

Parker Companies Paymaster

000012

DATE	LOC	REF	GROSS	DISC	NET	DATE	LOC	REF	GROSS	DISC	NET
12/17/14	920	21614REVIEW RO	200.00	0.00	200.00						
12/17/14		3326 - CITY OF BEAUFORT							200.00	0.00	200.00

Parker Companies Paymaster
 222 Drayton Street
 Savannah, GA 31401
 (912) 231-1001

BB&T
 Savannah, GA

12/17/14

0000126

DATE

CHECK NUMBER

PAY EXACTLY THIS AMOUNT

AMOUNT

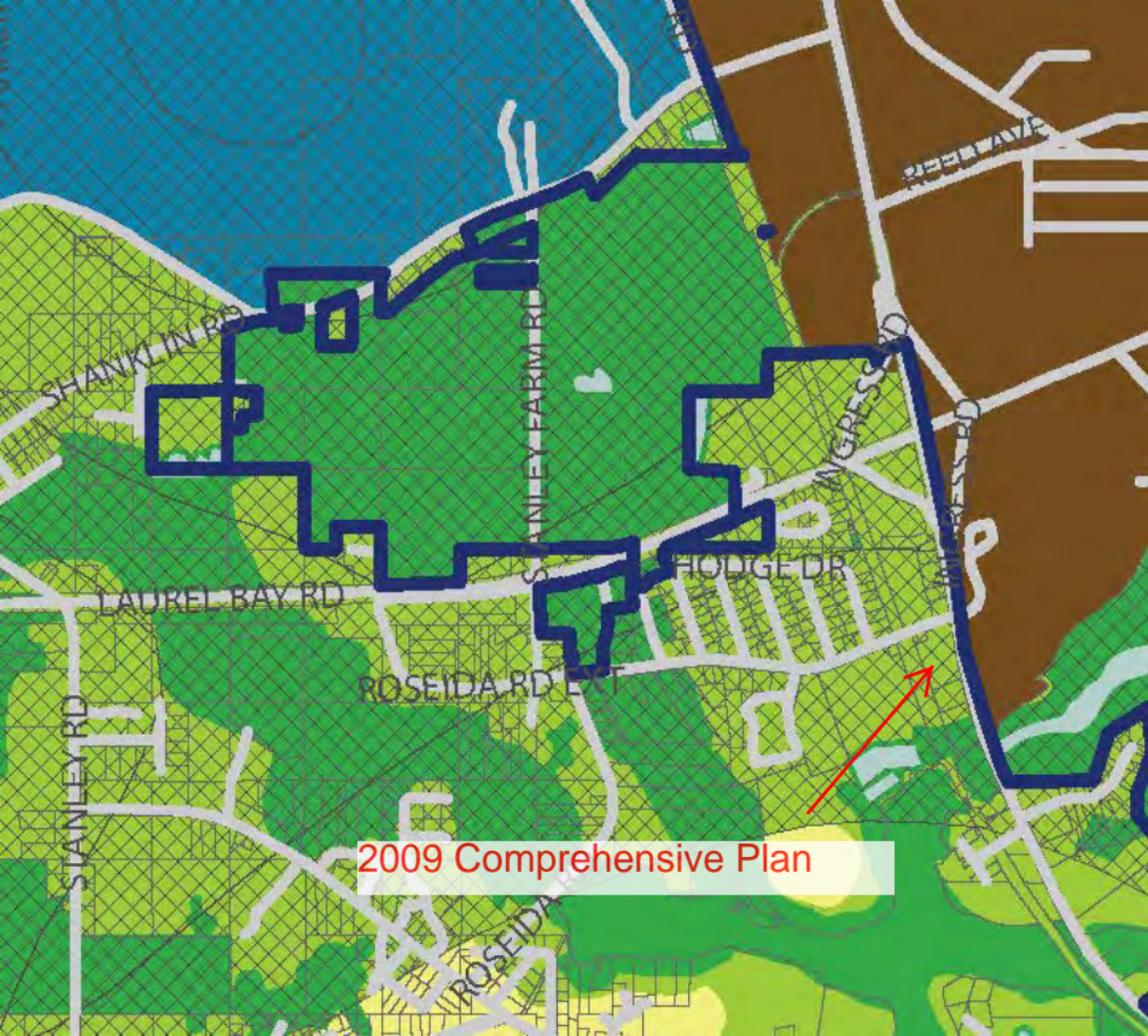
Two Hundred Dollars

****200.00

TO THE ORDER OF
 CITY OF BEAUFORT
 1911 BOUNDARY STREET
 BEAUFORT, SC 29902

Bryce Parker

⑈0000126⑈ ⑆061113415⑆ 5243402613⑈



2009 Comprehensive Plan



PRESERVED OPEN SPACE (O-1)

The O-1 sector represents the basic “green infrastructure” of the community providing critical habitat for wildlife; protection of water quality and protection from flooding and erosion; and needed recreation and greenspace for the human habitat. This category, indicated in dark green on the Framework Map, comprises lands that are already non-developable, such as wetlands, conservation easements, required stream buffers, and parks.



RURAL/CONSERVATION LANDS (O-2)

This sector includes areas that are prime candidates for moving into the O-1 sector through conservation easements or other open space acquisition/protection measures. This sector consists of lands that should be off-limits to development except occasional conservation neighborhoods at very low densities due to environmental conditions, urban service factors, and proximity to the MCAS operations.



GROWTH RESERVE SECTOR (GR-1)

The GR-1 sector is intended as a holding zone or reserve area for future urbanization in the northern Beaufort County region. Care should be taken to ensure that this area not be developed as a low-density suburban subdivision as there is sufficient land area to create an urban center supported by walkable neighborhoods.



MODERATE DENSITY RESIDENTIAL NEIGHBORHOODS (G-1)

The G-1 sector is intended for relatively moderate density residential development. It includes areas that are not likely locations for redevelopment, as well as lands that are not proximate to thoroughfares and are not projected to be high growth areas due to limited access to transportation networks, existing services, and utilities. In addition, poor/wet soils that not typically appropriate for development are included in this sector, which is intended for relatively low-density development.

9. **Entertainment**

Indoor and Outdoor Entertainment are permitted in residential districts zoning subject to the following standards:

- a. In the TR, RE, R-1, R-2, R-3, R-4, and GR districts, the use is owned and managed by the neighborhood association or property owners' association in which the use is located.
- b. In the NC zoning district, the building footprint of such use shall be no more than 2,500 square feet. Larger facilities shall be permitted as part of a mixed-use development.

10. **Fuel Sales**

In the GC District, Fuel Sales are permitted as a conditional use in the SC 170 Design District and the US21 District outside the Boundary Street Redevelopment District. In all other GC Districts, Fuel Sales are permitted by special exception. Fuel Sales in all districts where permitted by this UDO, are permitted subject to the following standards:

- a. Parking and/or service areas shall be separated from adjoining residential properties by a suitable planting screen, fence or wall at least six feet in height;
- b. No open storage of any type, including the overnight storage of vehicles, shall occur in conjunction with the operation.
- c. No more than two Fuel Sales facilities are permitted at an intersection of any Arterial Street (Section 7.2.B). Nor more than one Fuel Sales facility is permitted at the intersection of other streets.
- d. In new development, pumps should not be located between the building and the adjacent street, but instead be placed behind the building, although the Design Review Board may permit pumps to be located to one side of the building based on unique site conditions including the presence of wide buffers. In such cases, the pumps, including the canopy, shall not project further toward the street than the front line of the building.
- e. No signs shall be located on any canopy over the pumps.
- f. Any freestanding light fixtures shall be reduced in height to fifteen feet if the use adjoins a residential district or residential use.
- g. Any service bay doors shall not be oriented toward any public right-of-way.
- h. Fuel sales are subject to the general Design District standards set out in Section 6.6 and the specific Gas Station Design Guidelines set out in the Appendix.

11. **Housing, Short Term Rental**

Short term rentals are permitted in all residential zoning districts with the exception of the Traditional Beaufort Residential District, The Point, or where prohibited by covenants. Short term rental of the primary dwelling, or rental

M. Gas Design Guidelines

GAS STATION DESIGN GUIDELINES

October 20, 2010

These standards are in addition to standards set out in the main body of the Unified Development Ordinance. If there is a conflict between these standards, and the Design District standards set out in Section 6.8 of the Unified Development Ordinance, these Gas Station Design Guidelines shall apply.

Key Objectives

- Protect and enhance the character and quality of commercial districts and adjacent neighborhoods where gas station and convenience stores are located.
- Create a high level of expectation in the quality of gas station and convenience store architecture.
- Provide needed flexibility to respond to unique conditions and constraints inherent to specific areas within the community.
- Minimize negative impacts to adjacent uses resulting from on-site activities.
- Maintain and strengthen the city's identity and character.

Character/Context

A variety of character/contextual settings exists in Beaufort ranging from historic urban settings in downtown, to suburban settings in outlying areas. Each setting warrants differing responses in terms of site development and design. Gas station and convenience store design should contribute to the established or desired character and identity of the community and neighborhood.

