN REVIEW BOARD (DRB) APPLICATION FORM

✓ Project Narrative ✓

Project Name:

TIDAL WAVE AUTO SPA

Provide a Project Narrative. (Please attach additional sheets if needed)

See Attached

Property Size in Acres:

1

Proposed Building Use:

Auto Spa

Building Square Feet:

3500

Number of Parking Spaces Required:

Number of Parking Spaces Provided

Is the project a redevelopment project? NO If yes, has 25% parking reduction been taken?

Are there existing buildings on site? NO Will existing buildings remain or be removed?

APPLICATION SUBMITTAL REQUIREMENTS:

Board Review: 8 hardcopies of all documents + a digital copy must be filed by 12:00 noon on the deadline date.

Staff Review: 3 hardcopies of all documents are required to be submitted.

CONTACT INFORMATION:

Attention: Julie A. Bachety, Administrative Assistant I
City of Beaufort Department of Planning & Development Services
1911 Boundary Street
Beaufort, South Carolina 29902
Phone: (843) 525-7011 / Fax: (843) 986-5606
E-Mail: jbachety@cityofbeaufort.org
Website: www.cityofbeaufort.org

Tidal Wave Auto Spa provides the nicest, cleanest, friendliest car wash in the world. We will create a relationship with both the City of Beaufort and its residents that other businesses will want to model themselves after. Our relationship with our customers is our number one priority, and we focus all of our efforts towards that goal. We recruit and hire only those who share our positive attitudes and our commitment to provide the finest wash anywhere. We recognize that we are responsible for the preservation of our environment, which includes building our wash to local standards and aesthetics. Tidal Wave always strives for excellence while providing local communities with a beautiful business with service that is second to none.

**CITY OF BEAUFORT
DESIGN REVIEW BOARD
Staff Report
Meeting of April 14, 2016**

Case Number: 16-04 DRB.2
Project: 9 Sam's Point Road
Property Address: Parris Island Gateway & County Shed Road
Parcel #: R123 015 000 0160 0605 (a portion of this parcel)
Zoning: General Commercial
Design District: Sam's Point Road Design District
Type of Review: Preliminary Review – New Construction

Request:

The applicant is requesting to construct a new 3,500 square foot auto spa (car wash). The project is located on 1 acre on the west side of Sam's Point Road.

Background:

This project came to the DRB in March 2016. No motion was made but a number of comments and suggestions were given.

Zoning Issues:

Zoning - General Commercial, Sam's Point Road Design District

Setbacks: Front: 7-12' build-to
Side: 10'
Rear: 10'

Percent Impervious: 65% maximum; this is shown at 56%

Building Height: 50' maximum

Use: this use requires an ordinance amendment, as stand-alone car washes which are not associated with a gas station, are not permitted in this zoning district. The amendment that has been recommended by the Metropolitan Planning Commission is as follows: *In the GC District, a stand-alone automatic car wash is permitted if the opening of the bay door is screened from the street with a linear building.*

Applicable Guidelines:

- The Design District Standards in Section 6.6 of the UDO apply to this project
- The 2014 Civic Master Plan, p. 134 discusses this area. It states that "over time, infill development and redevelopment will create a more connected and coherent pattern of circulation through the area and reinforced the streetscape with building types that define a consistent urban street edge to improve the pedestrian environment and general aesthetics."

Staff Comments & Suggestions:

General:

- Staff appreciates the effort the applicant has gone through to create a building that conforms with the intent of this district. It is very important to the city to have a consistent streetscape in this area, particularly as one approaches the intersection of Sam's Point Road and Sea Island Parkway. The general layout of this site is headed in the right direction towards this.

Site:

- Build-to line: the addition of the exit area, in conjunction with the new liner building satisfies the build-to requirement for this area.
- Vehicular Circulation:
 - The parcel will be accessed via a shared entry between 13 and 15 Sam's Point Road. That drive will connect into the Walgreens parking lot. There are no additional curb cuts on to Sam's Point Road. This is in keeping with the connectivity recommended by the Civic Master Plan.
- Pedestrian Circulation:
 - A sidewalk connection into and through the site, at least to the main car wash building, should be established. Staff realizes that this is a vehicular-oriented business, however employees may choose to walk elsewhere for lunch, etc. so that connectivity should be provided.
- Trees:
 - Staff appreciates the effort to save the significant trees on the site. For the next submission a landscape plan will be required. In addition a tree mitigation schedule will be required.
- Stormwater: How will this be handled?
- All mechanical equipment, trash/recycling receptacles, and propane tanks must be shown on the plan. They must be screened from view and details of the screening shall be provided.
- A lighting plan, showing building and site lighting, will be required. Full-cut off fixtures are required for parking lot lighting.

Building:

- Detailing in the gable ends – the mullions and glazing in the gable are very thin and don't provide enough divisions. Staff recommends either reworking it and adding more division with thicker mullions to match the updated eave detail (more to come on this) or simply making the gable ends louvered or sided instead of glazed. There could be a small vent if you choose to go this route.
- Eave Details: Look at the eave detail. The relationship between the eave and rake and the trim is off. Attached are number of sheets from "Traditional Construction Patterns" by Steve Mouzon. It shows some better relationships between the two. For instance, the trim shouldn't project further than the roof joists/rafters, even if the rafters are enclosed. This needs to be studied a bit, and a detail(s) should be developed that is applied throughout the project. Also, be consistent with these – some show partial returns, others show full

return, and the vending pavilion is a hip. Consider making these consistent to provide continuity throughout the project.

