• July 12, 2017 The Beaufort Inn hotel received preliminary approval
• November 13, 2019 HRB granted final approval of demolition of a single-story structure located on the property with the condition that the building is not demolished until after a building permit for the hotel construction has been issued
• October 9, 2019 the Beaufort Inn received Certificate of Appropriateness (COA)
• February 10, 2021 – Change after certification – the HRB granted preliminary approval for the Beaufort Inn Hotel including minor changes to the exterior to provide for the use of solar panels, and addition of a roof top bar.
• March 3, 2021 (currently under review) – Change after certification continued (final) – the final submittal reflects changes discussed at the February meeting by the board
905 Port Republic Street – Tabby Place Annex

- January 8, 2020 HRB granted preliminary approval for the Tabby Place Annex project
- March 11, 2020 HRB granted final approval for new construction to complement meeting activity at Tabby Place. The new construction will be connected to Tabby place via breezeway.
- April 8, 2020 HRB granted final approval for Demolition of the current structure (Conroy Center, formerly BB&T)
918 Craven Street – Downtown Parking Structure

- August 17, 2016 – HRB granted conceptual approval with conditions
- November 9, 2016 – the HRB granted final approval of demolition of the structure located at 918 Craven. The Board also unanimously voted to postpone the approval for up to sixty (60) days to allow a determination by SC SHPO and/or pursue options to move the building. The SHPO was not willing to come assess the structure proposed for demolition
- June 14, 2017 – HRB granted final approval of Demolition
- July 12, 2017 – the board approved a motion for the design to go back for revisions and the following improvements: simplify the material palette and expression, create a more clearly defined base along the lines of a main floor on Craven, Charles, and West Streets, but most importantly on Craven Street, develop the sense of a linear park, incorporate a greenscape, which was a key idea in the initial presentation, on the southwest face of the parking garage and on the other 3 faces as well, to the extent that is possible, and bring back a simpler design to the HRB
- September 20, 2017 (rescheduled from a September 12 meeting) – preliminary approval for parking garage, provided the applicant refines the following: the type and color of the concrete, a lighting plan, a plan for screening mechanical equipment, removal of awnings, certified arborist’s report and plan for the “treatment of the trees.”
- The HRB clarified that the current drawings were approved as submitted, and that the applicant was tasked with refining the details listed above in order to receive final approval
- July 21, 2019 – First extension of preliminary approval
- July 1, 2020 – second extension of preliminary approval - due to pandemic
- March 4, 2021 – The Beaufort Inn LLC submitted for final and is currently under review
June 18, 2020 – 303 Associates withdrew the application – they asked to keep the payment on file and staff responded that any additional review would require new payment. At this time Meadors had already reviewed and provided comments to the proposal as submitted.

Meadors’ comments on application:
- The plat should indicate tax map and parcel number, setbacks, existing trees in addition to the information provided.
- The site plan should address landscaping and tree removal, existing or new mechanical equipment and screening area, percentage of total impervious paving.
- Applicant has submitted the checklist requirements for preliminary review

February 10, 2021 – HRB deferred the demolition request to the next HRB meeting on March 10, 2021
February 10, 2021 – conceptual approval of the new building
March 10, 2021 The HRB voted to grant approval for demolition of the building on the condition that the demolition permit will not be issued until the building permits are issued for the replacement building.
Wellness cottage – 301 or 305 West Street or 809 Port Republic

- October 16, 2006 – original approval
- June 12, 2008 change after approval was granted – this approval later expired
- The current project was sought as a renewal of original certification but reviewed as a new project due to time lapse
- September 9, 2020 Preliminary approval with conditions
- December 9, 2020 – Final Approval with conditions:
  - “Buildings shall have a base, wherein the bottom is articulated differently from the rest of the building, either by change of material or a setback. Material and craftsmanship on the base shall be as or more durable and of equal or higher quality than the rest above.” Create porch and relocate the bike rack to the north/rear and/or more adjacent to an entry point.
  - Add a window on the east wall in the southern stairwell to match that which is installed in the northern stairwell.
  - Downspouts currently planned for the faces of piazzas should be repositioned to come down the faces of brick exterior walls adjacent to piazzas. Downspouts should be as vertical as possible with the least amount of turns and bends. Study roof pitch to reposition through wall scuppers to occur within the central brick bay, where downspouts could be routed vertically down adjacent to piazza on the west elevation and to avoid the covered entry on the East Elevation.
  - Applicant to verify how downspouts will be terminated and where water will be drained.
204 Carteret Street

- August 12, 2020 – The HRB granted final approval based on staffs notes, particularly, raising the cornice at least three brick heights and the awning instead of being 4’ in depth, be 5’.
- This project involves updating a blank façade of a non-contributing, single story building to better match the adjacent Fordham Building and add fenestration and scale along Carteret Street. This project also adds a stair structure on the roof that accommodates egress requirements of the adjacent Fordham Building. The project largely matches the existing approved precedent that is the Fordham Building next door.
1107 Bay Street – 3 unit dwelling (1st of 3 phases)