Site Design

1. All development proposals should show evidence of coordination with the site plan, arrangement of buildings and planning elements of neighboring properties:
 - Seek shared-access with adjoining commercial uses where feasible to minimize curb cuts and enhance pedestrian and vehicular areas.
 - Minimize cross traffic conflicts within parking areas.
2. Mitigate the negative impacts from site activities on adjoining uses:
 - Service areas, storage areas, and refuse enclosures should be oriented away from public view and screened from adjacent sites.
3. ATMs and other vending machines should be located within the primary retail building.
4. Sidewalks shall be provided from the primary entrance to the public sidewalk.

5. Vacuum stations and similar equipment are prohibited on the sides of the principle structure abutting a residential use.
6. When pumps are proposed at existing facilities which do not meet the design standards for gas stations in this UDO, a decorative wall not less than three feet in height shall be required along any side of the property adjoining a street.
7. Provide significant architectural or landscape features at the corner on corner sites in order to address the public realm and enhance the streetscape.

Architecture

The intent of the following architectural guidelines is to encourage creative architecture that is responsive to local and regional context and contributes to the aesthetic identity of the community.

1. The building should be appropriately sized and scaled for the site and the overall context. "Kiosk"-type fuel sales are not permitted. A kiosk in this context is defined as an ancillary building from which an attendant sells sundries and monitors the pump; customers are generally not allowed into the building.
2. Buildings should not derive their image from applied treatments that express corporate identity.
3. The primary building should be at least 50% as long (measured parallel to the street) as the distance along the longest line of pumps parallel to the street.
4. The design of stand-alone gas stations and convenience stores should conform to the dominant existing or planned character of the surrounding neighborhood. This can be accomplished through the use of similar forms, materials and colors.
5. All sides of a building should express consistent architecture detail and character. All site walls, screen walls and pump island canopies and other outdoor covered areas should be architecturally integrated with the building by using similar material, color and detailing.
6. Building colors should emphasize earth tones. The use of highly reflective or glossy materials should be limited and will not be appropriate in all contexts.
7. Canopy:
 - Canopy should relate to the building in architectural design and materials.
 - Canopies with a pitched roof are encouraged. Multiple canopies or canopies that express differing architectural masses are encouraged.
 - Canopy support columns should be entirely encased with materials that complement the primary building.
 - Canopy fascia should be compatible in scale with building fascia.

- Canopy band face should be of a color consistent with the main structure or an accent color.
- Canopy ceiling should be recessed.
- Outlining of canopies with light bands or tubes is prohibited.

Pump Island

The intent of this section is to encourage pump island designs that are well organized and consolidated to minimize visual clutter. Pump island components consist of: fuel dispensers, refuse containers, automated payment points, safety bollards, and other appurtenances.

1. The design of pump islands should be architecturally integrated with other structures on-site using similar colors, materials and architectural detailing.
2. The color of the various components of the pump island, including dispensers, bollards and all appurtenances, are encouraged to be muted.
3. All elements of the pump island or canopy that are not operational should be architecturally integrated by use of color, material, and architectural detailing.
4. The use of translucent materials and internally lighted cabinets are discouraged as finishes or as applied treatments at the pump island or on the canopy.
5. Either a pump island curb or bollard is recommended for the protection of dispensing units.

Lighting

1. Light fixtures mounted under canopies should be completely recessed into the canopy with flat lenses that are translucent and completely flush with the bottom surface (ceiling) of the canopy.
2. The sides (fascias) of the canopy should extend below the lens of the fixture 12 inches to block the direct view of the light sources and lenses from property line.
3. Lights should not be mounted on the top or sides (fascias) of the canopy and the sides (fascias) should not be illuminated.

Landscaping

1. A solid screening structure made of wood or finished masonry shall be installed along the property line when the facility adjoins land in residential use or zoned for single-family development. When the facility adjoins undeveloped property zoned for mixed use, the approval body has the authority to waive or revise this requirement.
2. Provide ample landscaping and or a decorative wall to enhance the streetscape and define the street edge when setting building structures back from the street is unavoidable.

See Section 7.3. for specific landscaping requirements.

Signs

See Section 7.2 for specific signage requirements. The following provision supersedes the reader board requirements in Section 7.2.G.1.g:

Gas stations in any district where permitted by this UDO may be approved to have a reader board included in a freestanding sign. The reader board shall be no more that 40% of the size of the sign face.

**CITY OF BEAUFORT
DESIGN REVIEW BOARD
Staff Report
Meeting of January 15, 2015**

Case Number: 15-01 DRB.1
Project: Parker’s Convenience Store & Gas Station
Property Address: 3462 Trask Parkway
Parcel #: R120-025-000-0012-0000 & R120-025-000-012C-0000
Zoning: Highway Commercial
Design District: S.C. Highway 170 District
Type of Review: **Conceptual Review – New Construction**

Request:

The applicant is requesting to construct a new 4,480 SF Parker’s Convenience Store with an associated 16 pump gas station and canopy. The applicant is preparing to go before the Zoning Board of Appeals (ZBOA) to request a variance to the Conditions of Fuel Sales (attached and listed below) that state that gas pumps must be located in the side or the rear of the building, as they desire to have the pumps in the front with the building towards the rear of the site. The applicant is seeking a conceptual recommendation from the DRB that they can take to the ZBOA.

Background:

This project has not appeared before the DRB before.

Zoning Issues:

This property was recently rezoned to Highway Commercial (HC) and is in the Area-wide Commercial Design District.

Setbacks:

Front Setback	25’
Side:	10’
Rear:	15’
Percent Impervious	75% as it is a redevelopment site

Applicable Guidelines:

- UDO Section 5.3.10 (attached) addresses specific conditions of Fuel Sales. Item d. states: *In new development, pumps should not be located between the building and the adjacent street, but instead be placed behind the building, although the Design Review Board may permit pumps to be located to one side of the building based on unique site conditions including the presence of wide buffers. In such cases, the pumps, including the canopy, shall not project further toward the street than the front line of the building.*
- The Design District Standards in Section 6.6 of the UDO apply to this project
- The Gas Station Design Guidelines in the Appendix of the UDO apply to this project
 - With regards to pump islands, these standards state that “the primary building should be at least 50% as long as the distance along the longest line of pumps

parallel to the street.

- This property is on the periphery of city limits. The 2009 Comprehensive Plan depicts this area as O-2 Rural Conservation Land and states that: “this sector consists of lands that should be off-limits to development except occasional...urban service factors, and proximity to the MCAS operations.
- This area is not addressed in the 2014 Civic Master Plan.

Staff Comments & Suggestions:

Site:

- This site plan does not meet the intent of the UDO. However, given the rural location, surrounded mostly by low-density unincorporated Beaufort County property, it is worth considering an alternative site design if it is appropriate.
- The location of the building closer to the Spanish Moss Trail has a positive benefit to trail users. Adding more seating/plaza area closer to the trail, perhaps under the 38” Live Oak, could strengthen this connection.
- Trees: The location of the fuel pumps and structure to avoid the existing large trees on the north and eastern portion of the property is appreciated.
 - An arborist report will be required for all trees, both saved and removed, that will be impacted by development. Upon inspection by the city arborist she determined the following:
 - 38” Live oak nearest Hwy. 21 entry to station is a Laurel oak. Its co-dominant, in moderate health. Arborist assessment is required. Could not see if cavity exists at juncture of co-dominant stems. Also too much undergrowth to assess base of trunk. Distance to edge of canopy on south and east side is 30’; west side of tree 18’; very little canopy on north side. In my opinion, effectiveness of screening for pumps is minimal.
 - 45” Live oak shown to right side of pumps: tree leans to the south; canopy spread to south/southeast is 40 to 50’ but pruning of lower limbs most likely will be needed for vehicular clearance over drive. Not a lot of canopy on north side of tree. Tree in good health but again, screening may not be very effective.
 - Both of the above trees will be significantly affected by installation of underground tanks in location as currently shown. Can they be relocated beneath pavement on interior of drive area?
 - The three trees shown along Roseida are Live oaks in good health (54”, 50” and 48”). Canopy spread extends over Roseida. Raising of canopy on south side of these trees (pump area) will most likely be required for vehicular clearance. Could not get close to trees due to underbrush. All require significant deadwood pruning.
 - All trees should be assessed by certified arborist. All will require root pruning and fertilization. Distance of curb to leading edge of root flare to be a minimum of 3 times the caliper. In the case of the 54” Live oak, this distance is probably 15 and 20 feet.
 - Given the lack of effective screening by these trees, staff recommends the DRB consider asking the applicant install a low wall or fence along the Highway 21, and

Roseida Rd. property lines. This is suggested in the Gas Station Design Guidelines for existing properties where pumps are located in front of the buildings.

- The location of the underground tanks should be rethought as per landscaping comments above, as well as to screen them from US 21.
- The shared access point on US 21 along the future property subdivision line is appreciated and complies with the recommendations of the UDO.
- With regards to the Future Building, the configuration of this structure should be rethought to minimize the amount of parking in the front, as per the UDO Section 6.6 requirements.
- Given the location of the stormwater pond and the visibility from the rail trail which is a public right of way, this pond should be treated as an amenity as per the UDO Section 6.6.
- Is it possible to move the pump station internal to the property so it is not located on the corner? Understanding that BJWSA access is an issue, it appears that it could be moved where the Storm BMP is shown and accessed via the paved parking area.
- All mechanical equipment and trash/recycling receptacles must be screened from view.
- Vending machines must be screened from view.
- A lighting plan, showing building and site lighting, will be required

Building:

- Staff appreciates the lowcountry vernacular detailing that has been applied to this project and feels that it is appropriate for this area of the city.
- Staff appreciates the pitched canopy proposed for the pump station.

