A meeting of the **Design Review Board was held on September 13, 2012 at 2:00 p.m.** in the City Hall Planning Conference Room, 1911 Boundary Street. In attendance were Chairman Eric Brown, Brian Franklin, David Karlyk, John Dickerson and Chuck Rushing and city staff Lauren Kelly and Libby Anderson.

In accordance with the South Carolina Code of Laws, 1976, Section 30-4-80(d) as amended, all local media were duly notified of the time, date, place, and agenda of this meeting.

CALL TO ORDER
Chairman Brown called the meeting to order at 2:00 p.m.

MINUTES
The minutes of the August 9, 2012 meeting were presented to the board for review. **Mr. Dickerson made a motion, second by Mr. Rushing, to approve the minutes as submitted. The motion passed unanimously.**

Family Dollar Store – 1255 Ribaut Road, Conceptual Review (12-03 DRB.1)
Application: Premier Builders & Development Company and Ward Edwards, Inc.

Ms. Kelly said the applicant is to subdivide the lot, and the store would be on the southernmost plot. The recommendations from the previous review by the DRB have been incorporated into the plans for this review. Staff has a few issues from that meeting that weren't addressed, Ms. Kelly said: the grading plan to show how trees will be saved; stormwater is in the same place, not at the lowest portion of the site; and an amendment to the handicapped parking will make it "a little looser" than the applicant was previously told, requiring 1 spot per 25 spaces, rather than 1 spot per 10 spaces. In regard to the architecture, Ms. Kelly said, the relation to the street is better, but staff still recommends 50% fenestration as at the previous meeting. Also, at the previous submission, the DRB recommended more traditional Lowcountry elements, and they are wondering if those elements have been considered or studied. A few suggestions in regard to landscaping were made, and Ms. Kelly said she believes **Liza Hill** has been in contact and working with the applicant and their landscape architect.

Mr. Dickerson asked, in regard to fenestration, if they were to put in windows backed by a wall – a see-through window but not a display window – if that would suffice. Ms. Kelly said ideally someone can see through. She said CVS [meant Walgreens on Boundary Street] does this using shutters, and inside there is shelf space. Mr. Rushing said Walgreens does the same thing with windows that can't be seen through.

Chairman Brown asked if the amount of trees being removed meets the ordinance. Ms. Kelly said she believes the board can ask for mitigation for the amount of trees being removed. Ms. Hill has suggested trees that can be saved with modifications; they haven't been acted on yet, but that's because they are in the staff report. Mr. Dickerson said most of the trees can be lost, but he has concerns about "some really big trees" there. One live oak is in close proximity to

the building. Ms. Kelly said she knew Ms. Hill was talking about the same tree, and there were also other trees that, according to the arborist's report, are significant but not worth saving.

Mr. Rushing said he wanted clarification on the elevations and where the loading door was to be located.

Greg Bache said the grading plan was provided on the site plan the DRB received. It shows contours and spot elevations. He went on to describe the elevations around the site. The grading is meant to put a grade inlet in to run stormwater back to the ponds. There is no problem making adjustments for the trees, Mr. Bache said. He added that he had shown a generic layout on the adjacent site. He's not sure yet if there's excess capacity on the stormwater pond.

Michael Brock said he had spoken to Ms. Hill about the arborist's report. The 42" live oak in the large island will be saved; Ms. Hill suggested saving the 22" and 8" live oaks that are in front of it. They will maintain a 15" live oak by shifting the handicapped spaces. The 36" live oak on the side of the building will be saved, as well. Ms. Hill said the arborist needs to come in and do a root feed for all the trees that are being maintained before any drastic disturbances are made. Mr. Dickerson said his concern was the limbs that are coming over to the building; he's unsure if those limbs can be maintained. Chairman Brown said the top of the parapet is 18'6". Mr. Brock said he and Ms. Hill talked about getting Preservation Tree Care back out there, to determine if it's worth doing this for the 45" live oak. The 36" and its limbs will also be discussed.

