A meeting of the Design Review Board was held on **February 11, 2016 at 2:00 p.m.** in the City Hall Planning Conference Room, 1911 Boundary Street. In attendance were Chairman Brian Franklin, board members Bob Albright, Jane Frederick, Dan Ahern and Chuck Rushing, and Lauren Kelly, city staff.

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 Franklin called the meeting to order at 2:00 p.m.

MINUTES
Ms. Frederick made a motion, second by Mr. Albright, to approve the minutes of the November 12, 2015 meeting as submitted. The motion passed unanimously.

Taco Bell Lighting, 209 Robert Smalls Parkway, Identified as Identified as R122, Tax Map 29, Parcel 245 (15-02 DRB.3)
Applicant: Allison Ramsey Architects

Ms. Kelly said this is a nice building and a great model for future fast food restaurants with drive-through windows in this area. The illumination of the building at night was not presented clearly in the drawings, she said; when the wall is illuminated, its purple color shows through the metal slats that cover it. These LED lights were shown on the building sections and the lighting and electrical plans, but not on any of the elevations, the photometric plan, or the lighting cut sheets: the places where an applicant would normally indicate additional lighting.

Ms. Kelly said the board's options are to permit the lighting as-is, request that Taco Bell turn the lights off, or request that Taco Bell repaint the back wall. If the lighting is retained, cut sheets for the lights should be provided to determine if they meet the city's standard for the amount of lighting that can be emitted without full-cutoff fixtures.

Ms. Frederick asked the lumen output of the lights; **Cooter Ramsey** said he didn't know but could find out. He said the lights could possibly be dimmed, though they're not currently on a dimmer. Mr. Rushing asked their wattage, but Mr. Ramsey didn't know. Ms. Kelly asked if the board could direct Taco Bell to lessen the lights' wattage if their output exceeds what the ordinance permits, so Mr. Ramsey wouldn't have to come back before the board. **Chairman Franklin made a motion to request that Mr. Ramsey find out and tell staff the lights' wattage, and if it exceeds the requirement, staff will tell him what wattage will work. Mr. Albright seconded the motion. The motion passed unanimously.**

<u>Home2 By Hilton</u>, Parris Island Gateway and County Shed Road, Identified as District R120, Tax Map 26, Parcel 160 (16-02 DRB.2)
Applicant: Thomas Michaels, Architect, HD Companies.
The applicant is requesting approval of a new 107-room hotel.

Ms. Kelly said this project received preliminary approval from the Design Review Board in November 2015 for its site plan and the building's size, mass, and scale. In the new plan, the building has been moved on the site. Ms. Kelly noted the applicable guidelines and said the project is in line with the Civic Master Plan's vision for the "prominent external edge for infill development" within the city. The Civic Master Plan also suggests that properties adjacent to the Spanish Moss Trail should address the trail, and this new plan does that better than the original plan did.

In regard to the site plan, "the proposed street alignments make sense with the layout of the existing roads," Ms. Kelly said. The applicants should consider introducing or allowing for on-street parking on all of the internal roads in the future, and consider moving the pump station into the site more, "to allow this property to have some . . . development there, or at least reserve the right for it, if that's possible."

Required screening details have been found, she said, and they had just received the landscaping and lighting plans.

For pedestrian circulation, a sidewalk connection should be established, Ms. Kelly said, and a sidewalk along County Shed Road is required by the ordinance. The Design Review Board can make recommendations about this. The 81 parking spaces meet the city's requirements, she said. The applicant will need to provide a tree survey and a certified arborist's report for any grand trees that are proposed to be removed or to be retained and potentially affected by construction. Ms. Kelly said there's a question about stormwater and whether the pond will be designed to accommodate the whole parcel.

The building's general size, mass and scale meet the requirements of the ordinance, Ms. Kelly said. There was a discussion last time of whether the design of buildings could be modern in the Lowcountry, and it was decided that they could be. She said staff wants to make the point, though, that a modern design should be thought through well and have good detailing.

In regard to architecture, the north elevation is "fairly unarticulated," Ms. Kelly said, and still has some of the small windows on which the board had commented at the last meeting; staff feels more windows should be added, particularly in the stuccoed area. More windows would allow the hotel to offer guests water views on the upper levels, she said. Staff recommends that the detail and proportion of the portico elements be considered, as it is "top-heavy." The elevation along County Shed Road is unarticulated, Ms. Kelly said; staff recommends putting "real" windows in at least two of the areas that don't have them.