- The gables on the rear elevation have been modified to break up the massing, however maintaining the low 4:12 roof pitch keeps these still horizontally proportioned. Consider using a 6:12 roof pitch, similar to the north (Tunnel Entrance) elevation at least for the middle gable portion.

Staff Recommendation

Staff recommends conceptual approval of the site plan and general layout of the building. The massing and details of the building still need to be refined.

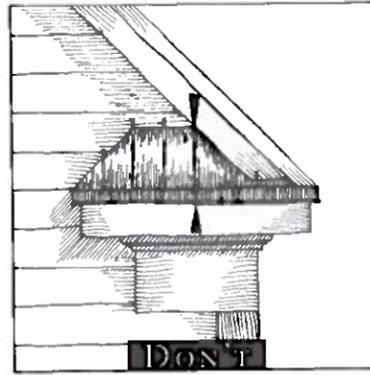
61
EAVE RETURN CAP
MATERIAL

THE EAVE RETURN CAP SHOULD BE BUILT OF CONTINUOUS, UNSEAMED METAL FLASHING.

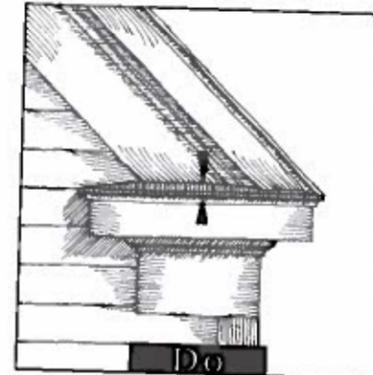
The eave return cap occurs at the bottom of the tympanum on gable walls. Some eaves return only a short distance on gable walls, while others return across the entire width of the wall. In either case, the cap material should be detailed so as to be unseen. Part of the issue has to do with the slope of the return cap, which is discussed later. The rest of the issue, however, has to do with the materials that are used.

It is common practice today to try to call as much attention as possible to the eave return cap. The reasons for this are unclear, but the over articulation of the eave return cap seems to have occurred hand in hand with the development of the "McMansion," the now-familiar house form that tries to put as much visual "interest" on the front wall of the house as possible, including multiple intersecting gables, two-story arched entry members, and as many circle-head windows as can possibly fit within the walls. Unfortunately, there is rarely room within the budget after the fireworks eruption on the

Don't call attention to the eave return cap. All of the examples below turn the eave return cap on as steep an angle as is practical and accentuate it with ribbed roofing panels. In three of the four examples, the copper roofing used is far more expensive than the roofing used elsewhere on the house, all for the purpose of calling attention to a surface that should not be seen.



Do detail the eave return cap so that it is unseen. All of the examples below turn the eave return cap to a very shallow angle, hiding it from view. This allows it to be covered with a simple continuous piece of flashing rather than short sections of expensive ribbed roofing.



front wall to purchase anything more than simple windows on the side and rear walls.

It should come as no surprise then, that the overheated, ill informed attempt at "traditional design" on the front wall of a McMansion would take an element that should be invisible and morph it into a "design element." The eave return cap today either is executed as shiny copper flashing with as many ribs as possible, to call more attention to it, or is executed as rough-textured "architectural" asphalt shingles. In reality, it should be nothing more than a piece of continuous flashing from one end of the return to the other, ideally with no seams at all. These practices take the notion of the Celebration of the Act of Building and turn it on its head by celebrating the wrong thing.

SEE CELEBRATION OF THE ACT OF BUILDING (PAGE 12); 1~SIMPLICITY OF MASSING; 67~EAVE RETURN; 73~METAL ROOFING MATERIAL; 74~SHINGLE ROOFING MATERIAL; AND 79~OVERLAPPING GABLES.