Mr. Brock said in regard to parking, it can be pushed down toward the 16" pine to make the island larger for the 45" live oak. The arborist mentioned increasing pervious surfaces around the 45" live oak, he added. Mr. Brock said they have no problem with the statements that were made by the DRB in regard to landscaping. The architecture will bring new opportunities for the landscape, he said. Mr. Brock and Ms. Hill had talked about the street trees in regard to what's being used at the hospital: should it be the same in the corridor or changed up? The Tree Board will also discuss this, but the applicant is willing to consider changing the type of street trees to meet the Tree Board's suggestions and desires.

They do not intend to have sod on the site, Mr. Brock said. The pond is different, though; they'll bring that detail next time they come. Mr. Dickerson told him about an ornamental peanut groundcover that he had observed that might work for them.

Bill Harris said they had done "some things architecturally that (they) feel help a lot." They articulated the facades, kept materials that were working, provided a more continuous awning on the main mass, added a storefront window, etc. Mr. Harris said they brought down the parapet height when they moved the second mass. They have a planter planned in the front as well to help hide the secondary mass. The higher parapet with awnings would be on the front and the side, Mr. Harris said. Mr. Dickerson asked what height the lower parapet would be. Mr.

Harris said the one on the corner is about 20' and the other on the lesser mass is a little lower, but not much. He said they wanted to draw attention and people to the main façade. Chairman Brown said the difference in the facades is about 12".

Mr. Harris said they will use darker brick on the main mass and a lighter one on the lesser mass. In regard to the windows on the second mass, only the top portion will bring in light. Mr. Dickerson said they might pick up display space there by making them actual display windows. They have pushed for the main mass to have more glass, Mr. Harris said. Mr. Dickerson said it might help the store be more functional without reducing shelf space.

Mr. Rushing asked about where the parking is, and Mr. Harris explained. Chairman Brown suggested that the more the secondary mass goes back, the easier it is on the 36" tree, which he feels it's essential to save. They can "push the building back a little and sort out the limbs."

Mr. Karlyk thanked the applicant for the arborist's report, which addressed his concerns, though he saw a few more that he would like to work on. He explained which ones they were. He also asked if they could fine-tune their plan for the stormwater retention pond, which would allow some trees to be saved.

Mr. Rushing said in regard to the architecture, they don't have full elevations, but the loading dock door is in two different places on two drawings. Mr. Bache explained that the door location shown in the floor plan was accurate. Mr. Rushing said, "This is a step very much in the right direction," in regard to the architecture.

Mr. Franklin said he agrees with the tree comments, but the parking lot design is going to mean that in the aggregate parking, they will have to back up to get out of it. He thinks there should be a connection to the other lot that would allow a better design if it's connected in some way for future use. Mr. Bache said he would like there to be enough flexibility to put in a connection, though it was intended for the trucks to pull in and then back up into the loading area. There was a discussion as to how they could design the parking for now and the future in terms of making a connection with the other plot.

Chairman Brown said he agreed with Mr. Karlyk's tree comments. He thinks the revised architecture is "a big step forward." He said "whatever (they) can do on the corner to get it under the tree would be good." On the site, he said he's bothered by the loading zone and how it is articulated; he's unclear about how it will look with such a vast amount of paving. He made several design suggestions about how they could break it up. Mr. Dickerson said he, too, likes the architectural changes.

<u>Lady's Island Publix</u> – 2 Inlet Road, Conceptual Review (12-06 DRB.1)
Applicant: Andrews & Burgess, Inc.

Ms. Kelly said this project is in the Lady's Island Village Center Design District. There's a single-

family home there that the HDRB has given permission to demolish. The applicant proposes new construction of a Publix and two liner shops that would front Lady's Island Parkway. The applicant has been in discussions with the Office of Civic Investment and had a pre-application meeting in May. At the end of August, the Technical Review Committee analyzed the traffic impact analysis (TIA) and had concerns. Staff requested that the TIA be re-studied and re-submitted.

In regard to the site plan, Ms. Kelly said access is a major concern for staff because there is no main entrance. The current plan has a right-in, right-out entrance. Originally, it was to be further northeast, but there's a right-hand turning lane that meant it needs to be moved to its current location; this move has now created the problem of no clear main entry. Staff suggested using some of the existing infrastructure, i.e., Ferry Road and Inlet Road to create a more main entrance and circulation. Since this is in the Lady's Island Village Center Design District, a build-to line requirement was difficult to meet using Lady's Island Drive as the road to build-to. They have suggested a frontage road. It needs to have parallel or diagonal parking which will allow for future buildout of liners along Lady's Island Drive. It also needs to be built to street standards and continue through into the site, not just end in a parking lot.