Ms. Kelly said there had been discussion of the building hierarchy at the November meeting. The courtyard and landscaping "may address that." She recommended discussion about the intention of the light element that projects from the corner, which doesn't seem typical of Lowcountry buildings. Also, a "smoke hut" is shown on one of the sheets, and it would help to have more detail on that. Ms. Kelly asked if the dumpster could be "more internalized" and off of the public right-of-way.

The color palette has changed, Ms. Kelly said, and is more appropriate now. She recommended that the windows' rhythm could be more regular. Signs will be handled via a separate application. They will need to know where the mechanical equipment is on the roof, and it will need to be screened.

Staff recommends that the Design Review Board give preliminary approval to the project's site plan and building, Ms. Kelly said, with the applicant incorporating staff's recommendations about the building's details for the next submission, where landscaping and lighting plans and any other civil drawings will also be reviewed.

Greg Baisch, with Ward Edwards, said the roads are "all kind of set up" for on-street parking, except on the upper road, which will depend on the development that occurs there. There's room to accomplish that, though.

Mr. Baisch said he was thinking of moving the pump station to the lower side of the property so it would incorporate better with the landscaping. It will serve the entire parcel, he said, and maybe elsewhere as well, per BJWSA.

They wanted to talk with the board about delaying installing the sidewalk along County Shed Road until they "know what's going on with the overall parcel," Mr. Baisch said. They would prefer to put money into the Spanish Moss Trail connection: i.e., dedicated parking, bike racks, etc.

The site was formerly an old trailer park, Mr. Baisch said, and the trees are "mostly old pecan trees." They are still working with an arborist to confirm the trees' health, and then they "will potentially make final adjustments." It is mostly clear-cut, he said, and they will maintain trees if they can and if they are healthy. There are also two oaks that will be a nice asset between the pond and the hotel that they hope will be healthy enough to keep. Ms. Frederick noted a 20" live oak that could be preserved if the building were moved a little; Mr. Baisch said they have to weigh retaining that one against a live oak that is "in the back," which, again, will depend on the certified arborist's report, which they will have for their next submission.

Mr. Baisch said they do not think the stormwater pond will serve the whole site at this point. The soil is "really sandy," and they may need some pervious parking and underground detention. It is the outfall location for the entire site – it currently drains to

“this back side” – but they don’t think all the treatment can be contained there, given the drastic drop-off. Mr. Ahern asked how they will connect if future development is upstream. Mr. Baisch said, “We would size the outfall through this pond. It (will) be sized to handle the rate of (the stormwater) coming through it.” They will “think through some of the master plan stormwater to know how much each of the sites” will use. Mr. Ahern asked about reuse of stormwater on the site for irrigation. Mr. Baisch said, “Certainly,” but they will have an issue with getting a wet lawn because the soil on the site is “so sandy.” Mr. Ahern recommended a cistern. Mr. Baisch said he expects they will get volume control through the percolation, which should “satisfy” the stormwater.

Mr. Baisch distributed a small color lighting plan to Ms. Kelly and the board. He showed where the proposed fixtures are. The highest foot candle he could find was 4.9 under the double fixture and 1 foot candle in the power lines.

Ms. Kelly said they could use a little different lighting along the road – like street lighting – instead of in the power lines. There was a discussion of where the different lights could be. Mr. Baisch said that would result in a few more fixtures. Chairman Franklin said he’d like to see how the lighting plan integrates with the landscaping plan. Ms. Kelly said there should be no issue with the hotel being next to residential areas.

Tom Michaels, architect, said in regard to the issue of the Spanish Moss Trail side of the building being unarticulated, they had changed two long, horizontal windows (shown in the original black and white elevation drawings) to three square windows. Ms. Frederick said a horizontal floor plan would be helpful. **DJ Desai** recommended showing a room detail to the board so they could see why full-size windows can’t be incorporated. He said these are full suites, with fixtures, furniture, and equipment in the places where windows have been suggested. They could make the windows work higher up, Mr. Desai said, with the equipment underneath them. Ms. Frederick suggested “flipping it,” so the windows could be on either side of the bed and where the couch is shown. Ms. Kelly said they seem to be missing a great opportunity, given the view.

Mr. Michaels showed the plan facing the street, which has small windows. On the front, they’re a little different, he said, because of the stairwells. Ms. Frederick recommended tall windows and turning the couch 90 degrees. Mr. Michaels said he didn’t know if windows would fit, but they would look at her suggestion. He said the suites are more “like little apartments” than regular hotel rooms.