Staff Recommendation

Staff recommends that the DRB give conceptual approval to the plans as submitted, and recommends that the ZBOA grant a variance contingent on some of the site-related items discussed above namely: relocating the pump station and better integrating into the trail; installing a low wall or fence around the perimeter; location of the storage tanks; and an arborist report listing that the trees proposed to be retained are the species indicated and in good health as they provide a buffer between the pump station and the street.

**PARKER'S CONVENIENCE
CITY OF BEAUFORT, SOUTH CAROLINA**

**Project Narrative
J – 24234.0010
December 30, 2014**

Gregory M. Parker, Inc. (Applicant) proposes the development of a Parker's Convenience Store in the southwest quadrant of the intersection of U.S. Highway 21 and Roseida Road newly annexed into the City of Beaufort, South Carolina. The proposed convenience store will include a food service component and is approximately 4,480 square feet in size. Site components include 8 fuel dispensers with a covered canopy, underground fuel tanks, a dumpster enclosure, stormwater BMPs, a sewer pump station, associated parking, and an outdoor patio seating area with a walkway connection to serve the Rails-to-Trails path. A total of two full access points are proposed along U.S. Highway 21 and Roseida Road.

The subject site consists of two parcels. Parcel 1 is approximately 0.20 acres, located within the municipal limits of Beaufort County, with a tax map number of R100-025-000-012C-0000. Parcel 1 is presently zoned Light Industrial and will need to be annexed into the City of Beaufort and rezoned to the Highway Commercial zoning designation. Parcel 2 is approximately 3.54 acres, is zoned Highway Commercial, with a tax map number of R120-025-000-0012-0000 and is located within the City of Beaufort. Both properties are under contract for purchase by the applicant.

The property is bounded to the north by Roseida Road, to the east by U.S. Highway 21, to the south by Six L's Packing Company and to the west by the Rails-to-Trails right-of-way. Existing conditions on this site consist of a partially wooded lot with a mixture of hardwoods and underbrush. A portion of the site contains existing pavement, previous building foundation remains with existing concrete to be removed prior to construction. The existing elevations on the subject site range from elevation 25 to 30 (NAVD 88).

The stormwater system is anticipated to include BMPs and a wet detention component designed to treat and attenuate runoff for the Parker's site as well as the future development parcel. Existing soil conditions on the site are predominately hydrologic soil group C with a small area of soil group A in the southeast corner. The subject site is located within Zone C based upon the FEMA Flood Area designation (areas with minimal flooding). Water and sewer service shall be installed by the applicant and will be owned and maintained by Beaufort Jasper Water and Sewer Authority (BJWSA).

Article 5 of the City of Beaufort Unified Development Ordinance (UDO) does not allow for the pumps to be located between the building and the adjacent street, but instead to be placed behind or in line with the building. This orientation causes a hardship to the Owner for the proposed use. In order for the business to function

properly, the applicant proposes to orient the pumps between the building and U.S. Highway 21 for the following reasons:

- Meeting the design standard in the ordinance without the variance would require the removal of several Live Oak Trees of significant size.
- The subject property was annexed into the City of Beaufort and is not located in an urban center of the community.
- There are not any existing sidewalks or pedestrian friendly destinations in the immediate vicinity of the property.
- Sight lines and view corridors for approaching traffic cause decreased visibility.
- Business models have shown this orientation decreases sales.
- Parcel 2 may be difficult to sell future businesses due to decreased visibility, which will hurt not spur additional economic development.
- Pumps need to be visible at all times for security and in case of emergencies. This is not possible without creating a two-front sided building and decreasing the retail space available.

The applicant intends to apply for a variance from the Board of Zoning Appeals to allow for the pumps to be located between the building and U.S. Highway 21 and requests the support of the Design Review Board toward that effort.

In order to offset the need for this variance, the applicant has made substantial efforts to improve the store facade and incorporate additional site features to enhance the City's identity and character. A few examples are listed below:

- Outdoor seating area and patio as an added amenity for all customers, and is being designed so that can easily be expanded if it is widely accepted by patrons
- Connecting pathway and bicycle racks for patrons of the Rails to Trails to promote connectivity
- Enhanced site landscaping and side trellis on building to soften the appearance of the structure
- Concessions on building materials away from current prototypes which will feature Hardi-siding and wood brackets with metal roofing over doorways to promote lowcountry feel
- Decorative dumpster enclosure
- Storm design for multiple commercial sites in one location to decrease future impact
- Shared access onto each street for future commercial development to decrease future impact and enhance vehicular circulation
- Ability to save large live oaks, located adjacent to U.S. Highway 21 and Roseida Road

Buffer/Setback Requirements

From our review of City of Beaufort UDO, we understand the following setbacks/buffers apply to the site:

Side setback to the south – 10'
Side setback to the north – 15'
Front setback/buffer – 20'
Rear setback – 15'

Parking Requirements

Pursuant to our review of the UDO, parking required appears to be a minimum of 3 parking space/300 SF which is equivalent to 15 spaces. The proposed plan provides 25 spaces, one of which will be ADA van accessible. The parking proposed is consistent with historical demands of Parker's Convenience stores in the area and meets the UDO parking requirements.

ILLUSTRATIVE SITE EXHIBIT OF

Parker's
fast, fresh & friendly.

- ALL WEATHER ACCESS DRIVE
- OUTDOOR SEATING PATIO AREA
- BIKE RACKS
- PROPOSED SEWER PUMP STATION
- PROPOSED PATH
- 3' FOUNDATION PLANTING BED
- PROPOSED CONNECTION FOR ACCESS FROM RAILS TO TRAILS PATH
- PROPOSED DUMPSTER ENCLOSURE

- PRESERVED TREE (TYP.)
- PROPOSED SIGN
- UNDERGROUND FUEL STORAGE TANKS
- PROPOSED DECELERATION LANE

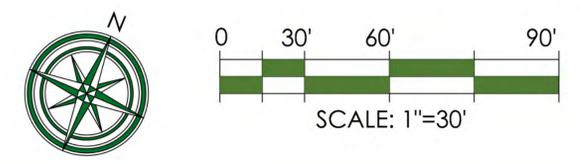


NOTE:
1) PLAN IS CONCEPTUAL AND SUBJECT TO CHANGE
2) FUTURE BUILDING AND LAYOUT OF PARCEL 2 IS INTENDED TO SHOW A POTENTIAL DEVELOPMENT SCENARIO AND IS NOT A FINAL LAYOUT

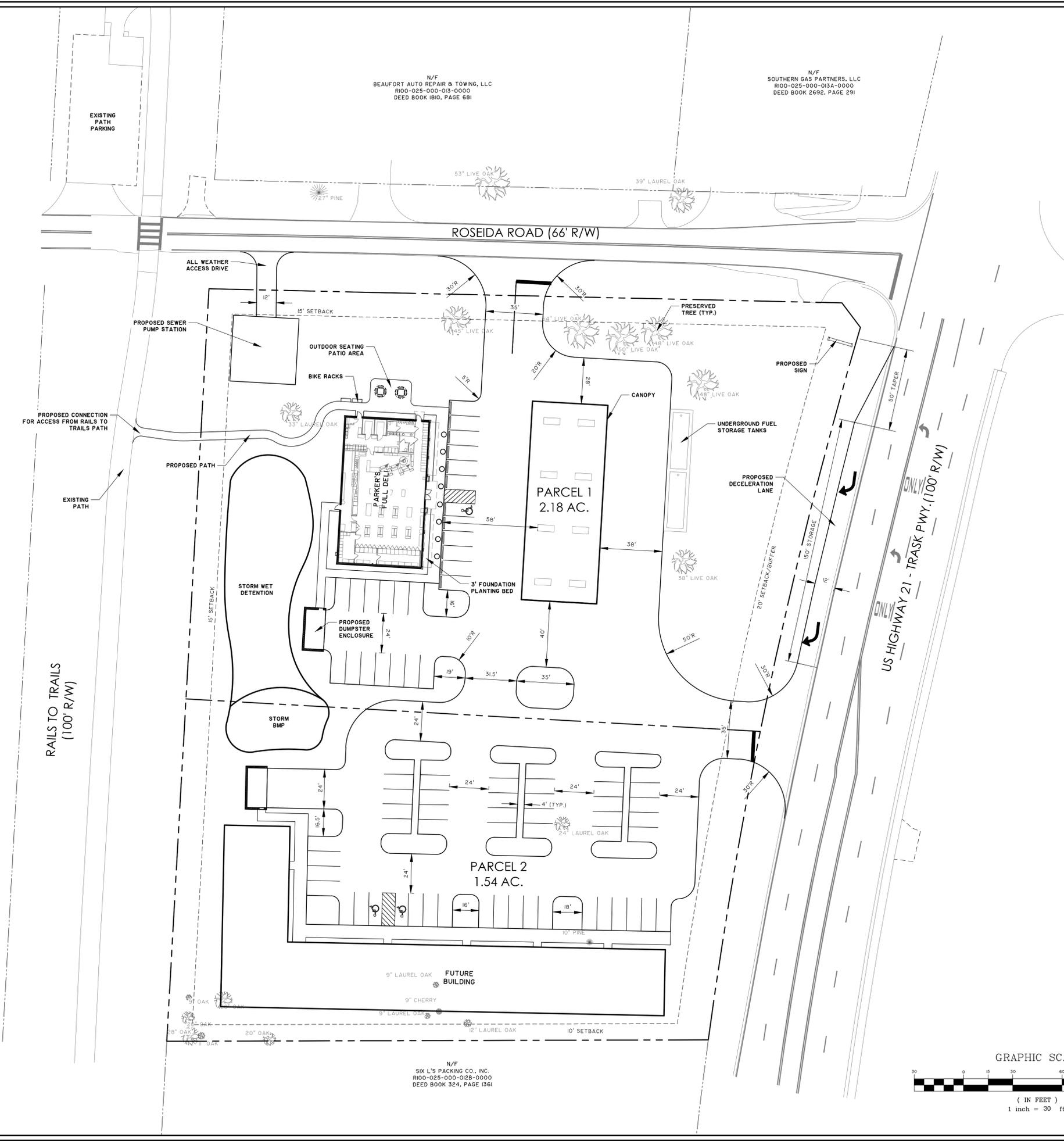
U.S. HWY. 21 AND
ROSEIDA ROAD
CITY OF BEAUFORT, SOUTH
CAROLINA
PREPARED FOR:
GREGORY M. PARKER, INC.
T&H JOB #: 24234.0010