Ms. Kelly said the staff and applicant met last week to discuss the traffic issues. The applicant was concerned about trucks, so the right-in, right-out works for them. A concrete median should be built on Sea Island Parkway to prevent left turns. The first full access drive would be on the eastern side of Steamers restaurant. They are also exploring a stoplight on Ferry Road, where the access to the Food Lion is currently.

Ms. Kelly said the structure should be oriented according to the ordinance so that loading areas aren't visible to neighbors; this structure *is* visible to them. The only corner of the site is Lady's Island Drive and Ferry Road. Staff feels it's not being utilized to its full potential in this current configuration. In regard to parking, she said they are within minimum and maximum parking; pervious parking is required for all spots above the minimum requirement, and isn't currently shown. Wheel stops are required unless the DRB waives the requirement according to a request letter Publix sent. In regard to stormwater, the current location is at Lady's Island Drive and Ferry Road; staff doesn't believe this is the most appropriate space for a retention pond, and it would have to be aesthetically pleasing and filled with water all the time to be considered an amenity. A sidewalk is required to be installed on Ferry Road, but the DRB can waive that requirement, too, if it chooses.

Ms. Kelly said in regard to architecture, staff wondered if the applicant has considered design elements that are more in keeping with the Lowcountry. The ordinance recommends no more than 3 colors be used. Long unarticulated facades are not permitted on primary entry facades. Ms. Kelly said in regard to landscaping, no parking space can be further than 55' from the trunk of an over-story tree. The applicant intends to save as many trees as possible by using larger tree islands as opposed to planting strips between the parking spaces, Ms. Kelly said. Ms. Hill concluded that in the 15 islands, only three contain significant trees, so she recommended

more large tree islands and staggering them so that one can't see straight through the parking. They recommended tree planting along Lady's Island Drive to make it an actual streetscape that's not there now. In regard to signs, free-standing signs are permitted, but a master sign plan needs to be submitted.

Chairman Brown asked Ms. Kelly if there were city plans for the area in terms of the master access plan. Ms. Kelly said that, awhile ago, the county traffic engineer talked about making a bypass route around this entire intersection, a little further back, but it's pretty low on the priority list. It's unlikely to be constructed in the next five years, but it was discussed.

Dave Mattson said they were able to save a 54" tree that they had missed, and this also gave them more space to save other trees behind the store. They show parallel parking, but they would like it to be 60 degree if possible. They straightened out the drive. They have discussed access with surrounding owners, and Mr. Mattson described those conversations and their results. He showed their plan to direct customers out and to place restrictions to keep them from going out the other objectionable way. Chairman Brown asked if they were going to build the new drives, they're showing. Mr. Mattson showed where they plan to build drives to enable cross-access. They will also improve Inlet Road.

Mr. Franklin asked how many employees they might have at the store at any given time. Mr. Mattson said he'd have to ask, but he assumed 30 employees at any one time. The store is 15,000 square feet larger than the present store [across the street]. 240 parking spaces are proposed. He's not sure how many are across the street at the current Publix location. They are now maxed out with what the city will allow in terms of parking spaces, Mr. Mattson said. Mr. Franklin asked if they have studies on how many customers, they might have parking at the store. Mr. Mattson said the lots are designed for the busiest shopping days. Mr. Franklin said he'd like to see parking requirement studies information, if they can provide it. Mr. Mattson said he would ask for and share that. Mr. Karlyk asked if DOT is willing to give up the Inlet Road right-of-way, and Mr. Mattson said they are working on that now.