There was a general discussion about having windows in the stairwell. The board looked at plans for an exterior awning, a trellis, and a pedestrian entry. Mr. Michaels indicated where they were trying to connect the hotel’s outdoor areas to one another and to the Spanish Moss Trail.

Ms. Frederick pointed out an alternative location for the pedestrian entrance. Mr.

Baisch said they would be concerned about the staging room from the highway if they were to "move that drop-off that close." Mr. Desai said it hasn't been easy to work with DOT and the county "to get this curb cut." He thinks "moving that . . . would be a big issue with them," and he doesn't "want to battle with them."

Ms. Kelly recommended a different way to do what Ms. Frederick was suggesting. Mr. Baisch said they could look at that, and at "how the Spanish Moss Trail connects back there"; if it's closer to the pedestrian entry, he said, "that might look better." Ms. Kelly said it would also prevent the appearance that "you can go from the trail to the pool." Mr. Baisch said they would study that pedestrian entrance a little more.

Ms. Frederick said the articulation of the awning is "rough." Mr. Michaels said they have an aluminum frame and wood slats in between. Ms. Kelly asked Mr. Michaels for a picture of one of the awnings, and Mr. Michaels said he could get one.

Ms. Frederick asked them to discuss "the beacon on top" and if there's a photograph of an existing one. Mr. Michaels said he could get them one. Mr. Desai said on the color rendering, there are two options for it – stucco brown and the "brand standard" green. They are going to ask Hilton to remove the green "to appease the palette." If they can't, Mr. Desai said they know that the color will be considered part of their signage.

Ms. Frederick said there's no reason that the windows can't be aligned outside; they could move them because they don't have to be centered inside. Mr. Michaels agreed. Ms. Frederick said they could be placed "to meet outside aesthetics," instead of centering them in the rooms. Mr. Rushing suggested that without moving the windows, they would *look* more centered – as they do on the east elevation – if they were to "fake it on the outside a little" by extending the stucco on the left side of the column and "on both sides of that area on the west elevation." Ms. Kelly agreed that this "would help it a lot." Mr. Michaels said they could extend the stucco "to match," and do the same thing on both sides.

Ms. Frederick asked if the detail on the vehicular awning is the same as it is on the pedestrian entry. Mr. Michaels said the detail is the same, "but it's got a roof over it." It will have a trellis, as well.

Chairman Franklin said the landscape plan shows no connection to the trail. Mr. Michaels showed it on the screen. Mr. Baisch said it stops short on the landscape plan and doesn't show that the connection continues. Two connections are proposed, he said.

Chairman Franklin asked if the stormwater from the tunnel would be taken to the retention pond. Mr. Baisch said it "would be one-for-one with what is already permitted out there with the trail." They don't intend to bring it through the pond but to "continue it the way it (is) currently going."

Chairman Franklin said Mr. Baisch had said they would have a dry-bottom retention pond; he asked if they have considered planting it, rather than using sod, because if it holds water for 24 hours, it will kill the sod grass. Mr. Baisch said they would look at planting native grasses and agreed that was a good idea.

Chairman Franklin said their parking layout stops at the adjacent parcel. He asked if they planned to "have hard surface to that line . . . and then wait and see what the neighbor does." Mr. Baisch said it "ultimately depends on what the neighbor does," but it's lined up so that parking could be added to each bay, with connections. The intention, though, is to have a "shielded, center shared part" between the uses. Old power poles and septic will be removed as the site is developed, Mr. Baisch said.

Mr. Desai said adding more windows along the entire wall would not be possible because of the bathrooms, unless the windows were small, but then they would have a combination of large and small windows. Chairman Franklin said windows give them an opportunity to offer water views; they have no balconies and small windows, so the board is trying to help them maximize that opportunity. Mr. Desai said it's "not really waterfront" property, and there's "a price point" to consider. This is more of an extended stay hotel, he said, so it's "not geared (to offering) views." Chairman Franklin said they should just look at their options.

Ms. Kelly said any elevation that's seen from a public right-of-way should be "equally as good" as the other elevations. Mr. Rushing said the lighter color that wraps the corner creates "some difficulty." Ms. Frederick said they could make that wider and move the pedestrian entrance underneath it; then the whole stucco area could be the pedestrian entrance. Ms. Kelly said it "seems logical . . . to just do that on all the corners." Ms. Frederick said she finds "it makes it a little more interesting to have the wider, the medium, and then nothing."