THOMAS & HUTTON
50 PARK OF COMMERCE WAY • PO BOX 2727
SAVANNAH, GA 31402-2727 • 912.234.5300
WWW.THOMASANDHUTTON.COM

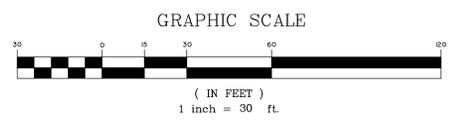
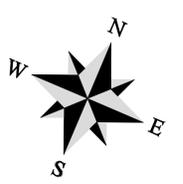
This map illustrates a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.
COPYRIGHT © 2014 THOMAS & HUTTON



2/15/2014 12:24:00 PM C:\projects\24234\24234.dwg Plot Date: 12/17/2014 1:44:04 PM



SITE DATA TABLE	
PARCEL 1	2.18 AC.
PARKING SPACES REQUIRED 1/ 300 SF.(4,480 SF. BUILDING)	15
PARKING SPACES PROVIDED (INCLUDING 1 ACCESSIBLE SPACE)	25
MAX IMPERVIOUS AREA ALLOWED	65%
IMPERVIOUS AREA PROPOSED	47%
NOTES:	
1. SITE DATA TABLE CALCULATIONS ARE FOR PARCEL 1 ONLY. STORM SYSTEM IS ANTICIPATED TO BE DESIGNED TO ACCOMMODATE BOTH PARCELS. ONLY PARCEL 1 IS PROPOSED FOR DEVELOPMENT AT THIS TIME.	
2. PARCEL 2 LAYOUT IS CONCEPTUAL. FINAL PLAN SHALL BE PROVIDED PRIOR TO DEVELOPMENT.	



SITE LAYOUT EXHIBIT
 PARKER'S
 CONVENIENCE STORE
 CITY OF BEAUFORT

PREPARED FOR:
GREGORY M. PARKER, INC.

PREPARED BY:
THOMAS & HUTTON
Engineering | Surveying | Planning | GIS | Consulting

50 Park of Commerce Way
 Savannah, GA 31405 • 912.234.5300

www.thomasandhutton.com

JOB NO: J-24234.0010	DATE: December 17, 2014
DRAWN: CGC	SCALE: 1" = 30'
REVIEWED: NBL	SHEET: EX1

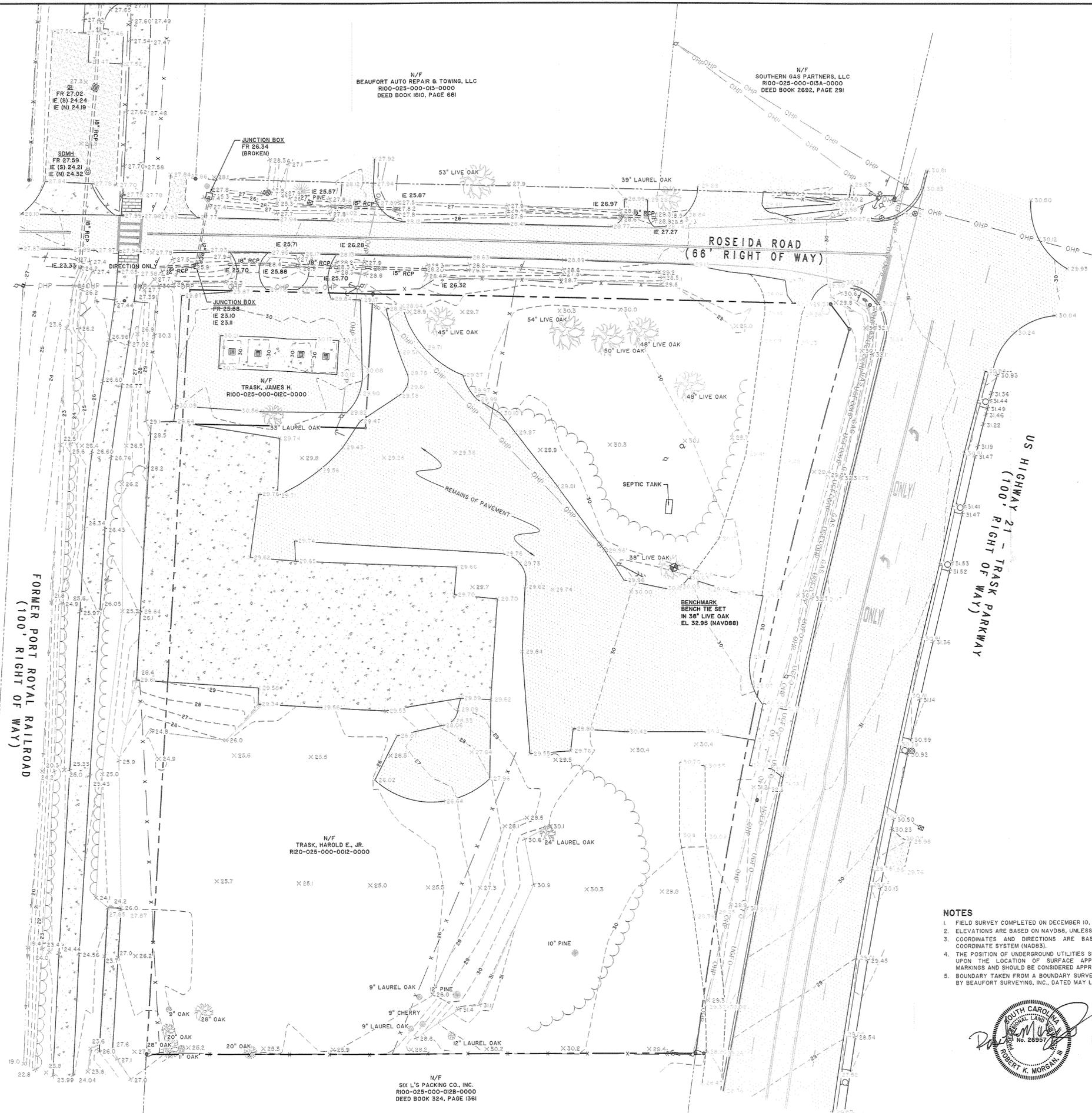
N/F
 BEAUFORT AUTO REPAIR & TOWING, LLC
 R100-025-000-013-0000
 DEED BOOK 1810, PAGE 681

N/F
 SOUTHERN GAS PARTNERS, LLC
 R100-025-000-013A-0000
 DEED BOOK 2692, PAGE 291

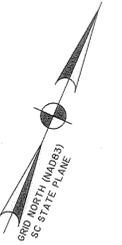
N/F
 SIX L'S PACKING CO., INC.
 R100-025-000-012B-0000
 DEED BOOK 324, PAGE 1361

LEGEND

- ⊕ BORE HOLE
- ⊕ BENCHMARK
- CLEAN OUT
- CONC. MONUMENT FOUND
- CURB INLET MANHOLE
- ⊠ ELECTRIC BOX
- ⊙ EVERGREEN TREE
- ⊙ ELECTRIC METER
- ⊙ FIRE HYDRANT
- ⊙ GRATE INLET
- ⊙ GUY WIRE
- ⊙ IRON PIPE FOUND
- ⊙ IRON REBAR FOUND
- ⊙ UNDERGROUND UTILITY LINE MARKER
- ☆ LIGHT POLE
- ⊠ MAIL BOX
- BOUNDARY POINT (NO MONUMENT)
- ⊙ OAK TREE
- ⊙ POWER POLE
- ⊙ STORM DRAINAGE MANHOLE
- ⊙ SIGN
- ⊙ SANITARY MANHOLE
- ⊙ TELEPHONE BOX
- ⊙ WATER METER
- ⊙ WATER VALVE



- NOTES**
1. FIELD SURVEY COMPLETED ON DECEMBER 10, 2014.
 2. ELEVATIONS ARE BASED ON NAVD83, UNLESS OTHERWISE NOTED.
 3. COORDINATES AND DIRECTIONS ARE BASED ON SOUTH STATE PLANE COORDINATE SYSTEM (NAD83).
 4. THE POSITION OF UNDERGROUND UTILITIES SHOWN ON THIS DRAWING IS BASED UPON THE LOCATION OF SURFACE APPURTENANCES AND/OR SURFACE MARKINGS AND SHOULD BE CONSIDERED APPROXIMATE.
 5. BOUNDARY TAKEN FROM A BOUNDARY SURVEY PREPARED FOR WILLIAM TRASK BY BEAUFORT SURVEYING, INC., DATED MAY 1, 2000.