Mr. Karlyk asked **Ryan Lyle**, of Andrews and Burgess, about stormwater. Mr. Lyle said they are proposing a pervious concrete paving in the interior of the parking lot. There are many different properties there and therefore easements, etc. They are leasing a triangle of parking from the Grays; they are taking out some buildings for parking. The stalls will be paved with pervious concrete that looks like standard concrete. They have spoken with city officials and property owners, Mr. Mattson said. It has been challenging to lay out the site plan they presently have. Mr. Lyle said they feel like they are finally locking down the site plan that Publix will approve. He went on to describe the stormwater plan. He agreed that surface retention and making the pond an amenity is the best way to do it. Mr. Lyle said they have discussed with the county that in terms of aesthetics, signs, etc., it is the purview of the City of Beaufort's DRB for the county-owned parcels. In regard to stormwater, they will collect and treat that which is associated with these improvements. Mr. Gray is the only one who currently has stormwater detention, Mr. Lyle said. The applicant will create an underground detention area where Mr. Gray's current

stormwater pond is. The site is bisected underground with a ditch; Mr. Lyle described which areas would have treated stormwater and where the store's water would drain.

Mr. Lyle said they have looked at specimen and non-specimen trees on the site. There are a 32" and 66" live oak and now a 54" that will be saved as well as others, which will have pervious pavement around them. While they can't shrink the pond, they can change its geometry, he added.

Mr. Karlyk asked about the front parking lot; Mr. Lyle said, "It's all city." Mr. Lyle agreed with the shifting of island locations to increase the screen. Mr. Dickerson asked if the existing pond [on Mr. Gray's property] could be made wider and longer. Mr. Lyle said it would have to spread out area-wise, but could not be deeper. He explained the difficulties with stormwater. Mr. Dickerson said if they extended into Inlet Drive or made the underground areas larger, they might get a better result and not have to have the pervious concrete where water would sit and make a puddle for an hour. Mr. Lyle said it has very high flow rates, so he feels they won't be seeing water sitting on the pervious concrete in the parking lot.

Mr. Mattson said wheel stops are a trip hazard, which is why they don't want them. Ms. Kelly said typically, wheel stops also protect plants, but if there will not be plants, they shouldn't need them. Mr. Mattson said they are putting in signs and speed bumps to direct people to the back. They can do street planting for future development. They were able to get agreement for a concrete median at the neighboring paint store, but not the gas station. They can definitely have bike racks, he said. There are sidewalks along every road except Ferry; Ms. Kelly said it's in the ordinance to add them unless the DRB gives an exemption. The back of the retention pond can be screened well, Mr. Mattson said, with a wood fence and landscaping.

Jennifer Bihl said that in regard to traffic, they are looking at a signal at Sea Island Parkway and Ferry Drive. It may eventually meet the requirements for a traffic signal, but not yet. The southbound (Food Lion) approach is still the dominant approach. They are working through that. The build-out is in 2014. In regard to delays, signalization is the next step. They can't be put in unless they're warranted. Mr. Karlyk asked who pays to install it. Ms. Bihl said that in a perfect world, money would have been set aside, but it's not, so it will be negotiated among a number of parties. Mr. Mattson said if it were warranted now, Publix would pay for it, but it doesn't meet the warrant requirement. Mr. Mattson said they'd rather put the stoplight at the intersection of Sam's Point Way, but there's a spacing issues on DOT roads, Ms. Bihl said, and they're very short at Sam's Point Way because they're 700' from a signaled intersection. The Ferry location is better, but it is still a bit short of the 1,320' requirement and would need a variance from DOT.

There was a discussion about the various roads for ingress and egress. There's concern about the closer, you put the road along Ferry Road, near Lady's Island Drive, the more it will interact negatively by blocking the intersection, Mr. Mattson said. The best way to get trucks in is from the south, so that's why they have the right-in, right-out planned. Mr. Dickerson suggested

another way for the trucks to enter, circulate, and go back out. Mr. Lyle explained how the loading dock needs to work in the Publix corporate architecture. Mr. Mattson said Publix buying property without frontage access along Lady's Island Drive is a concern for them. Mr. Dickerson asked if they could relocate the loading dock, and Mr. Lyle said no.

