A meeting of the Design Review Board was held on **November 20, 2014 at 2:00 p.m.** in the City Hall Planning Conference Room, 1911 Boundary Street. In attendance were Chairman Eric Brown, John Dickerson, Dan Ahern, Chuck Rushing, and city staff Lauren Kelly.

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 3:00 p.m.

MINUTES
Mr. Ahern made a motion, second by Chairman Brown, to approve the minutes of the June 12, 2104 meeting as submitted. The motion passed unanimously.

Sea Pointe Apartments, 61 Hazel Farm Road, Identified as R123, Tax Map 18, Parcel 39 (14-05 DRB.1)
Applicant: Bradley Beaufort, LLC, and ASI Engineers, Inc.
The applicant is requesting preliminary approval to develop a 56-unit apartment complex.

Ms. Kelly said this property is 4.5 acres. The project will include 2 three-story buildings, 1 two-story building, and a clubhouse/leasing office. There will also be a playground, gazebo, and dry detention pond, site access and parking. The zoning is General Commercial, Ms. Kelly said.

Site plan: There are 3 vehicle access points – one along Ferry Road, which is a long skinny asphalt strip that is already built, which was access to the old Barbara Jean's restaurant – and two new ones onto Hazel Farm Road. There is a dirt road that is to be paved. There's "good direct connectivity," Ms. Kelly said, between the new parking area and the existing access drive to Hazel Farm Road. Staff and the fire chief appreciate that.

In regard to pedestrian connections, there is a sidewalk connection along the Hazel Farm Road frontage, and one connecting to Ferry Road along the access drive. Per the ordinance, a sidewalk is required along Inlet Road, though the Design Review Board could waive the requirement, since there is a retention pond on that side of the parcel, and since there is another sidewalk connecting back to Ferry Road that provides residents with more direct connectivity.

All parking requirements have been met, Ms. Kelly said. In regard to stormwater management, the retention pond is to be integrated into the site and be an amenity, not just a site element. Ms. Kelly said that is the intention, and when the landscape plan

comes to the next meeting, it will be elaborated on. The majority of the ditch will be filled with continued sensitivity to the live oaks, which are the primary sensitive trees.

Trash and utility screening must be shown on all site plans, as well as the locations of all utilities and equipment.

Architecture

- Ms. Kelly said, particularly on the buildings fronting Hazel Farm Road, staff recommends that the applicant consider direct entries to the units from the street.
- On the pairs of ganged windows, staff feels it would be better to have a full mullion rather than a window assembly. They should be trimmed to match the triple windows.
- On the front elevation of the 8-unit buildings, where there are 4 windows together; staff feels it should be more in keeping with the proportions and scale of the windows in the rest of the buildings.
- On these same buildings is the only place shutters appear, and the board and applicant might discuss if the shutters could be elsewhere, Ms. Kelly suggested.
- There's an ordinance going through council about raising buildings up to a minimum of 18" above grade, Ms. Kelly said, which will be applicable for this project in that stairs would be required on the Hazel Farm Road side of the buildings.
- The applicant will be required to provide a color board and/or rendering, and a photometric plan for the site and building is also required.

Landscaping

- In regard to landscaping, the majority of live oaks on the plan can be saved and retained on the site. One live oak on the survey is actually a laurel oak, Ms. Kelly pointed out, but it can be saved with an adjustment to a sidewalk.
- There is a substantial grading required, so it will need filling. The grade goes from 13 to 8 – the detention pond is the lowest portion – a planting island can be adjusted, Ms. Kelly said.
- 385 caliper inches of grand trees are being removed. At least a third must be planted back, which should be shown on the landscape plan as mitigation. This plan will be required for the applicant's final submission.
- Trees less than 24 caliper inches were not analyzed in the report. Anything over 8" will need to be retained if they in or near a building's footprint, parking, or a sidewalk area.

Staff recommends preliminary approval with some discussion of staff comments, Ms. Kelly said.

Chairman Brown asked if there were any city master plan efforts that were applicable. Ms. Kelly said the Civic Master Plan didn't address this site, though the county street

connectivity plan had Hazel Farm Road as "important," but the last city staff had heard, the county was not planning to pursue it, and because of the new Publix, Ferry Road has taken its place

Tim Harris, site engineer, said they are upgrading the pump station. They found out that it is maxed out and can't be rehabbed, so they will need to have a small pump station there. They have taken some out of the pond area and should be okay. Because Beaufort County maintains Hazel Farm Road, at their request, they will pave to Inlet Road, and there will be a paved connection all that way.