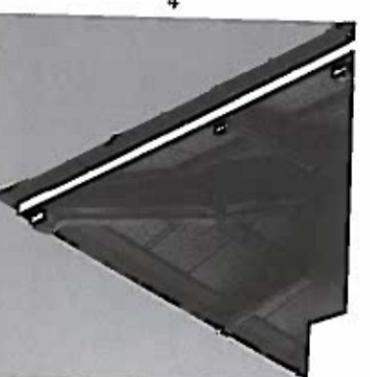
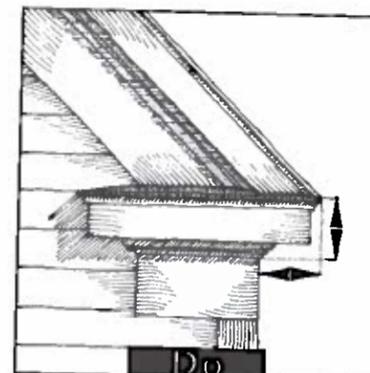
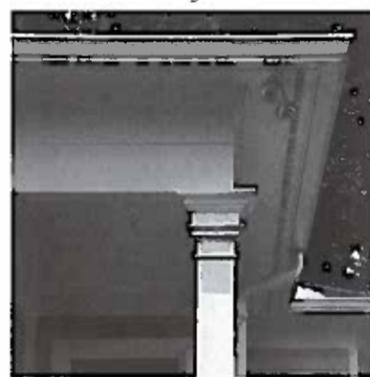
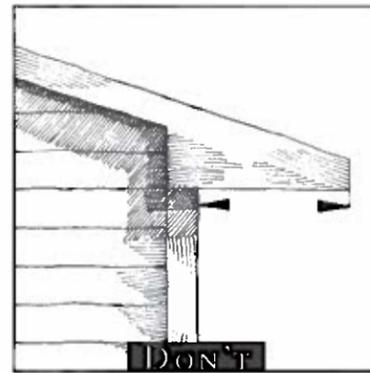
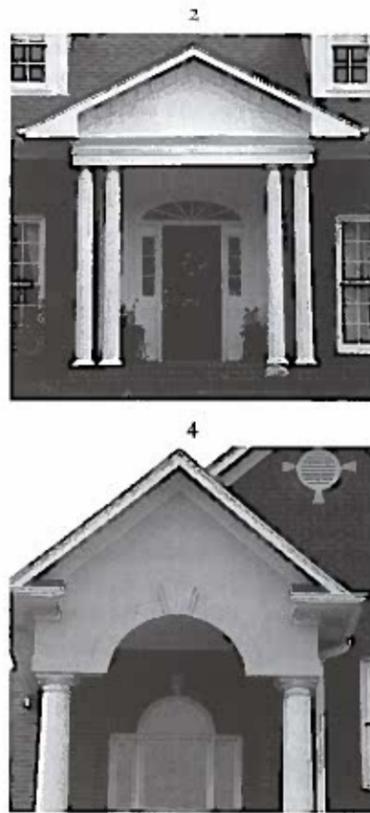
EAVE OVERHANG AND ENCLOSURE

EAVE OVERHANGS SHOULD BE APPROPRIATE TO THE STYLE OF THE BUILDING. THIS WILL USUALLY BE LESS THAN THE 18" TO 24" OVERHANGS COMMONLY USED IN TRACT HOUSES. CLASSICAL BUILDINGS SHOULD USUALLY HAVE CLOSED EAVES, WHEREAS VERNACULAR BUILDINGS USUALLY HAVE OPEN EAVES. EXPOSED RAFTER TAILS SHOULD NOT EXCEED 6" IN HEIGHT.

Buildings that speak an existing architectural language should take great care to follow the prescribed eave proportions of that language. In other words, be fluent in whatever language you choose. Classically detailed cornices should overhang no farther than their height. In other words, if the eave (not counting the frieze board) is 6" tall, it should only overhang 6". Clearly, this is a commonly violated principle. Less classically detailed eaves may overhang more, but generally not as far as tract house eaves did for decades. Open eaves are those where the rafter tails are exposed to view, whereas closed eaves have a soffit or other trim board that covers the rafter tails.

Oversized tract house eaves normally possess one Modernist architectural gene: Frank Lloyd Wright's Prairie Style eaves. Unfortunately, most

Don't allow the eave overhang to conflict with the style of the building. 1: This house is vaguely Georgian, but its pork chop eaves obey none of the rules of classical eave proportion. Also, the gutters are placed too high so that a sheet of ice sliding off the roof in winter would rip the gutter off, among many other problems. 2: Pork chop eave is larger yet, with a tiny porch beam. 3: The Ionic columns support an entablature that's missing the architrave and that bears no resemblance to the Ionic order. 4: The eave is more reserved here, but the porch beam and arch are a mess. 5: Based on the width of this eave, the cornice on this attempt at classicism should be as deep as the entire entablature.



Do make closed eaves on the more classical buildings. They should have a cornice that is as deep as it is tall as shown in this drawing. As the building becomes more vernacular, the overhang generally may increase. 1: Classical Doric entablature rigorously follows the proportions of the order. 2: Very vernacular porch with wide, open eaves appropriate to the language. 3: This photo shows the eaves of two adjacent buildings. The one in the foreground is midrange between classical and vernacular, with partially open eaves, while the one in the background is purely vernacular and totally open. 4: Large open eaves of a "peasant classical" building, are vernacular at heart, but with small ennobling details such as the scrolled rafter tails. 5: High midrange eaves are a bit wider than classical.



tract houses are not built on the prairie, and any other stylistic genes they have are usually classical in nature, so the proportions of their eaves contradict the rest of the house and confuse the viewer. The wide overhang is inappropriate for almost every style other than the Prairie Style.

Eaves on classical buildings should probably be closed due to the refinement of the building. Closed eaves add at least a rafter or truss header, a fascia board, a soffit board, and a continuous vent to the open eave. Properly detailed classical eaves add a crown and a bed mold as a minimum, and probably more. Properly detailed closed eaves, therefore, have at least six more pieces than the open eave, all of which cost money. Almost all buildings on the vernacular end of the traditional spectrum should be built with open eaves, using the savings on other items. Even mid-range buildings can be built with open eaves: look at all the multimillion-dollar houses with open eaves in Seaside, Florida, for example. Only the most classical buildings should invariably have closed eaves.

SEE 51~ENTABLATURE PRINCIPLES; 62~TRIM UNDER CORNICE; 64~EAVE MATERIALS; 65~EAVE CONTINUITY; 72~FRIEZE; 78~BAY ROOFS; AND 79~OVERLAPPING GABLES.