Mr. Mattson said they had met with Donna Alley before her retirement, and he showed the drawings of the buildings. **Rick Maxian** is the architect on the project. In regard to keeping to Lowcountry design elements, it's harder to do with big box buildings, Mr. Maxian said. They will look at siding; currently they use brick up to a point, and then do stucco. Pitched roofs, overhangs, and being able to see beams and support systems "are all big Lowcountry design elements," he feels. They created a canopy over to the retail shops from the main store entrance. On the side, they would like to bring the brick up with the piers and do a gabled roof at the drive-thru. He'd like to keep in the metal roof element and incorporate painted exposed beams. In regard to colors, Mr. Maxian agreed that there are a lot of materials and colors. He said this is in part owing to the size of the building. He had tried to add common "field" colors. He showed two brick samples. The two stucco colors match the two colors of brick, Mr. Maxian said. Chairman Brown asked if these were corporate colors, and Mr. Maxian said no; they're trying to match up with earth tones for the Lowcountry look.

Mr. Maxian asked if the board felt that there were still too many colors. Chairman Brown said the board would comment on that later. Mr. Maxian said 50% fenestration on the parking lot side is not meeting the requirement. Ms. Kelly said this was a suggestion for the primary entry. The main entry requires substantial fenestration. She said the board can help them with it. Mr. Maxian said they are looking at bringing in a pitched roof, probably moving it from one side to the other.

Mr. Karlyk said it's a tough site to develop, and he feels they've done a good job with what they have. He said he's fine with waiving wheel stops. Mr. Rushing agreed that this was a difficult site, and though he disagrees with some things, they have to do it to have a store at this location. He asked about the fence screening and about plans to screen the backsides of the neighbor stores along Sea Island Parkway. Mr. Mattson showed where a security and a screen fence would go. They will "also dress up the back of the other stores" in the area. Mr. Rushing said he was thinking about shrubs and trees.

Mr. Rushing asked if there was a way to separate the liner shops Lady's Island Drive and have another entrance to Publix. That would give more foot traffic. Mr. Maxian said that corporate policy is to have only one entrance and one exit for security reasons. Finally, Mr. Rushing said they are going to look at the front elevation, and Mr. Mattson said they will talk to Publix about taking the canopy down and turning it into a pitched roof.

Mr. Franklin said he can appreciate the tough decisions that had to be made on this site, but moving here from Washington, DC, he's seen stores take hard sites to develop and make it work. Walking with toddlers and kids along long stretches of parking areas is "a nightmare," he

said, as at Wal-Mart, and he would like to see now many parking spaces are really used as the current parking lot shows 245 spots with 40-50 for the employees, leaving 200 for customers. The parking lot sets the tone when you get out of your vehicle to go to the store, Mr. Franklin said. A long walk from the car to the door can be dangerous and should be more enjoyable. He said they should see how many spaces they truly need. He suggested an island to collect carts, too. The layout now is all vehicular, Mr. Franklin said, and they need to orient it more toward the pedestrian. They need more pedestrian interaction outside, Mr. Franklin said, like they have on the inside. He said they should be more thoughtful and deliberate when thinking about the access to the parking lot. They could put parking in the back and have a street presence. The building could be front and center and accessible to the pedestrian. Bigger cities are more oriented to the pedestrian experience. Mr. Mattson said he understands and will ask that question of corporate. Mr. Franklin said that for anyone who has to walk through a parking lot to get to the store, they have to cross a "sea of concrete." All the big box stores do that, and they should try to do something different.

Chairman Brown said the back connection is "huge," and they should make the street an attractive street. He said if they make it a street and get in parking there, they could have a sidewalk on the right side of it. He suggested they think about street trees, which will be big in 20-30 years. Also, if the pond is an amenity, they should go ahead and make it one, putting it "where people can engage with it." If it's going to be part of the service realm, and not the public realm, it's not an amenity. Chairman Brown said they're exposing the "bad" part of their building to a high volume of traffic with the road around back. The building might be able to be rotated or turned in some way to make it easier for them.

Chairman Brown said he appreciates the architectural elements they have suggested. Whatever they can do to break the mass down – to give it a different feel – will help. He said five colors is a lot and maybe they could use two on one side of the building and two on the other.

Mr. Dickerson said all his comments had been covered. Mr. Mattson asked the next steps. Mr. Dickerson said there are still major steps to get to any type of approval. Mr. Lyle asked if they approve conceptual reviews. They need something to go back to Publix with, so they can say, "the DRB made these specific suggestions." Ms. Kelly said she would write a letter that's not an approval letter. She said that the minutes would be online as well. Mr. Lyle asked for an unofficial copy of the minutes.