Mr. Desai said they wanted to request a waiver for the sidewalk on County Shed Road "at this point," until they see how the development works out. They may put a sidewalk between the trail and the hotel, as they have discussed with the county and representatives of the Spanish Moss Trail. If they put a sidewalk on County Shed Road now, it would lead nowhere, Mr. Baisch said, but they could put it in later and tie the areas of the site together with it. Mr. Rushing said that makes sense to him. Mr. Ahern asked if the board should waive or delay the sidewalk. Ms. Frederick said the applicants want "a waiver to delay it." Ms. Frederick asked how the city would handle that. Ms. Kelly said that is up to the board.

Chairman Franklin said he'd like to see if the applicants could finalize what the sidewalk would potentially look like before the DRB waives the requirement. Mr. Baisch said as they develop the properties, they may have plazas, another small park layout, etc. The sidewalk that is currently required would be a straight line that wouldn't lead to

anything. They would prefer to use the sidewalk to tie in other properties as they develop.

Mr. Desai said they had put in parking for the Spanish Moss Trail and an electric car charger. They don't know what will happen elsewhere in the development, but they have been concentrating on working with the Spanish Moss Trail and the county.

Mr. Baisch said they had looked at tucking the dumpster "further in" the building, or they could leave it where they have it "and landscape it more." Ms. Frederick asked if it could be on the west side of the building. Mr. Baisch said there's not enough room. Ms. Kelly proposed a different location that would give them a couple more parking places. Mr. Baisch said they'd have to wheel all the trash across the parking area. Mr. Desai said it's a trash enclosure but also a maintenance storage enclosure for the hotel. Mr. Baisch said it could definitely be tucked back further; Chairman Franklin said that would help with the sidewalk, too.

Ms. Frederick made a motion to grant preliminary approval of the project with the following conditions: the applicants will look at the stucco width spanning the windows; look at windows on the north elevation; study the pedestrian entrance; determine the location of the trash; look at the parcel for impervious surfaces, and at the two live oaks that had been discussed; consider staff's other recommendations, and fulfill its requirements (e.g., the tree survey) Mr. Ahern asked if the parking medians would be elevated. If so, they could have curbs, and if the medians' soil is good, they could "use it as bio-retention." Mr. Baisch agreed. **Mr. Albright seconded the motion. The motion passed unanimously.**

Harris Teeter at Lady's Island, 163 Sea Island Parkway, Identified as R123, Tax Map 15, Parcel 587 and R200, Tax Map 15, Parcels 592 (16-01 DRB.2)
Applicant: Andrews & Burgess, Inc.
The applicants are requesting approval for a new grocery store with retail shops.

Ms. Kelly provided a project overview and reviewed some aspects of the staff report. The applicant came to the Design Review Board in September of 2015, she said, where two site layout options were discussed: a building with an attached liner building fronting a slip lane along Sea Island Parkway, or a building back farther on the site, with liner shops at the corner of Sea Island Parkway and Sams Point Road to screen parking, which was between the liner buildings and the grocery store. This option brought the project into compliance with the requirements of the Lady's Island Village Center design district.

Harris Teeter has brought forward a new plan, Ms. Kelly said, in which the back of the building faces Sea Island Parkway and Sams Point Road. The liner has been replaced with a landscaped plaza, "and as a result, four variances are being requested," she said.

In the Lady's Island Village design district, Ms. Kelly said, buildings are supposed to be close to the street and have an entrance on the street. Two of the requested variances are because, in this plan, less than 50% of the building is to the build-to line, and there is not a street entrance.

Two variances pertain to "the elevations and how they're articulated along these major corridors," Ms. Kelly said. The City of Beaufort has an ordinance that long, unarticulated, or blank facades should not be visible from the streets. There are also window and door requirements along Sea Island Parkway in this district, she said; 50% of those elevations have to be fenestrated with windows. Requiring buildings to be closer to the street and to have windows in them activates the streetscape, calms traffic, and creates both "a sense of place" and the village center environment in this one place on Lady's Island. These types of developments also tend to have higher tax revenues, Ms. Kelly said, with more than one use on the site, like the new Publix center.

Ms. Kelly showed the proposed building on the screen and discussed its configuration and the floor plan in relation to Sea Island Parkway and Sams Point Road. Harris Teeter had "provided a Starbucks in the corner with an entrance at the side," which she called "a step in the right direction."