TOPOGRAPHIC SURVEY
PARKER'S
CONVENIENCE STORE
CITY OF BEAUFORT

PREPARED FOR:
GREGORY M. PARKER, INC.

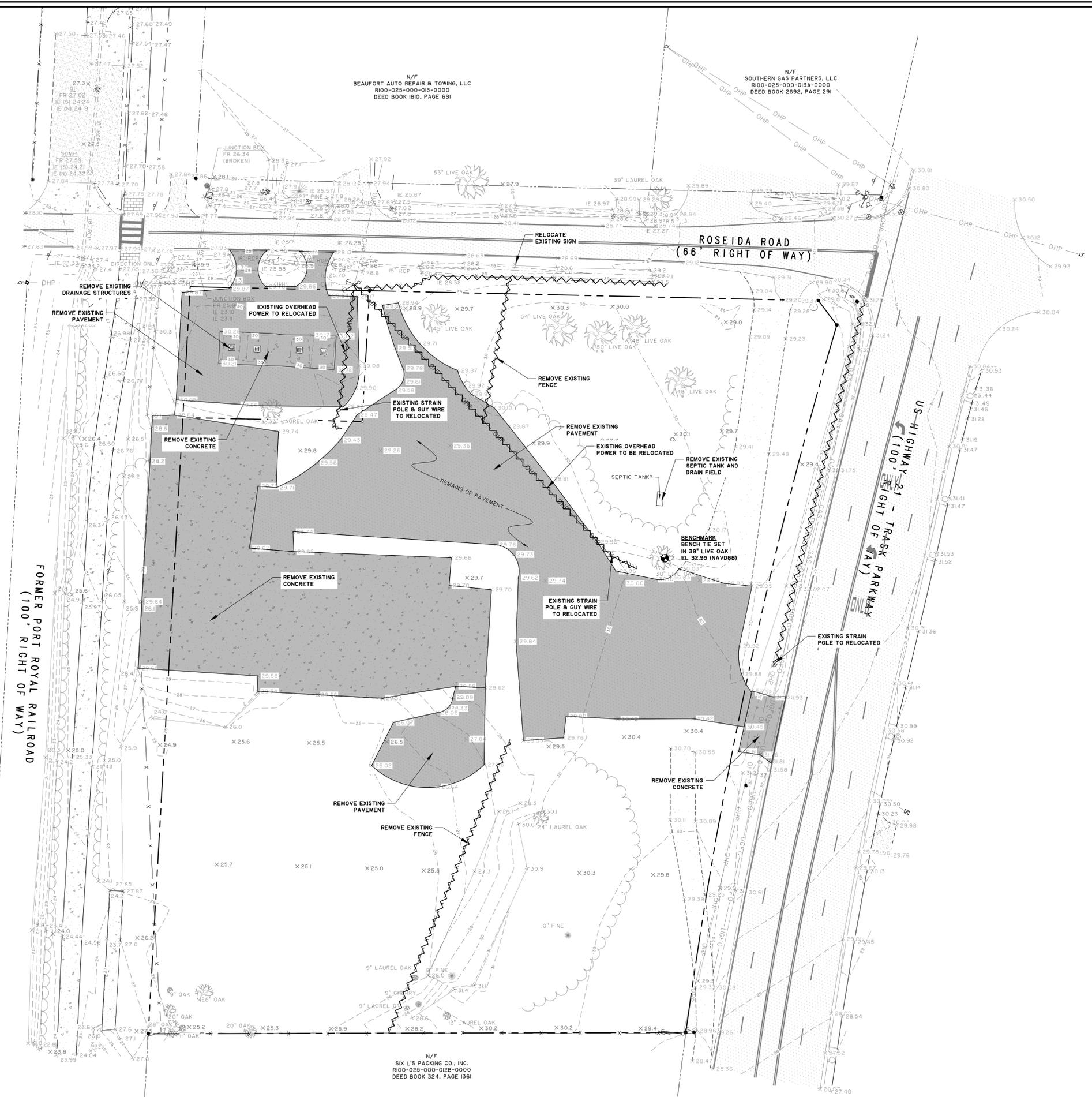
PREPARED BY:
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50 Park of Commerce Way
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www.thomasandhutton.com

JOB NO: J-24234.0010	DATE: December 17, 2014
DRAWN: CGC	SCALE: 1" = 30'
REVIEWED: RKM	SHEET: EX1

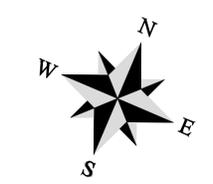
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N/F
BEAUFORT AUTO REPAIR & TOWING, LLC
R100-025-000-013-0000
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N/F
SOUTHERN GAS PARTNERS, LLC
R100-025-000-013A-0000
DEED BOOK 2692, PAGE 291

N/F
SIX L'S PACKING CO., INC.
R100-025-000-012B-0000
DEED BOOK 324, PAGE 1361



DEMOLITION AND
TREE REMOVAL EXHIBIT
PARKER'S CONVENIENCE STORE
CITY OF BEAUFORT

PREPARED FOR:
GREGORY M. PARKER, INC.

PREPARED BY:
THOMAS & HUTTON
Engineering | Surveying | Planning | GIS | Consulting

50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300

www.thomasandhutton.com

JOB NO: J-24234.0010	DATE: December 17, 2014
DRAWN: CGC	SCALE: 1" = 30'
REVIEWED: NBL	SHEET: EX1

CONCEPTUAL RENDERING OF

Parker's

fast, fresh & friendly.



U.S. HWY. 21 AND
ROSEIDA ROAD
CITY OF BEAUFORT, SOUTH
CAROLINA

PREPARED FOR:
GREGORY M. PARKER, INC.

T&H JOB #: 24234.0010

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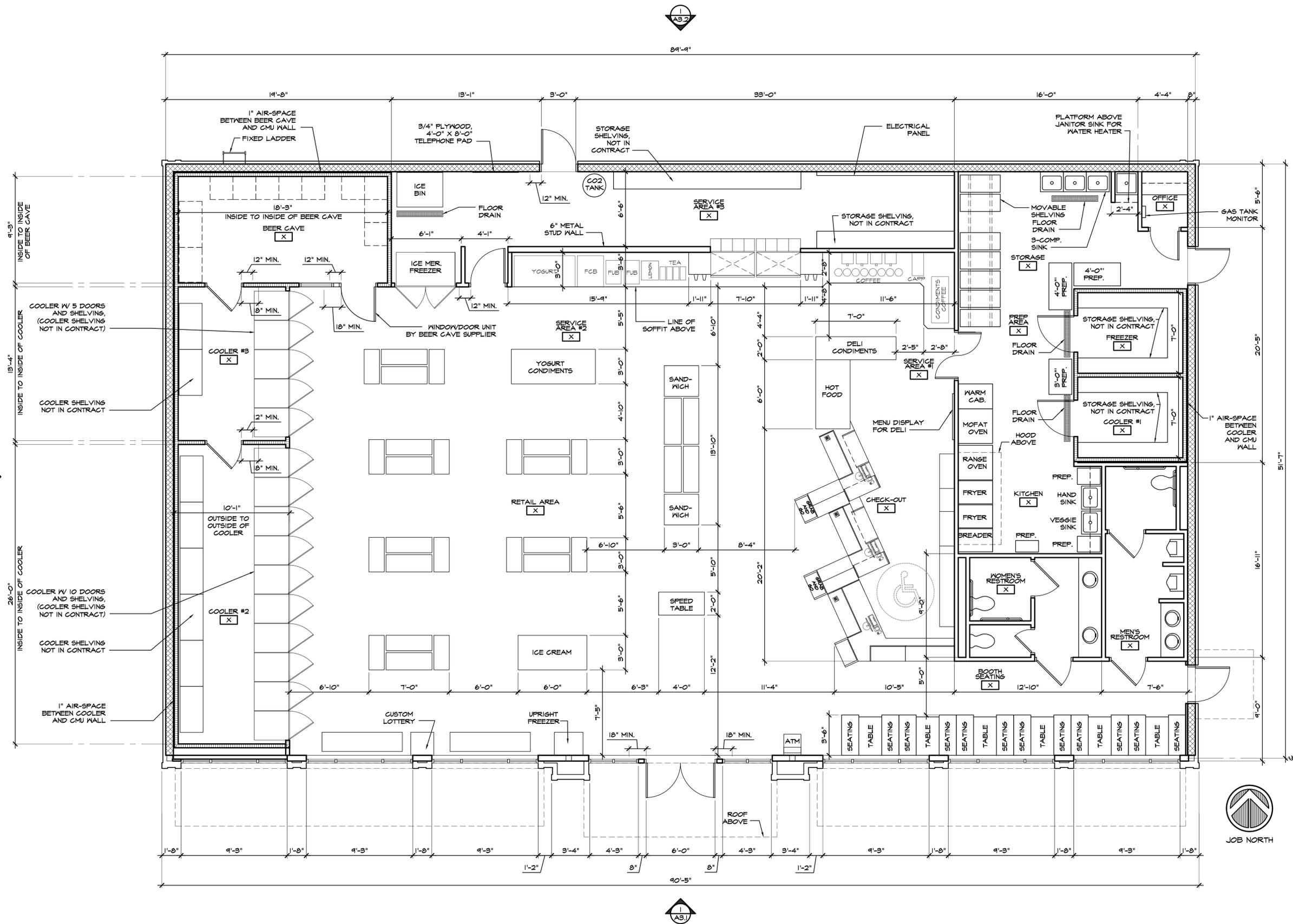
This map illustrates a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.