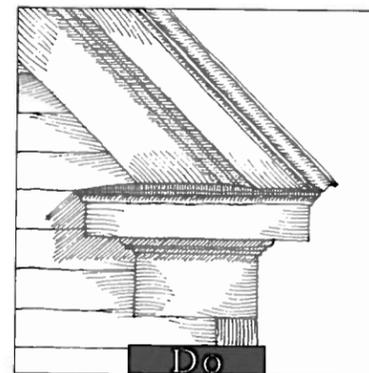
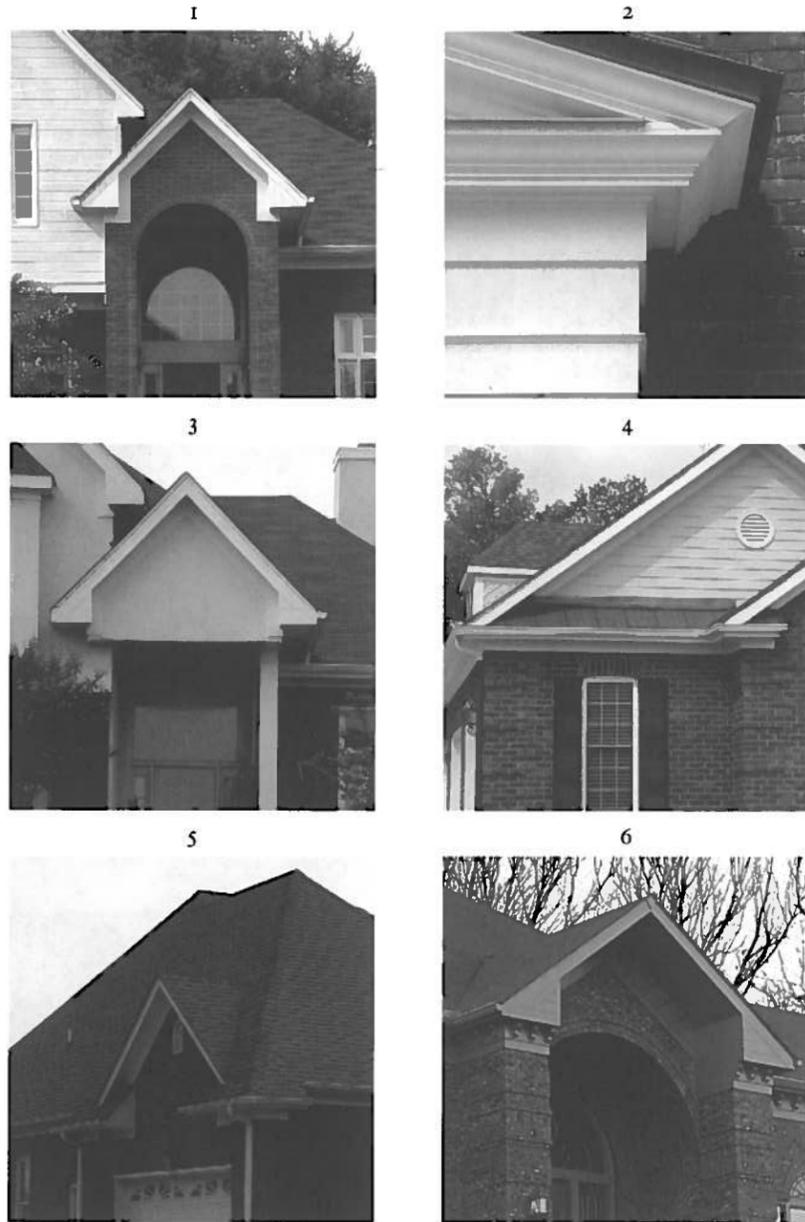
67
EAVE RETURN

EAVES SHOULD ALWAYS BE TRIMMED IN SUCH A MANNER THAT THE CORONA, OR FASCIA, RETURNS AROUND THE CORNER AND DIES INTO THE WALL WITHOUT THE EXCESS TRIANGLE ATTACHED TO THE RAKING CORNICE. THE SLOPE OF THE EAVE RETURN CAP SHOULD IDEALLY BE 1:12; IN NO CASE SHOULD IT BE GREATER THAN 2:12. THE CORONA, OR FASCIA, OF THE RAKING AND BOTTOM CORNICES SHOULD OCCUR IN THE SAME PLANE. THE CYMATIUM, OR CROWN, SHOULD OCCUR ONLY ON THE RAKING CORNICE.

The infamous pork chop eave has a questionable heritage and is the flagship of cheap tract house construction. Its origins may be uncertain, but its history is not. It began appearing around 1925, near the beginning of the Great Decline. By the end of World War II, it had become the only way that eave returns were trimmed in the United States. A half-century later, we're still trying to undo the damage. There are many good ways to resolve the eave with the raking cornice, all of which are specific to the style of the building. Specific styles are outside the scope of this book, so look for good examples of the style built before 1910 for the best precedent.

The cap material of the eave return was discussed earlier.