Ms. Kelly showed the similarity of the ideas in the Lady's Island Village Center and the Civic Master Plan. Making this area walkable/pedestrian-friendly will not happen overnight, she said, but it will *never* happen if projects are *only* auto-oriented. Municipalities must do their part by backing up such developments with infrastructure, Ms. Kelly said; Boundary Street redevelopment is an example of the City of Beaufort's willingness to do that.

This type of development is not "a new thought," she said, offering recent examples of pedestrian-friendly development: Publix, Beaufort Memorial, a bank, and Butler Marine. They know Harris Teeter can do this, Ms. Kelly said, showing images from other cities – where Harris Teeter stores have multiple entrances, entrances on corners, multiple uses of properties, etc. – to show that "these things are possible." What is not possible, Ms. Kelly said, is putting "a typical suburban model" in the Lady's Island Village Center.

There are also "a lot of pretty nice trees on this property," Ms. Kelly said, and the public pushed to save as many of them as possible 20 years ago. Thirty-five or forty of the trees are "sizeable." While parking could be difficult at the old Publix location because of the trees, this is a village center, Ms. Kelly said, and it has natural assets that should be preserved, if possible. Having the back of the building facing the street and eliminating all of the trees is not an acceptable option, she said.

Staff created a plan that pushes the building back, saves three-quarters of the trees, enables at least 50% of the Sea Island Parkway frontage to have liner buildings, and incorporates the "existing gas station design," Ms. Kelly said. Staff feels that this plan

"works for everyone," though there are other options. At this point in this project, she said, staff feels the best idea is "to work at a higher level and . . . figure out what we can accomplish and what is approvable."

Although staff recommends that the DRB deny the application as submitted, Ms. Kelly said, and does not recommend that the variance requests be approved by the Zoning Board of Appeals, they want to encourage Harris Teeter to come to Beaufort. Development or redevelopment of this site "in the proper way" is something everyone wants, she said, so "we should keep working toward a great solution for this property."

Jon Verity, chairman of the Redevelopment Commission, said the commission is pleased that Harris Teeter is considering developing in this community. He discussed the Civic Master Plan and said this site is at one of only three big intersections in Beaufort. There is much more traffic there now than there was when work on the Civic Master Plan began five years ago. While walkability is a long-term concern, Mr. Verity said, because there is not a lot of residential development in that area yet, a lot of traffic passes by there, so having "the aesthetics we find appealing in the city" there is important. He said the Redevelopment Commission has been involved with this project, supports Ms. Kelly's ideas, and "really wants to find a way to make this work."

Chairman Franklin invited public comment. **Wendy Zara** said she supports Ms. Kelly's and the city's suggestion for this project to be "an addition to the city, as opposed to just another eyesore."

Kate Schafer, Coastal Conservation League, said she also supports "staff's recommendation to rework this intersection," and agrees with the Redevelopment Commission that this is an important intersection. She discussed the importance of the site in the future, and said removing the trees would detract from its village center potential, even though it will not happen overnight. The trees will be important as the intersection evolves, Ms. Schafer said.

Paula Verity said Lady's Island residents largely agree with staff's proposals and the village center concept. They would like Harris Teeter to offer a plan that is sensitive to the aesthetics and environment of Lady's Island. Ms. Verity favors a great design team establishing this site as "the great village everyone envisions."

David Tedder, representing Harris Teeter, introduced **Ted Barnes**, project developer, and **Ron Kirkpatrick**, architect. Mr. Tedder said they had not seen the plan that Ms. Kelly had put up on the screen "as it's been drawn."

Mr. Tedder grew up on Lady's Island, lives there now, and said he agrees with Mr. Verity: the area is no more pedestrian-friendly now than it was 50 years ago, he said, because of the high volume of traffic. He described what he would find "aesthetically pleasing," adding that he prefers "public realm and buffers" to liner buildings, which he

believes are “not the solution to everything.”

Mr. Tedder said he believes that Harris Teeter’s representatives are receptive to looking at Ms. Kelly’s plan and working with the city, but the new plan may not work because of “some logistical things in there,” such as a tight turning radius for 18-wheelers “in the back.” He said they don’t want to create “a malfunctioning system of ingress and egress and internal movements . . . just because we want to bow down and pay homage to something that was created that doesn’t” take into account other businesses near this property, some of which Mr. Tedder listed. “It is not an urban village pedestrian center in there,” he feels, and he doesn’t believe it will be “in my lifetime or yours.” Mr. Tedder said, “You need to recognize the certain site characteristics” of this area “that are immutable.” He noted that he had suggested in a variance request that “you reserve some area for a right-turn lane coming off Sea Island Parkway onto Sams Point Road” to “help the intersection work a lot better.”