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GREENLINE
ARCHITECTURE

PARKERS CONVENIENCE STORE
HIGHWAY 21 @ ROSEIDA ROAD
BEAUFORT, SOUTH CAROLINA

FLOOR PLAN



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

- REVISIONS
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 2. Scales as stated herein are valid on the original drawing only and are hereby changed in proportion to the difference in size between the print and the original drawing.
 3. Do not scale dimensions from prints. Plans and details are not always drawn to scale. Use dimensions given or consult the Architect for further clarification.

FOR REVIEW ONLY

JOB NO: 14.058
ISSUE DATE: 12/22/2014
DRAWN: JLE

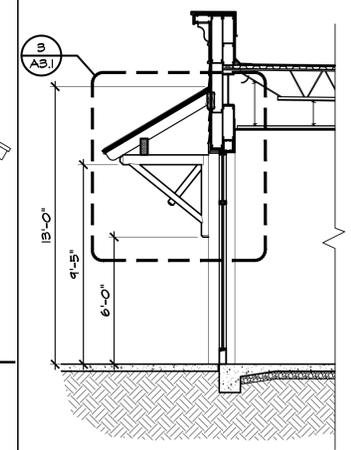
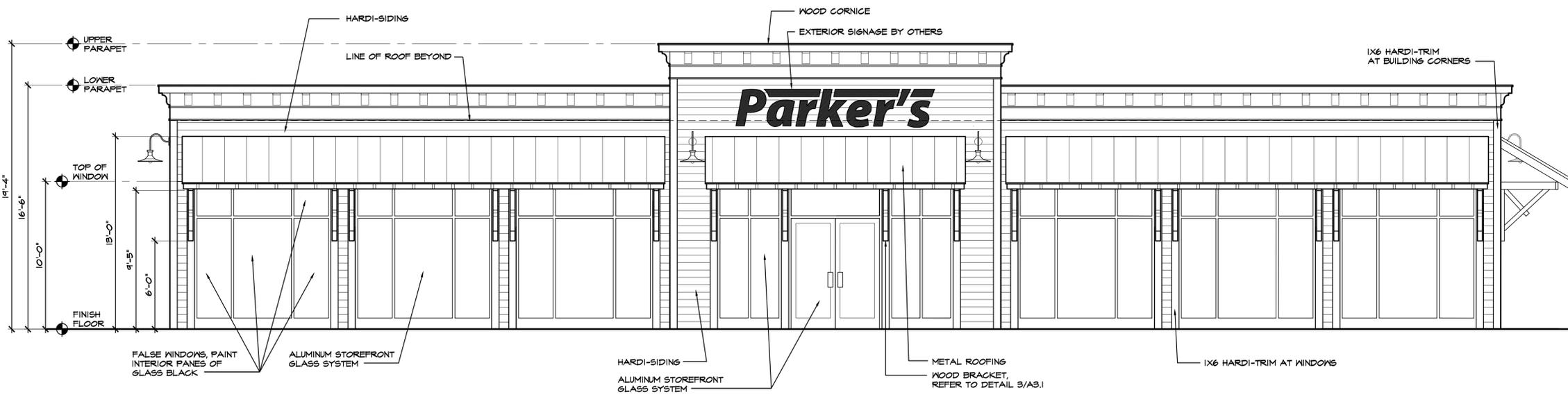
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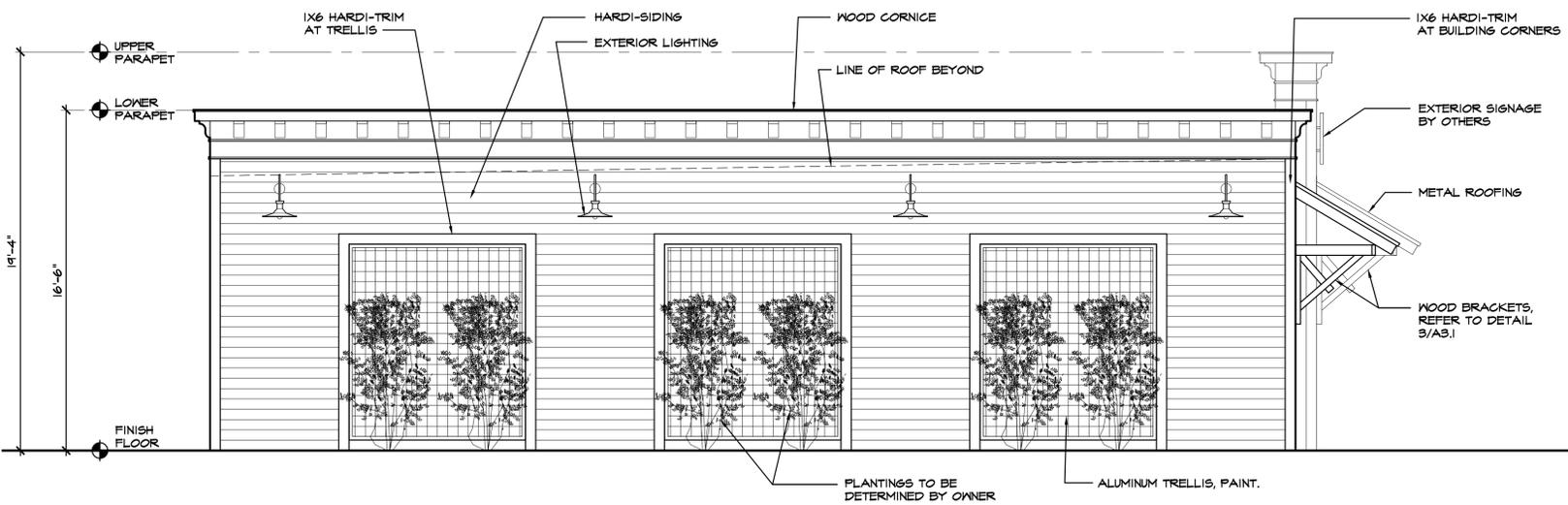
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A3.1