Don't build the Pork Chop Eave.
1: Pork chop eave with picture-framed frieze. 2: Almost right, except for double crown and other minor issues. Only the cove of the crown should return; ogee should only follow the roof. 3: Pork chop, numerous other issues. 4: Eave returns, but with steep cap. 5: Raking cornice does not align with horizontal cornice. 6: Pork chop is surrounded by numerous problems and contradictions. How quickly can you count seven?



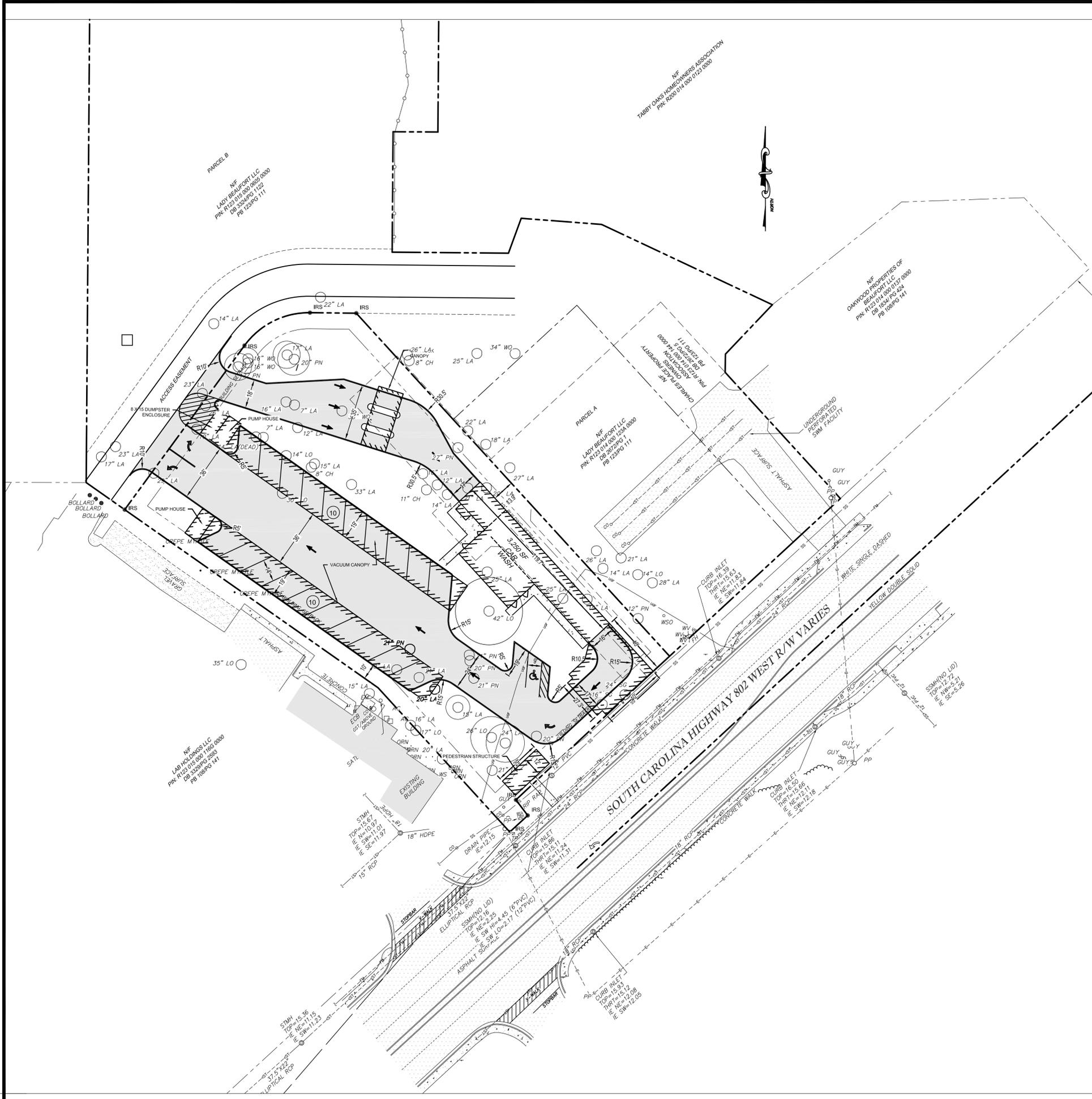
Do build proper eave returns. 1: Gable rafter approximates cymatium in this structurally expressive low classical. 2: Flat board as cymatium, classical bones with vernacular proportions in this midrange example. 3: Fully classical proportions and design with simple flat shapes. 4: Higher classical incorporates fully shaped classical parts. 5: Italianate eave return. 6: High classical components, although the dragon and eagle are admittedly not required.

It should be a simple piece of flashing designed not to be seen. That will be possible only if the slope of the eave return cap is very low. Current practice is to install the cap at a slope of 12:12 or more. That slope should ideally be 1:12, or certainly no more than 2:12. The only exception to this pattern occurs where a gable sits on a larger roof with the outside edge of both roofs in the same plane. In this case, it is appropriate to let the eave return slope more steeply because it is, in fact, the same plane as the larger roof.

Another common eave return error is to install the raking cornice behind the horizontal cornice. The outside edge of the raking cornice should always be plumb with the outside edge of the horizontal cornice of a gable.