Mr. Dickerson said rotating the building 90 degrees could work; Mr. Mattson said that loses them having frontage on the road per the ordinance. Mr. Mattson said they have been trying to be most efficient in reducing pavement and keeping people out of the back of the building.

Chairman Brown left the meeting and passed the gavel to Vice Chairman Dickerson.

<u>Dollar Tree</u> – 201 Robert Smalls Parkway, Preliminary Review (12-07 DRB.1)
Applicant: David R. Karlyk, Carolina Engineering Consultants, Inc., Preliminary Review.

Mr. Karlyk recused himself from the review, as he is the engineer on the project. This is an outparcel in front of the Lowe's building, Ms. Kelly said. The store would be 10,000 square feet. The applicant has attended the pre-application conference and were given staff suggestions. Ms. Kelly said staff feels strongly about not having head-in parking fronting Robert Smalls Parkway and Burton Hill Road. They suggest parallel or diagonal at 60 degrees, e.g., Buffalo Wild Wings.

Staff wants to know how much the impervious area is, Ms. Kelly said, because it appears to be greater than 65%. There's a large 44' paved area that they're unclear about in the rear at the primary vehicular area of the building. They continue to encourage a future vehicular and pedestrian connection to the adjacent site to the southwest. Ms. Kelly said crosswalks need to be shown at access points. Also, in regard to handicapped parking, staff suggested that the applicant consider putting the spaces on the side of the building so no lane crossing would be required.

Ms. Kelly continued that staff wants to know about the stormwater plan. In regard to architecture, long, unarticulated facades are not permitted, and this building has two facades, since it's on the corner, and then a third facing the primary vehicular access point. There will be windows required along the Burton Hill Road façade. They recommend that the Burton Hill Road and primary facades be at least 50% glazed with no more than 20' of blank area. Since the rear elevation is the primary access point, it needs to be more articulated, too. Canopies and awnings should be functional and project at least 4' and staff recommends 5'-6', Ms. Kelly said. In regard to the colors, the ordinance calls for them to be the DRB's decision and earth tones are recommended. The trademark green band will be considered a sign, and certain maximum square footages are required.

A landscaping plan is required, Ms. Kelly said. Foundation plantings were a big issue on this project; the opportunity to increase the width of the foundation plant beds and the sidewalk will increase with reoriented parking. The building can be slightly shifted and enhance the pedestrian experience and allow for preservation of more trees, which are set to be removed.

Ms. Kelly said the applicant needs to submit a master site plan, and staff wants to know if the monument sign footprint currently shown in the site plan could be moved slightly to save trees. They would like the bike racks to be located closer to the entry, and then a pine could be preserved.

Mr. Karlyk said this outparcel was subdivided and created for development. Changes have been made since the pre-application conference. They relocated the dumpster. They have added 3' foundation buffers. They increased an island size for a tree and relocated the bike rack. They added pedestrian access from Robert Smalls Parkway and a sidewalk on Burton Hill Road. They have an arborist's letter about the grand trees on the site. The grand trees to be taken down are in poor condition. They plan to maintain the good live oaks.

Mr. Karlyk said they can relocate the sign to save maples. He described the way the loading trucks enter the site and said that much pavement is needed for that, as in the Publix plan. In that part of the plan, they need that wide swing for an 18-wheeler. Mr. Karlyk went on to describe why they couldn't have two-way traffic leading to one-way traffic in one section, as suggested by sketch done by staff, and he said there's a similar situation at CVS in Port Royal. He spoke to Chief Negron and a wide drive aisle all the way around the building is what they are trying to get which works for both the applicant and the fire department. The next parcel over is bound by the entrance to Lowes. "Providing access at the top could hinder how they develop the property," he said, but he can do it if the DRB wants it.

Mr. Karlyk said in regard to angled parking, everyone thinks it's better, but he showed a diagram of 90, 60 and 45 degree parking. 90 degree parking is the most efficient and offers the least impervious area. Angling loses parking and increases impervious area. It's a tight site already and comes up against buffers. Right now, they're at 65% impervious. All the perimeter parking is pervious. He showed which spaces are impervious. They have a great landscape architect on board, too, he said.