- September 9, 2020 Conceptual approval with conditions
- November 18, 2020 Preliminary approval with conditions
- March 10, 2021 Final Approval with conditions noted:
  1. In conjunction with the recording of a final subdivision plat, the applicant shall record an access easement to provide for off-street vehicular access to each lot.
  2. The ground floor garage of each attached unit provides for two parking spaces, meeting the minimum parking space requirements of Beaufort Code Section 5.7.4.
  3. The applicant shall provide 2 bicycle parking spaces per Beaufort Code Section 5.7.3.
  4. Applicant to verify that this project is compliant with FEMA guidelines.
  5. If any demolition of the existing wall will be involved in this project, this must be clearly noted.
  6. On the rear elevation, the single windows do not align vertically. Applicant to ensure these windows are vertically aligned.
  7. On the front elevation, the ground floor door is not centered on the arch in front of it. Shift the stair and landing above this door over slightly to create a condition where the arch and door align.
  8. The porch column and foundation details shall be altered so that the column base extents align with the outside face of the foundation wall below. The top of the first-floor column is correctly detailed, as it aligns with the outside face of the architrave above it. Since the columns are not tapered, the outside face of the second-floor column and the outside face of the first-floor column should not align. Rather, the second-floor column should be of a slightly smaller size and should be aligned with the centerline of the first-floor column below it. The neck of the second-floor column should align with the outside faces of the architrave above. Furthermore, the posts at the third level balcony should be similar in size to the columns on the second floor and the centerline of the post should align with the centerline of the second-floor column.
  9. On porch tongue and groove wood flooring laid with a maximum 1/16” gap between boards is recommended to allow for expansion and prevent buckling. This should be fully back-primed prior to installation....The ends of the porch floor boards should receive wood edging.”
  10. “Wood stairs and posts should not come in contact with the ground but should land on a stone plinth.” Applicant to ensure and demonstrate compliance with this section of the Supplement.
  11. Applicant to submit cut sheets for final doors, windows, siding, railings, exterior ceiling fans, and all exterior lighting fixtures to staff for review once finalized.
  12. Restudy the detailing of the stucco walls and add a drainage plane behind stucco with ventilation at top and bottom to elongate the lifespan of the stucco and to provide appropriate ventilation over wood frame construction. Applicant to ensure proper and appropriate weather resistive barrier (WRB) for stucco over wood framed wall system.
13. Stucco control joints are to be placed at corners of doors and windows rather than centered on doors and windows to alleviate concerns of cracking stucco at corners of openings.

14. Some of the roof details submitted are not applicable to the project, such as the valley details, rake details, peak details, and sidewall flashing details. Applicant to clarify if these will be used on the building and remove them from the application if they are not applicable.
- August 12, 2015 – the HRB granted preliminary approval noting that the approval would expire 12 months from the date of the letter unless the applicant has an active submittal pending review.
- The footprint of the structure is approx. 3,078 SF, with a 3,078 SF 2nd floor.
- The 3rd floor would be stepped back, and contain 1,236 SF.
- The building is 32’ above sidewalk grade, and increases to 45’ to the median roof height at the stepped-back 3rd floor.
- Preliminary approval has since expired
May 13, 2020 The HRB granted preliminary approval with the following comments

- FEMA regulations are requiring the structure to be elevated above FEMA base flood elevation, increasing overall height 26 inches which will visually alter the relationship to the streetscape. Foundation paint color selection should be sensitive to minimize the visual difference this additional height creates relative to the street. Applicant should consider appropriate plantings to soften and transition the foundation to the new floor level. Note: flood vents illustrated on the proposed west and north elevations appear too high in foundation walls to accommodate FEMA requirements.

- Applicant should consider a material and/or color change on the new “courtyard” wall between the two hipped roof forms. The material and/or color change may provide an opportunity to visually recess the new “courtyard” wall keeping the two hipped roof forms as the focal point.

- Staff asks the applicant to consider a middle window on the first floor of guestroom 3 to mimic the series of windows directly above. Also, on the west elevation staff understands the programmatic requirement for porch #3 and the one directly above. However, these porches located on the north side of the hipped roof mass detract from the overall composition of hipped roof masses with their southern exposed porches.

- The west entry stair on revised west elevation sheet 7.0A is visually heavy and disconnects the building from the streetscape. It is preferred that the entry stair be lighter visually as shown in the 3D rendering image the applicant provided.

- The south elevation illustrated on sheet 7.1A shows a canopy over the new door at grade level and an idea of applied ornament surrounding the door. The south elevation illustrated in the 3D rendering doesn’t illustrate the same concept as on sheet 7.1A and the door visually needs a covering and/or window above the door. Should a window be placed above this door, its head should align with the heads of flanking windows. Applicant should restudy the south elevation mass between the two porches to visually improve this elevation and find appropriate balance of solid and void.

- East elevation alterations appear to be limited to the northeast entry and fenestration changes in the middle part of the elevation. Staff feels these alterations are generally good and maintain architectural balance and order. Applicant should consider possible roof covering over the wheelchair lift and possible screening of the lift’s tower dependent on manufacturer and model selected. Applicant to provide information and details on the wheelchair lift.

- July 8, 2020 HRB granted Final approval