SEE 51~ENTABLATURE PRINCIPLES; 61~EAVE RETURN CAP MATERIAL; AND 64~EAVE MATERIALS.

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SITE INFORMATION

ADDRESS: US 802
 PROPERTY AREA: 1.16 AC
 PROPERTY ZONING: CURRENT GC (PROPOSED HC)

BUILDING SETBACKS:
 FRONT: 12 FEET
 SIDE: 10 FEET
 REAR: 10 FEET

LANDSCAPE SETBACK:
 FRONT: 25 FEET
 SIDE: 15 FEET
 REAR: 10 FEET

IMPERVIOUS AREA	PERVIOUS AREA
± 0.65 AC	± 0.51 AC
± 56 %	± 44 %

(60% MAXIMUM IMPERVIOUS AREA PER PROPOSED ZONING HC)

PARKING NOTE

PARKING REQUIRED:
 1 SPACE PER 300 SF
 = 11 SPACES REQUIRED

PARKING PROVIDE:
 25 STANDARD SPACES
 1 HANDICAPPED SPACES
 26 TOTAL SPACES

SITE LAYOUT AND STAKING NOTES

- IF THE PLANS ARE NOT CLEAR OR DISCREPANCIES OCCUR, THE CONTRACTOR IS TO CONTACT EMC ENGINEERING SERVICES, INC AT 229-435-6133 FOR CLARIFICATION IMMEDIATELY.
- ALL NORTHING AND EASTING ARE TO THE FACE OF CURB, EDGE OF BUILDING.
- CONTRACTOR SHALL CAREFULLY EXAMINE ALL DOCUMENTS AND THE CONSTRUCTION SITE TO OBTAIN FIRST HAND KNOWLEDGE OF EXISTING CONDITIONS.
- ENTIRE SITE SHALL BE DRESSED TO UNIFORM, WELL DRAINED AND VISUALLY APPEALING SURFACE WITH A MINIMUM TOPSOIL LAYER OF FOUR INCHES.
- ALL STRIPING AND SIGNS SHALL CONFORM WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION. PARKING STALL STRIPING TO BE YELLOW WITH BLUE HANDICAPPED STRIPING
- ALL HANDICAP PARKING SPACES AND ACCESSIBLE ROUTE SHALL CONFORM WITH THE AMERICAN WITH DISABILITY ACT DESIGN GUIDELINES AND SPECIFICATIONS LATEST EDITION.
- DIMENSIONS AND CURVE RADII ARE GIVEN TO FACE OF CURB, WHERE CURB AND GUTTER IS SHOWN. OTHERWISE DIMENSIONS ARE GIVEN TO THE EDGE OF PAVEMENT. CONTRACTOR IS TO COORDINATE WITH THE ARCHITECTURAL PLANS AS TO THE BUILDING LAYOUT AND DIMENSIONS

HATCH LEGEND:

	CONCRETE PAVEMENT		EXISTING CONCRETE
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NO.	REVISION DESCRIPTION	BY	DATE



20' 10' 0' 20'
 GRAPHIC SCALE: 1"=20'-0"

EMC ENGINEERING SERVICES, INC.
 1344 U.S. HWY 19 SOUTH
 BEESBURG, GEORGIA 31763
 CIVIL MARINE ENVIRONMENTAL
 FAX: (229) 435-7379
 albanym@emc-eng.com

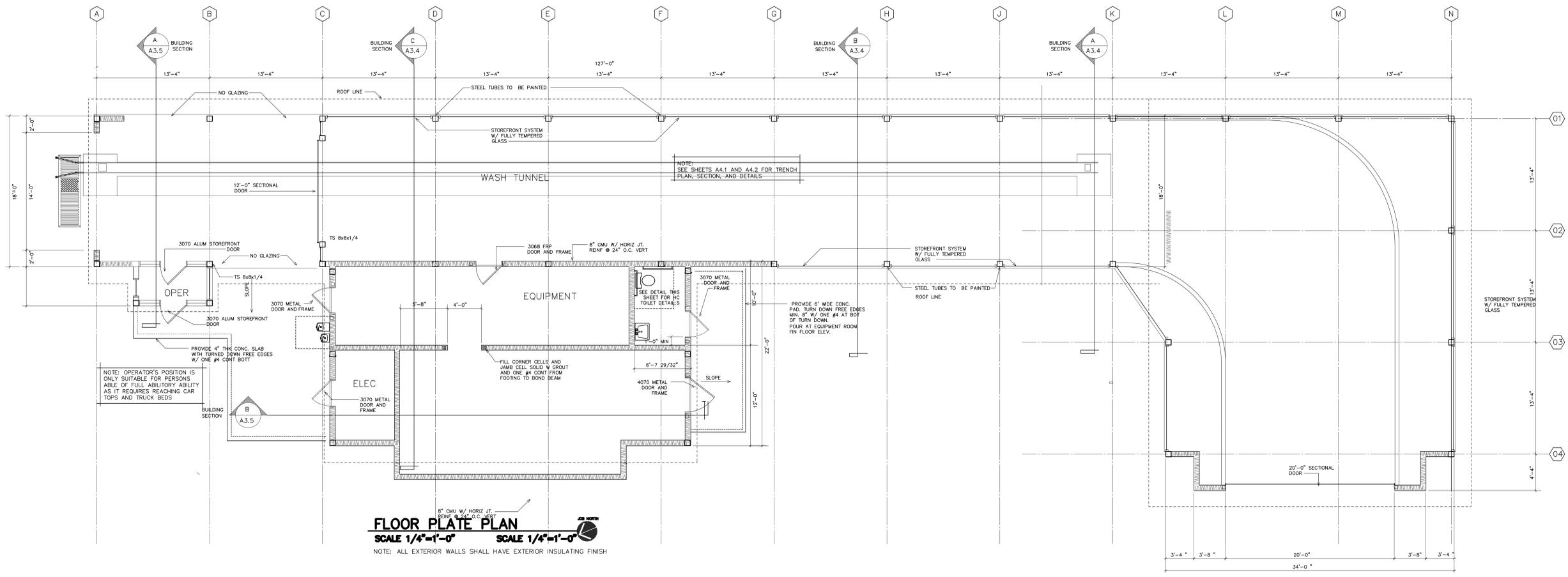
OFFICES: ALBANY, ATLANTA, AUGUSTA, BRUNSWICK, COLUMBUS, SAVANNAH, STATESBORO, AND VALDOSTA