Mr. Tedder said he can’t believe that people would sit outside drinking coffee at this location as “35,000 cars a day go past,” but he told Ms. Kelly he appreciates her “efforts,” and he and those he represents will “take a look at it.” Mr. Tedder said he didn’t think Mr. Barnes would “cast it aside.” Mr. Barnes responded, “Not at all.” He said, “We were challenged the whole time”: to get to the build line, include the necessary “architectural design features,” and “at the same time have a functioning grocery store.”

Unfortunately, Mr. Barnes said, the entrances to grocery stores “go on one side,” there’s the “back of the house,” and the sides are “where coolers are and stuff.” They don't lend themselves “to an urban approach like this.” Mr. Barnes discussed some of the photos that Ms. Kelly had shown of Harris Teeter stores and said those locations “have different elements to (them) than this one has.”

They had “looked at 10 different ways . . . to incorporate liner shops,” in the back of the store, Mr. Barnes said, but they couldn't because of “the way that access and parking laid out, it wasn’t anything near what Publix has across the street” because of the Harris Teeter site’s existing curb cuts, among other things. Mr. Barnes said he thinks “we are willing to look at a redesign that is similar” to the one that Ms. Kelly had presented.

Harris Teeter is “not a multi-tented developer,” Mr. Barnes said, so they will have to think more about “the issue of liner shops.” They are willing to incorporate “a pedestrian theme” at the corner, and can create something more interesting “than just the side of a parking lot, but they’ll have to work on that thought. They’re just not set up to do that,” he said. The Publix site is different than the Harris Teeter site because “it was owned by someone other than Publix,” Mr. Barnes said. This development is more “Harris Teeter-driven”: Harris Teeter is leasing the property where Publix and its parking lot are and buying the other pieces, so Harris Teeter is “more of an owner” than Publix.

Mr. Barnes said he understands the need to work around valuable trees. If they had to build to the build-to line and eliminate trees, they knew that on the other side of the building, there would trees that they would have to work around and preserve, he said; they are "comfortable with that."

Mr. Barnes said Mr. Kirkpatrick and his team had spent a lot of time "trying to figure out . . . that rear elevation," because the logistics of a grocery store make it difficult to adhere to design standards. For example, the back of the store is "all storage room and coolers," he said, which "you don't really want to see from the road," but clear glazing is required, so Mr. Kirkpatrick had tried to "incorporate (it) up higher." The side of the building has a similar issue – coolers are lined against the wall – so Mr. Barnes said Mr. Kirkpatrick had "provided for glazing above the cooler line" there. "But we were somewhat limited in what we could do, trying to work within the ordinances on that," Mr. Barnes said.

There is "a time sensitivity to what we're doing here," Mr. Barnes said. Harris Teeter has a lease on the former Publix building and parking lot, which has "a contingency period" during which they can "pull the trigger . . . or drop it." The two other properties "are under contract with termination dates," he said. Mr. Barnes doesn't know what the "trigger date" is by which Harris Teeter will have to decide if it is going forward with the project. He said he thinks "we have some time," but not an indefinite amount.

Mr. Tedder said any variance means "setting back a 6-week clock, generally, to get there," so they are interested in seeing "what we can do without having to go for variance[s]," but site redevelopment may require "technical variances to make it work," he said, such as the current Publix had. Mr. Tedder said they need to identify any technical variance they might need in order "to stay within a reasonable time frame."

Mr. Barnes said Harris Teeter's current site design "did allow for a little bit larger store," which is "more in keeping with their desired size," and more flexibility in lot design with the existing curb cuts. Those curb cuts that are further out from the storefront would be "full access" at some future point, while those that were closer could become right-in/right-out.

Mr. Barnes said, Harris Teeter might not go with the footprint of Ms. Kelly's plan, though they could "maintain a (parking) lot that you can navigate through," but flip the store and create a "public entrance that is more oriented toward the Sams Point Road/Sea Island side." Harris Teeter could "get a lot closer on a lot of things within the ordinance with that type of plan," he said. The two issues would be whether they can get a store that is large enough "in the right dimension" (which Mr. Barnes said Ms. Kelly's plan doesn't appear to be in), and how to deal with having to build outside shop space in order to meet the build-to requirement.