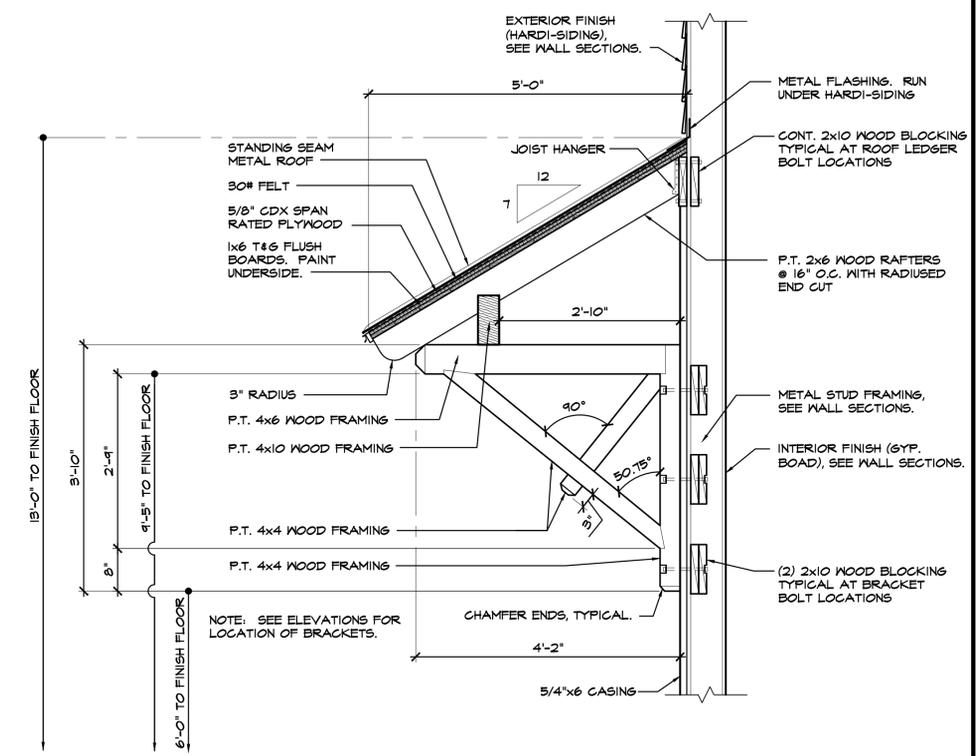


1 FRONT ELEVATION
SCALE: 1/4" = 1'-0"

4 DETAIL
SCALE: 1/4" = 1'-0"



2 SIDE ELEVATION
SCALE: 1/4" = 1'-0"



3 ROOF BRACKET DETAIL
SCALE: 3/4" = 1'-0"

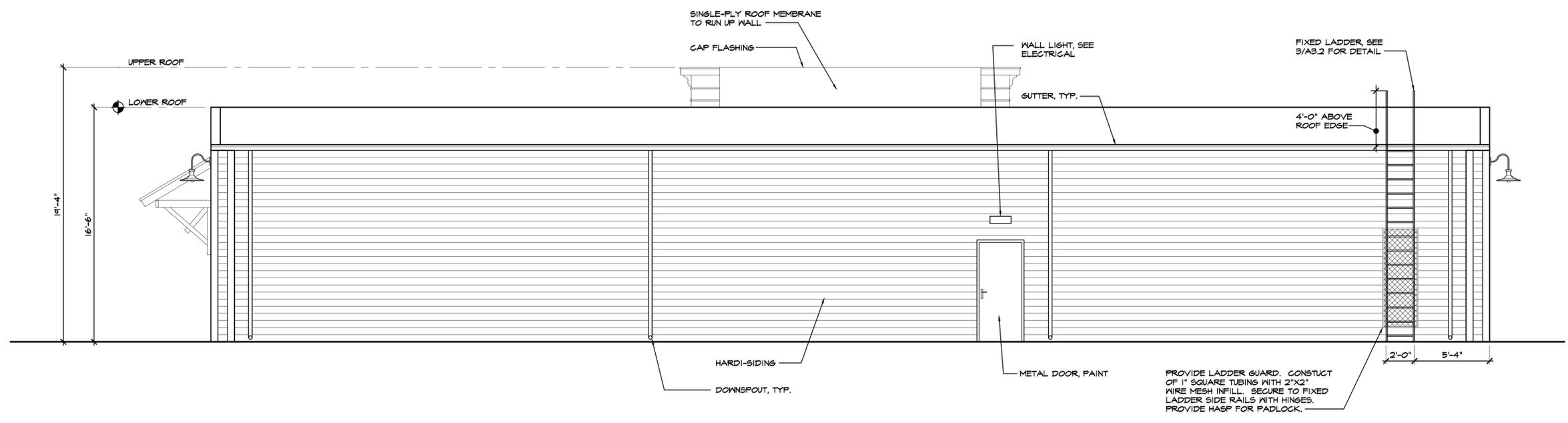
PARKERS CONVENIENCE STORE
HIGHWAY 21 @ ROSEIDA ROAD
BEAUFORT, SOUTH CAROLINA

EXTERIOR ELEVATIONS

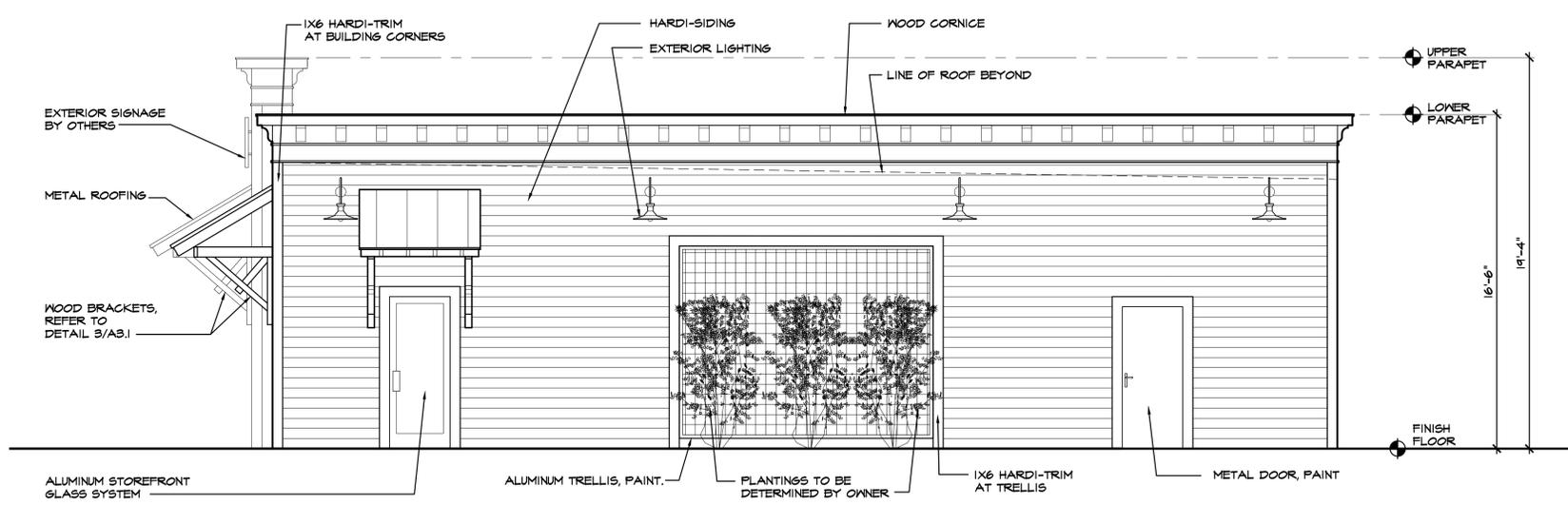
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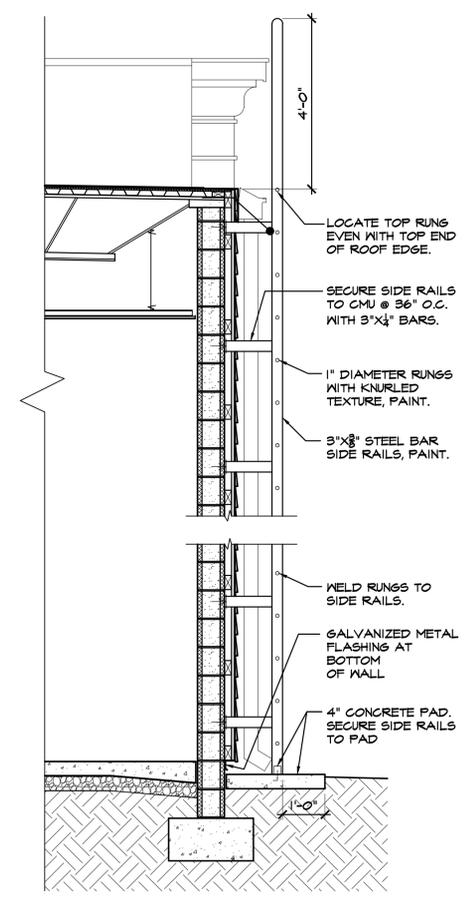
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1
A3.2
REAR ELEVATION
SCALE: 1/4"=1'-0"