CONCEPTUAL SITE PLAN OVERLAY

TIDAL WAVE AUTO SPA
 TAX MAP PARCEL: R123-015-0605
 BEAUFORT COUNTY, SOUTH CAROLINA
 Prepared for:
SHJ CONSTRUCTION GROUP, LLC

PROJECT NO.: 16-6005
 DRAWN BY: JWV
 DESIGNED BY: BHB
 SURVEYED BY: EMC
 SURVEY DATE:
 CHECKED BY: CEB
 SCALE: 1"=20'
 DATE: 4/11/2016





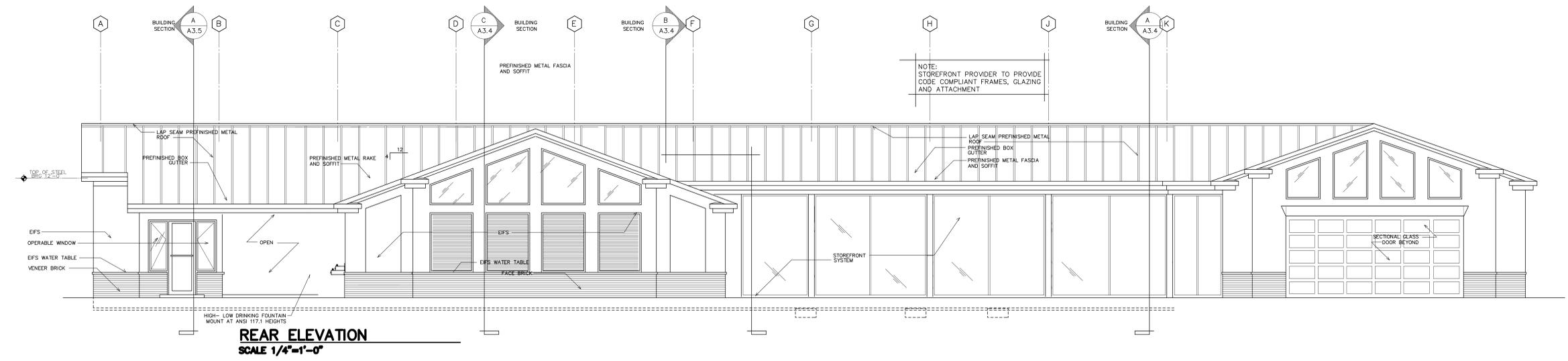
NOTE: OPERATOR'S POSITION IS ONLY SUITABLE FOR PERSONS ABLE OF FULL ABILITY AS IT REQUIRES REACHING CAR TOPS AND TRUCK BEDS

NOTE: SEE SHEETS A4.1 AND A4.2 FOR TRENCH PLAN, SECTION, AND DETAILS

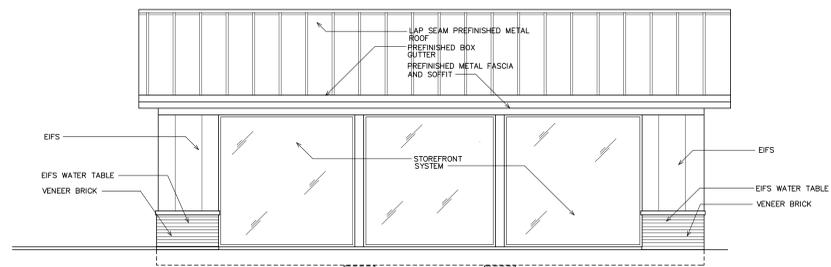
PROVIDE 6" WIDE CONC. PAD, TURN DOWN FREE EDGES MIN. 8" W/ ONE #4 AT BOT OF TURN DOWN, POUR AT EQUIPMENT ROOM FIN FLOOR ELEV.