Mr. Harris said there were "a couple of other trees" they thought they could save, but the arborist had said they were in failing health, and **Liza Hill** said that they could not be saved.

Staff had told them about the 18" above grade requirement, Mr. Harris said, but it can only be done for 90% of the buildings: "the sidewalks need to slope off" for the handicap accessible units. The parking lots at the front of the building will give that. Staff had discussed a handicapped entrance on one side and steps on the other, but the applicants don't want to do that from a safety perspective – if there were a fire, for example. They feel it's important to have 2 places of egress in their 6 designated handicapped units.

In regard to a sidewalk on Inlet Road, Mr. Harris said, they feel that would serve no useful purpose, so they're going to ask for that to be waived.

The detention pond was designed to be dry, but after looking at it, they think a wet pond with a fountain would be more attractive. The water table is so high that a dry pond might be a wet pond, anyway, he said. Mr. Dickerson asked if they had considered underground water retention instead of a pond. Mr. Harris said the table is fairly high and the soil is fairly impermeable. On this site, they propose an infiltration system for two-thirds of the property, with the remaining going to the pond.

Mr. Ahern asked if they had considered an irrigation system, and if they had considered using stormwater for irrigation. Mr. Harris said this is a very small pond, and if it's pumped down too much, there will be aquatic growth, so they are looking at using public water for irrigation. Wells create concrete discoloration, he added. Mr. Ahern asked about the area between buildings 1 and 2 and if there would be irrigation there. Mr. Harris said they use drip irrigation in narrow areas. Mr. Ahern asked if the areas would be sunken or used as a rain bog. Mr. Harris said they're 4' wide, so that might not work. It's made up of "B soil and D soil" and is sandy. He described where it is and where it switches grades.

Mr. Dickerson described walking on Hazel Farm Road, coming out toward the playground, and asked if they would have the sidewalk "go around to make it to Inlet

Road." Mr. Harris said they have 30" and 32" live oaks: it would be difficult to put that sidewalk in between those and the pond. The waiver request is for Inlet Road and Hazel Farm Road sections, he clarified.

Chairman Brown said one of the main goals is to promote connectivity, and there's "an opportunity here" to make the connection between Ferry and Hazel Farm Roads, "which is wonderful." As the new street moves through the property, he'd like to see it maintained as a street, not go into a parking lot as it does now. He said the applicants could make adjustments as the Design Review Board has asked people to do in the past. He explained to Mr. Harris how they could do this.

The other issue for Chairman Brown is Inlet Road, which "concerns" him. Detention, wet or dry, needs to be viewed as an amenity, and he thinks the applicants need to give this more thought. Mr. Dickerson said making it a wet pond would improve it. Chairman Brown said there's an opportunity to make the connection between Ferry and Hazel Farm Roads, and the parking lot can go on the other side and "engage the new connection street," by "sliding the parking lot over." Mr. Harris said the drive "needs to be where it is," and he thinks the parking there doesn't detract from the connectivity. Chairman Brown said that they have asked everyone else that came before the Design Review Board "to handle this as a street."

Chairman Brown said he appreciates the saving of the live oaks. The "sidewalk conversation ... will evolve as we see this come together." The applicants need to be clear about the trash compactor, etc. and ensure it will be as far as they can get them from the right-of-way.

Mr. Ahern said the focus has been on eliminating the volume of run-off. Any area that doesn't require irrigation could be sunken. Mr. Ahern asked where the drainage ditch flow is. Mr. Harris said they have had discussions with the DOT and the county. He indicated on the screen where the water is flowing and which water would go where. The pond is as big as they can make it now, and Mr. Harris said, "It's not water we are creating." Mr. Harris said this water goes to Distant Island Creek.

In regard to architecture, Chairman Brown found mass and scale to be "generally pretty good." He said on some of the rooflines, there's "opportunity." On A-214, a 24-unit building with 2 front elevations, the double gables could be simplified into one. Chairman Brown feels the roofs "could be toned down a little bit." Three gables, rather than 5, would simplify them. He highly recommended trying to "bring the eaves across as an impediment ... so there's no pork chop on that." He brought 2 books about traditional Southern architecture and said the applicants "should aim for consistency."