Mr. Karlyk said they couldn't find a better layout that used less pavement, met the safety standard of the fire department, and gave them enough parking.

Linda Snapp showed some brick colors that had been selected. In regard to the glass, Beaufort requires an energy efficiency check. They need to calculate the amount of glass, and the building materials on the roof and walls. Dollar Tree doesn't get their buildings LEED certified, Ms. Snapp said, but they picked out some elements of LEED. They have skylights on the roof, for example. They don't put in ceilings if they can help it. Ms. Snapp said that the reason they don't have any windows shown on any elevations except the front is because they can't meet the energy requirements with exterior windows and skylights, and they would rather do skylights. Ms. Snapp described the type of glass and roof they will use. They do all they can to make their buildings energy-efficient. She showed a drawing of a typical store. They would like to use spandrel glass in order to use that area as display instead of having to build an interior wall for display.

She showed metal canopies. The green is not really a trademark or corporate color, she said. Typically, they use block, but for this building, they will use brick on the first four feet and above that, they will use stucco. On the rear elevation, they will bump it up and may not use the architecture as planned.

Mr. Rushing asked where the mechanical equipment is. Ms. Snapp said it's roof-mounted, and they have a parapet roof. The 50% glass requirement is a concern for them, she said, because of the length of the building. There would be no room for columns. Ms. Kelly said they are not in the zone where that's a requirement, just a suggestion.

Mr. Rushing said the parapet above the entry is a concern. It's exposed coming up Robert Smalls Parkway and Burton Hill. Ms. Snapp showed what they're considering doing. Mr. Rushing said it "looks fake" to him from the sides – straight on it has appeal – so he wondered if there were a way for it to have some mass instead of "having something stuck on there." Ms. Snapp said the front door could be brought out a little, maybe. Mr. Rushing said on the site plan, the parking on the street side could be changed to face into the wall of the building. On the front, it's not like that. Mr. Karlyk said that was a good idea. They had tried to save a cherry tree, but it wasn't recommended to do it. He said he'd check with the client but he liked the idea. That way the handicapped parking could be in the front, Mr. Franklin said. Little of substance in the way of landscaping can be done in front of this building given the current 3' foundation planting strops shown, Mr. Franklin said. Mr. Rushing suggested how the drive could come around, offer additional space, and let them save some of the trees right in front of the store.

Mr. Franklin suggested planting around the base of the building and looking for places to put plant material. His architectural concern is that it's a flat front with no Lowcountry architecture. He compared it to the Family Dollar plan that's been developed. He feels that this store needs "to get into a Lowcountry vernacular for this area." He would push for overhangs, porches, and no long, linear walls. They might use siding, too.

Mr. Dickerson said in regard to the site plan, he is concerned that they have parking facing out onto Robert Smalls Parkway and parking all around it. From an urban perspective, they are trying to bring the building forward, put parking in the back, and not have parking all around the building. Mr. Dickerson said he's uncomfortable with the apparent clear-cutting and the amount of concrete all around the building. The building doesn't have any kind of Lowcountry feel and the plan doesn't address Robert Smalls Parkway well. He'd like to see the site plan significantly re-worked and the look and feel of the building could be significantly re-worked as well. Mr. Dickerson said the customer sees three sides of the building coming into the parking area. Two of those sides would be "pretty stark" as presently conceived, and he'd like to see a friendlier, more approachable building. Mr. Karlyk said, "The site is compact and it was tough to get everything in there."

Ms. Kelly said they want to see a friendlier building; this is on a major highway and isn't as pedestrian as if it were on Ribaut Road. They don't want it to look so suburban from the street, because of the direction the city is headed in, but the store also needs to accomplish what it wants to accomplish. That's why, Ms. Kelly said, they had suggested parallel or diagonal parking. Mr. Karlyk said he didn't want to repeat the parking at the current Publix because of the accidents that it entails. Mr. Karlyk said he would have difficulty changing the site plan, but he would look at what might be done. Mr. Rushing told Ms. Snapp that if the green she'd shown is not a corporate green, they might want to tone it down. Ms. Snapp agreed.

There being no further business to come before the board, the meeting was adjourned at 4:50 p.m.