FLOOR PLATE PLAN
 SCALE 1/4"=1'-0" SCALE 1/4"=1'-0"

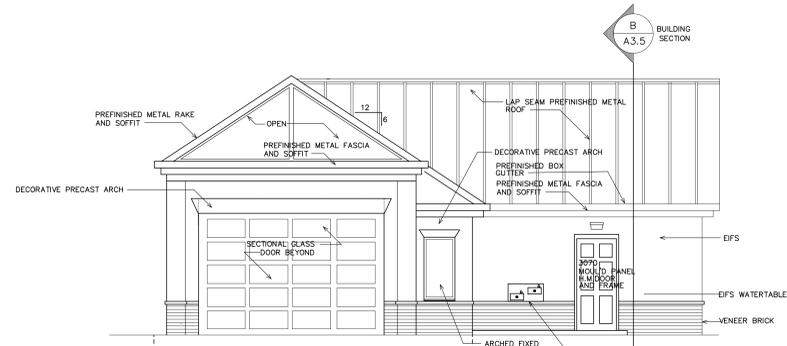
NOTE: ALL EXTERIOR WALLS SHALL HAVE EXTERIOR INSULATING FINISH



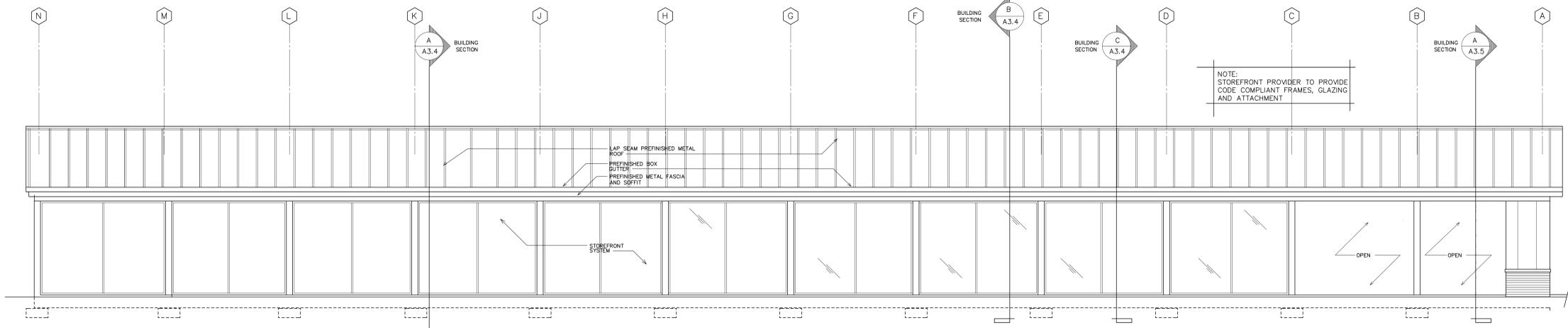
REAR ELEVATION
SCALE 1/4"=1'-0"



STREETSIDE ELEVATION
SCALE 1/4"=1'-0"

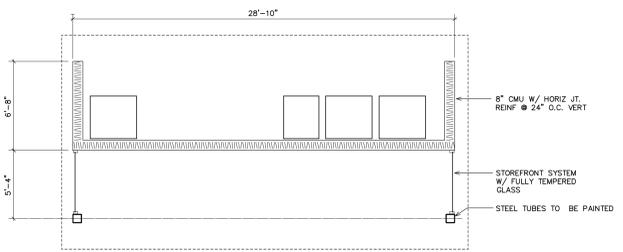


TUNNEL ENTRANCE ELEVATION
SCALE 1/4"=1'-0"



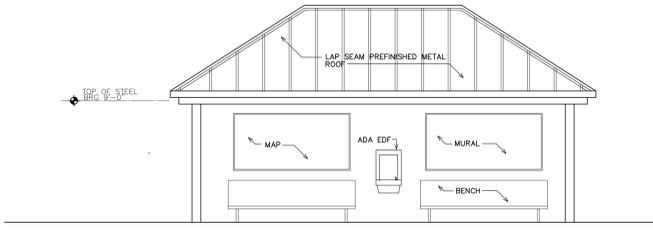
FRONT ELEVATION
SCALE 1/4"=1'-0"

NOTE: GLAZING ON THIS ELEVATION TO BE TINTED ACCORDING TO BUILDING PLAN REVIEWER

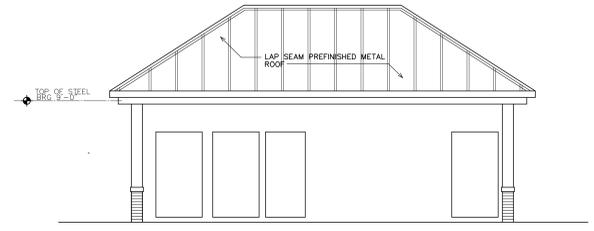


SHELTER FLOOR PLAN
SCALE 1/4"=1'-0"

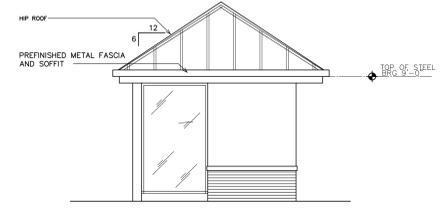
NOTE: ALL EXTERIOR WALLS SHALL HAVE EXTERIOR INSULATING FINISH



STREET SIDE ELEVATION
SCALE 1/4"=1'-0"



VENDING SIDE ELEVATION
SCALE 1/4"=1'-0"



TYP END ELEVATION
SCALE 1/4"=1'-0"