Michael Haynes said the inoperable decorative shutters had been kept in the public area only but otherwise are "gone." Chairman Brown asked about an operable shutter, and Mr. Haynes said the shutters appear to be operable, but they aren't. They could

also not have the shutters, if they don't want to make them operable, Chairman Brown suggested.

Mr. Dickerson said the roofline on one of the buildings "is jangled." Chairman Brown said Mr. Dickerson is asking if the Dutch hip can be done away with. There are two-bedroom units on one half and three-bedroom units on the other, Mr. Haynes said, which affects "symmetry to begin with." They will look at the roofline, though, and see if they can make it more like the others. Mr. Haynes said Ms. Kelly had made that comment as well in the pre-application meeting; they "can try to treat the roof a little differently." They couldn't do it "for some reason," when they tried before, he said, but they will look at treating it. Chairman Brown explained what they could do to "avoid that pork chop."

Chairman Brown said, in regard to the window trim, he suggested "a 1 x 2 cap," and said there are many examples they could see in town, to give the windows more character. He recommended "not picture framing the sill" but instead having a window sitting down on top of a cut piece of pressure-treated wood, rather than what they had there. He said what he recommended would look better, especially on the gang windows. He'd like to see the lintels that are drawn flush with the window opening come out 4" on each side to be "a little bit more authentic."

Staff comments were good, Chairman Brown said, and whatever the applicants can do on the streetscapes, he thinks they *should* do, "to give at least those two facades a more pedestrian character."

In regard to color feedback, Chairman Brown recommended a lighter gray for less heat. Mr. Haynes said originally they had a lot of different colors, but now "that has all gone away." Chairman Brown said that he thinks that the monotone is fine, and the gray roof was "a big one for me."

Chairman Brown said they had submitted for preliminary approval, and the site is "generally on track." Mr. Dickerson said the board could give preliminary approval now, and it will help the applicants move along with their project and encourage the investment.

Chairman Brown made a motion for preliminary approval with the following conditions. In regard to the site, the applicants should

- **Look at the Inlet Road detention pond and continue to refine it to make it into an amenity.**
- **Mitigate the pump station to the best of their ability.**
- **Address the sidewalk issue once they see some solutions.**
- **Bring the connecting road through the property and maintain a general street section of some type.**

Mr. Ahern suggested that the applicants consider extended detention for the pond to lessen the impact. Mr. Harris said they would follow DHEC's standard on that, which is that it can drain within 72 hours.

Mr. Haynes asked if there could be a possible issue with people using a connecting road like Chairman Brown had recommended as a cut-through, and leading to "main traffic flow going through your community." Chairman Brown said he didn't think there would be main traffic but the point was for it to be an alternative route. Mr. Harris said they feel "we have given you connectivity." Ms. Kelly said that in the Ashley Point apartment complex, all the buildings are on streetscapes, and though there are different requirements there than in this development, it has potential connections to continue. In the interim, the developers could do "no through traffic" signs, she added.

In regard to architecture, Chairman Brown said, the applicants should simplify the roofs where possible and look at windows, trim, eaves, roof details, and small brick headers and sill. The board is in support of the staff recommendations as well. Mr. Dickerson seconded the motion. The motion passed unanimously.

<u>Publix Propane Tank Screening</u>
61 Lady's Island Drive, Identified as R123, Tax Map 15, Parcel 192 (14-06 DRB.5)
Applicant: Dave Mattson, P.E., Paradise Ventures, Inc.
The applicant is requesting approval to properly screen the propane tanks on the property.

Ms. Kelly said "nothing really has changed" since the board had received the email. Chairman Brown asked if there were board questions for Lauren.

Dave Mattson said they see the concerns, and the original screening proposed won't suffice; it won't be difficult to screen, and he's fine with adding bushes to fill it in and also in the back of the building. The fence he submitted was standard, and they would like to do one that matches the siding on the building. It won't be visible once the planting is done. Ms. Kelly said the wall should be similar to the other wall; they should relate to each other.

Chairman Brown said he isn't happy with how the rear screening is. Mr. Mattson said that "the DOT is killing us with where the driveway is." Chairman Brown said a 4' fence will barely hide it; where the propane tanks went has to have more screening with plants.