2
A3.2
SIDE ELEVATION
SCALE: 1/4"=1'-0"



3
A3.2
FIXED LADDER DETAIL
SCALE: 1/4"=1'-0"

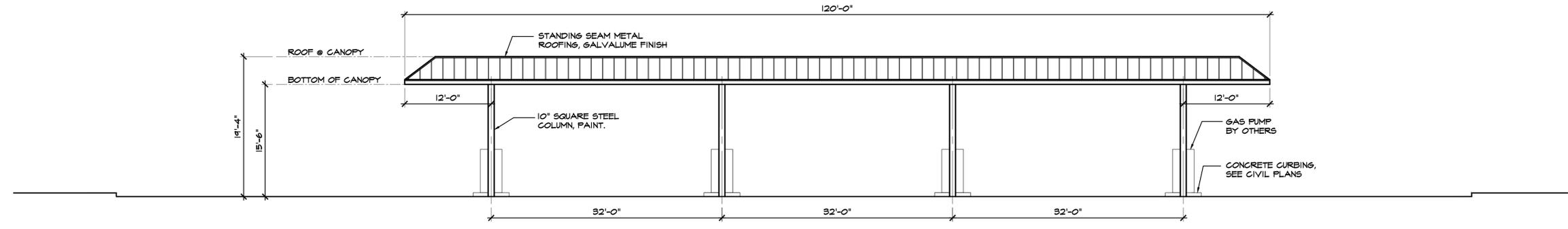
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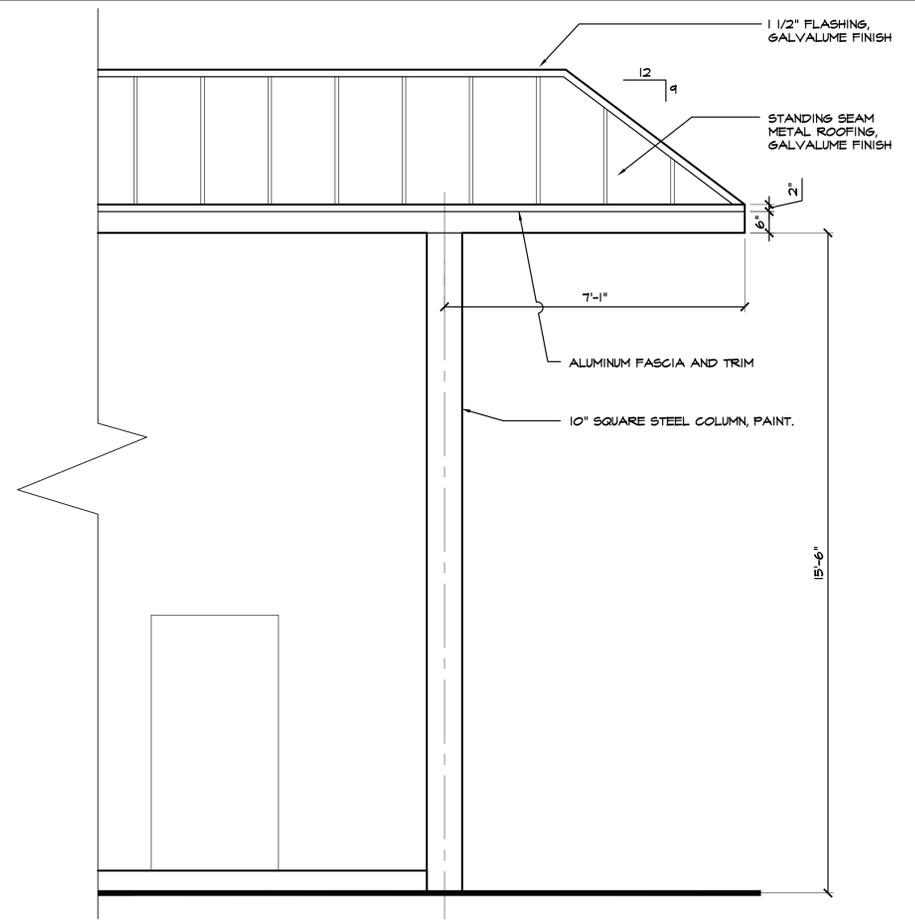
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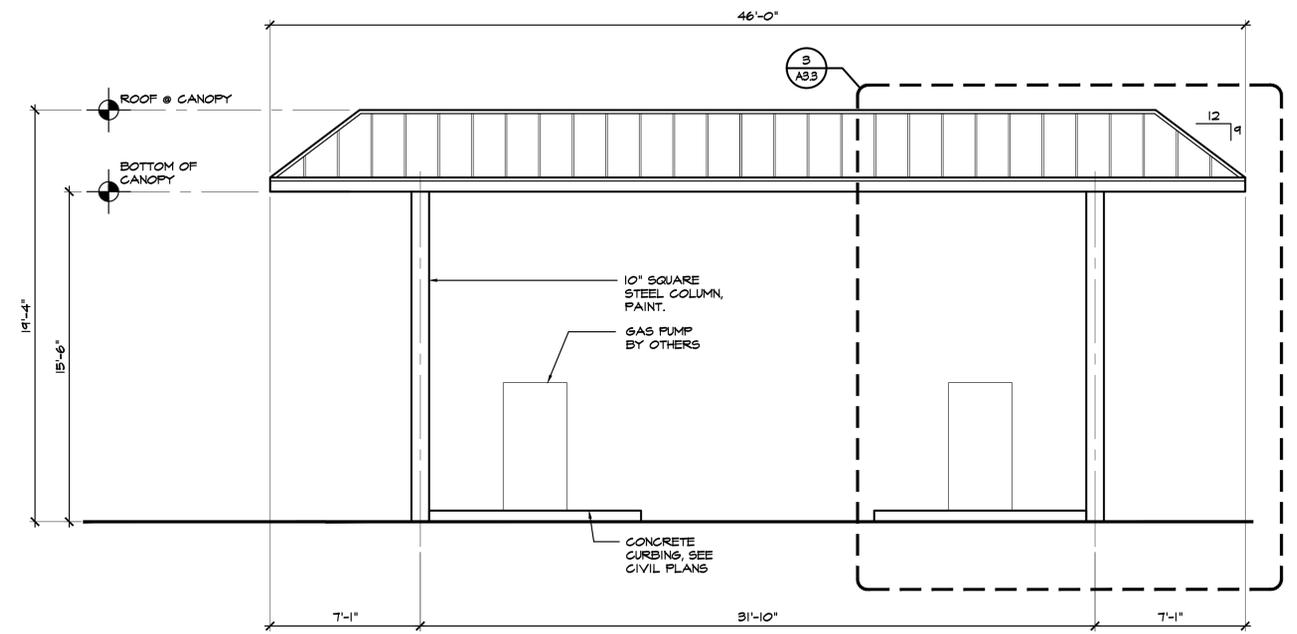
A3.3



1
A3.3 OVERALL FRONT ELEVATION - GAS CANOPY (SHOWN FOR PRESENTATION ONLY)
SCALE: 1/8" = 1'-0"



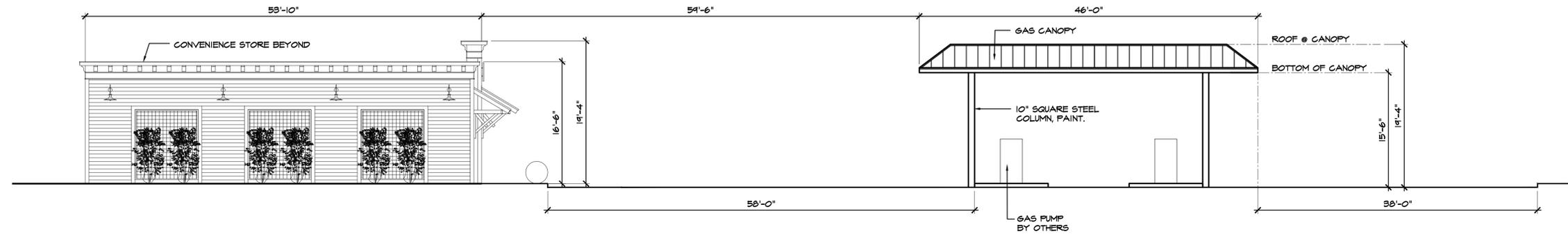
3
A3.3 PARTIAL ELEVATION - GAS CANOPY
SCALE: 1/2" = 1'-0"



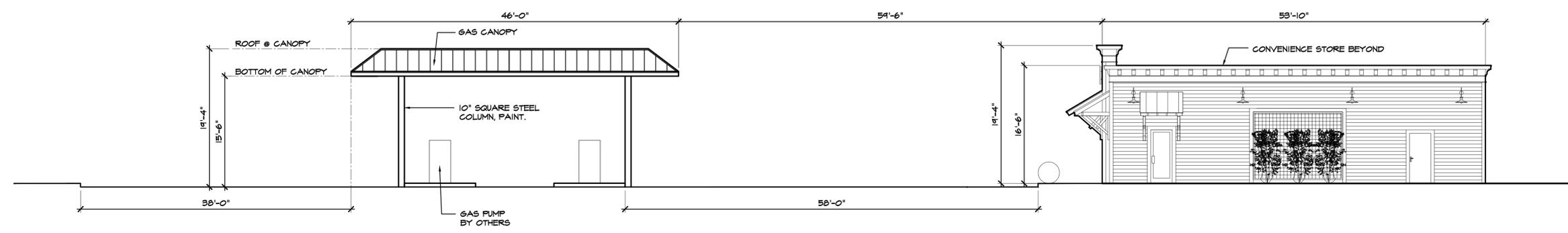
2
A3.3 SIDE ELEVATION - GAS CANOPY
SCALE: 1/4" = 1'-0"

REVISIONS

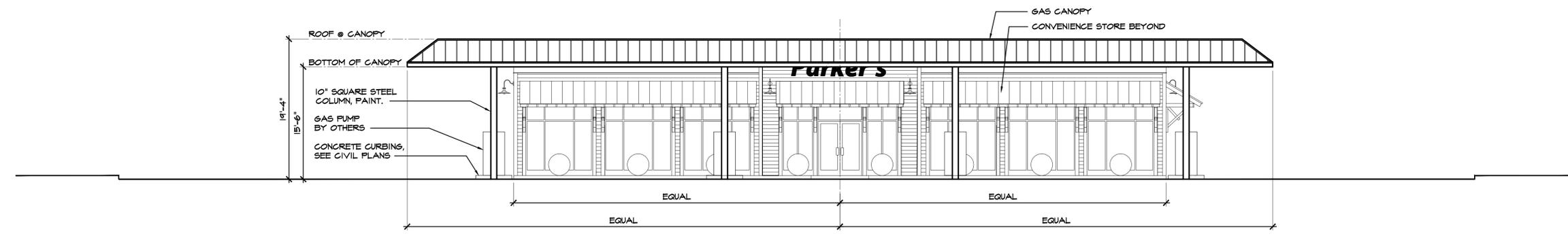
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3
A3.4 OVERALL SOUTH ELEVATION - GAS CANOPY/ CONVENIENCE STORE (SHOWN FOR PRESENTATION ONLY)
SCALE: 1/8"=1'-0"



2
A3.4 OVERALL NORTH ELEVATION - GAS CANOPY/ CONVENIENCE STORE (SHOWN FOR PRESENTATION ONLY)
SCALE: 1/8"=1'-0"



1
A3.4 OVERALL EAST ELEVATION - GAS CANOPY/ CONVENIENCE STORE (SHOWN FOR PRESENTATION ONLY)
SCALE: 1/8"=1'-0"

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