Ms. Kelly said the Redevelopment Commission and city staff had tried to determine how

this could possibly be done: keep some trees, make a useable a parking lot, do liner stores and "pull them back 20' to allow a turn lane," maintain about the same amount of parking, and have the same basic building footprint. The plan can't be for a "typical" parking lot or store, Ms. Kelly said. It needs a little tweaking to adapt to the site and the existing natural conditions.

Ms. Kelly said the Design Review Board has "a fair amount of flexibility" as to what it can approve "and tolerances in our ordinance." The board members "need *some* concession and some adaptation in adherence to the ordinance, so that they can be flexible," though at this point, she feels the board has no "room to be flexible," she said, "because of all the variances that are requested, (Harris Teeter's current plan) is just so far off from what the rules are." Ms. Kelly said the board could approve setting the store back 20'+ for a "potential traffic adjustment," for example, because that's within its purview, but there has to be a reason for them to do so, and "it has to still meet the intent" of the ordinance.

Ms. Frederick asked if Harris Teeter would agree to lease the corner to someone else to build the liner buildings later. Ideally, it would all be done at once, Ms. Kelly said, but "that's definitely something to consider." In the West Ashley model, the liner buildings are small, she said, and there are usually two stores with a side entrance and access either from the street or from the parking lot.

Chairman Franklin asked if the Starbucks that had been mentioned as being inside the store could be put in a liner building. Mr. Barnes said Starbucks prefers to be inside the Harris Teeter, as part of "a cooperative program."

Mr. Barnes said they would want to "navigate" Ms. Kelly's plan and "play around with" the parking. Customers won't park behind a store, and Harris Teeter doesn't want its employees to park "in the dark back there." Mr. Kirkpatrick would have to "work with the angles" to enable Harris Teeter to fit what they need to have in order to operate within the site, Mr. Barnes said. With Ms. Kelly's plan, he is also "a little concerned" about whether access, particularly off of Sams Point Road, would "stay full . . . over time," or if SCDOT would "median (the curb cut) off, and make all that right-in/right-out."

Mr. Albright suggested that the Design Review Board should be willing to meet whenever Harris Teeter's team is ready to have a meeting, rather than making them wait for up to a month.

Ms. Frederick said she likes Ms. Kelly's suggestions, and believes "people will flock" to stores where they can park in the shade. "The great trees" at the former Publix site are in one tree-save area, she said. Ms. Frederick is "fine with glazing," rather than windows that are too high or too small. Mr. Rushing said Walgreens had used shutters as "an adaptation." Mr. Kirkpatrick asked if graphics would work, and there was general

agreement that they would be fine.

Mr. Tedder said they would be amenable to “a deferral,” to enable them to take Ms. Kelly’s drawings to the architect and “Harris Teeter folks” to “determine what we can do.” Flexibility on the meeting time would be helpful, he said. They will also defer conversation about the gas station/convenience store for the time being.

While Harris Teeter works on other plan details, they will also go to the site and look at which trees are healthy and which are not, Mr. Barnes said, and they will come back to the Design Review Board with a revised drawing. Mr. Tedder suggested that **Libby Anderson** and Ms. Kelly “have more interface” with DOT personnel and could find out if there is “any scuttlebutt” about DOT’s future plans for Harris Teeter in regard to replacing their curb cuts with right-in/right-out, which could limit customer access to the store and could leave Harris Teeter having “built a dark site.”

Mr. Ahern asked if the second Sams Point Road curb cut has to be there. Mr. Barnes said he doesn’t know if turning in on the side road that runs parallel to Sams Point Road works. He feels it “looks awful close to that turn-in.” If “that went away,” he said, then the back road would only be a service drive. If the store were flipped, Mr. Barnes said, trucks would come in from Sams Point Road and go out Sams Point Way. They only need right-in/right-out. If DOT says Harris Teeter needs an access road down the side, he said, they need to ensure that it’s “far enough away that it stays full cut.”

When the store is flipped, Mr. Barnes said, the entrance is “by the more open area,” where there are longer runs of parking, which gives Harris Teeter more flexibility to save trees.

No action was taken on the application.

There being no further business to come before the board, the meeting was adjourned at 3:55 p.m.

DRAFT