Chairman Brown said he understands a roof on it isn't feasible, but he'd like to see a fence higher than 4' Mr. Mattson said it needs to be 5'. Chairman Brown said he wants to see the plantings that they discussed before. He suggested that they "come in with a substantial screening structure" of 8' or 9' and plant around it. Mr. Dickerson said they

could go just to the height of the tanks – 5.5' to 6' – "If you go too much higher, people will wonder 'What's there?'"

Mr. Mattson said they can screen the tanks with fence and bushes, and "they will go away 100%." There aren't enough bushes now, he agreed, but he "can screen it 100% with more bushes," so he doesn't know if the wooden screen is required. Mr. Rushing said they "shouldn't depend on only shrubbery" for screening. Mr. Mattson said he will make it work. Mr. Rushing said, "Someone put another tank out there." Mr. Mattson said he agrees, and they will screen with bushes and a fence, and the tanks "will go away."

Mr. Mattson said they want an additional 60 bushes and "to change the fence to what Lauren had originally." They will "do the yellow siding on it like is on the building," and they will put the fence around the bollards, and it will be less visible.

Mr. Dickerson asked how the tanks are refilled, and Mr. Mattson said it's done from the Publix side. There was a discussion about the trees. Ms. Kelly said Ms. Hill had recommended transplanting. Mr. Mattson guessed that the tanks are filled once or twice a week.

Chairman Brown made a sketch and shared it with Mr. Mattson. He suggested that they wrap it on 3 sides, then on top with about 30" of wood slat fence painted to match the existing masonry base on the typical Publix façade. Mr. Mattson expressed concerns about the costs of doing this. He asked if he had to do bushes if he did this kind of wall. Chairman Brown said he doesn't trust the bushes to work the way the wall will. Ms. Kelly asked if the wall would run parallel to the sidewalk. Chairman Brown said he "would wrap the thing and be done with it."

Mr. Mattson asked to put up the wood fence and bushes, and said that the tanks "would be gone" if he did so. **Mr. Dickerson made a motion that the tanks be screened on 3 sides with a fence that totally covers the bollards and the tanks themselves, plus a landscape plan put together by the arborist. Mr. Ahern seconded the motion. The vote was tied, with Mr. Ahern and Mr. Dickerson in favor, so the motion died.**

Mr. Rushing made a motion that a fence be constructed as Chairman Brown had described. Chairman Brown seconded the motion. The vote was tied, with Mr. Rushing and Chairman Brown in favor, so the motion died.

Mr. Mattson said, in regard to Ms. Hill's landscape plan, the bushes behind the building are big already, and that's what they will use in the screening, "plus double it up." Mr. Ahern asked if Chairman Brown is suggesting the type of fence he did because it will mirror the architecture of the building.

Mr. Dickerson and Chairman Brown discussed the need for the height of the fence that Chairman Brown wants. Mr. Mattson said that they have followed all of the Design Review Board recommendations, and he “guaranteed” that “the tanks will disappear” with the bush screening. Ms. Kelly said Ms. Hill was supposed to check on the landscaping plan. She had said that the bigger stuff was in, but she didn't know if Ms. Hill had checked the understory planting.

Ms. Kelly said they have a landscape bond, and the board could request that they double that, and if the landscaping isn’t filled in like Mr. Mattson is guaranteeing, they can request something else. Mr. Mattson and the board discussed the landscaping to be planted on the site. Mr. Mattson said that the gas company didn't want wood, so they would use hardie board. They will be steel posts with brackets and hardie pickets.

Chairman Brown recommended doing the fence in dark green with full plantings at a 7’ height. Mr. Rushing said the plantings would prevent access. Mr. Mattson said that 3-4 shrubs might be a problem, so they could be moved. They can put in a gravel access for a footpath.

Chairman Brown made a motion to approve the propane tank screen (after the fact) similar to what the applicant had submitted – made of hardie board or similar material to 6’, done horizontally and painted dark green or black, with staff approval on the final color, and contingent on the execution of the landscape plan. In addition, the applicant must modify a footpath to the tanks and move the displaced bushes to the back. Mr. Ahern seconded the motion. The motion passed unanimously.

There being no further business to come before the board, **Mr. Ahern made a motion, and the meeting was adjourned at 4:52 p.m.**

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