DESIGN REVIEW BOARD

Monday, August 1st, 2022
4:30 PM

DEPARTMENT OF PLANNING, PRESERVATION & SUSTAINABILITY
www.charleston-sc.gov/drb

This meeting is being recorded and livestreamed on YouTube.
MEETING PROTOCOL

- Applicants, staff and Board members are required to give their name whenever speaking.

- Public Comment:
  - The applicants (all team members) and the public have been required to register, indicate the project they wish to comment on, and submit any documents in advance of the meeting.
  - All applications heard today are part of a public meeting format. If you have registered and will speak during the public comment portion of the meeting you will need to state your name and address for the record.
  - Members of the public that speak are encouraged to remain in the meeting for the completion of the item they have commented on.
  - Staff will call on the members of the public to speak for each project. Unregistered members of the public who raise their hand will not be called on.
MEETING PROTOCOL (continued)

- Board members will be polled by the chair for comments and for their vote on a motion. Each member, when voting, should respond “Yea, in favor” or “Nea, not in favor”. The Chairman shall re-read the motion verbatim and the Board member making the motion should correct the Chairman if he has not re-read the motion accurately.

- If a Board member needs to recuse, they leave the meeting and return at the start of the next agenda item.

- Staff will issue meeting results, including staff comments and Board Motion to the applicant following the meeting. Results will also be posted on the City website at www.charleston-sc.gov/drb.

- For additional information:
  - Contact DRB@charleston-sc.gov

- These proceedings are being recorded.
Agenda Item #1

1362 OLD TOWNE RD.
415-00-00-054

Request conceptual approval for the construction of a 2-story office building for Low Country Land Trust
NEW OFFICE BUILDING FOR LOWCOUNTRY LAND TRUST

CONCEPTUAL DRB SUBMITTAL 07.20.2022

PROJECT TEAM

ARCHITECT
REGGIE GIBSON ARCHITECTS
12B Vanderhorst Street
Charleston, SC 29403
843.722.9040
will@reggiegibsonarchitects.com

CIVIL ENGINEER
GEL ENGINEERING
2040 Savage Road,
Charleston, SC 29407
843.300.4223
edward.guinn@gel.com

CONTRACTOR
T/
E/

GENERAL NOTES
1. CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL REQUIRED PERMITS AND APPROVALS NEEDED TO COMPLETE SPECIFIED WORK.
2. ALL DEMOLITION AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT AND APPLICABLE BUILDING CODES AND LOCAL REGULATIONS.
3. THESE DRAWINGS MUST BE USED FOR DESIGN INTENT ONLY. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND NOTIFY OWNER / ARCHITECT IMMEDIATELY OF ANY CONDITIONS WHICH DO NOT COMPLY WITH PROPOSED PLANS AND ASSOCIATED SPECIFICATIONS. CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWINGS FOR APPROVAL.
4. CONTRACTOR SHALL NOTIFY OWNER IMMEDIATELY OF ANY PROBLEMS / DISCREPANCIES DUE TO UNFORESEEN CONDITIONS REVEALED DURING WORK.
5. THE DESIGN ADEQUACY AND SAFETY OF ALL TEMPORARY SUPPORTS, BRACING AND SHORING IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
6. CONTRACTOR SHALL VERIFY WITH OWNER / ARCHITECT ALL STRUCTURAL, ELECTRICAL, MECHANICAL AND PLUMBING CONDITIONS REQUIRING ENGINEERING / CONSULTANTS APPROVAL.
7. CONTRACTOR SHALL CARRY OUT WITH OWNER / ARCHITECT AND SECURE APPROVAL FOR PROPOSED NEW LOCATIONS FOR ALL MECHANICAL COMPONENTS, ELECTRICAL PANEL AND METERS AND HOT WATER HEATER, AS APPLICABLE.
8. BUILDING SHALL REMAIN WATER TIGHT AND SECURE AT ALL TIMES.
9. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALLED MEASUREMENTS AND DETAILS SHALL HAVE PRECEDENCE OVER GENERAL DRAWINGS.
10. THE OWNER AND ARCHITECT WAIVE ALL RESPONSIBILITY FOR CONTRACTOR’S FAILURE TO FOLLOW THE ASSOCIATED PLANS, SCHEDULES, AND THE DESIGN INTENT THEY CONVEY, OR FOR PROBLEMS WHICH ARISE FROM OTHERS’ FAILURE TO OBTAIN OR FOLLOW THE OWNER’S / ARCHITECT’S GUIDANCE WITH RESPECT TO ANY INCONSISTENCIES, ERRORS, OMISSIONS, Ambiguities OR CONFLICTS WHICH ARE ALLEGED.

SITE INFORMATION

TMS NO.
LOT SIZE: 4 ACRES
ZONING: GO (GENERAL OFFICE)
MAX LIST COVERAGE: NR
MAX HEIGHT LIMIT: 55’
CONSERVATION EASEMENT BUFFERS:
FRONT - 150’
SIDES & REAR: 25’
CONSERVATION EASEMENT TREE RESTRICTIONS:
NO CUTTING OF TREES IN BUFFERS THAT ARE 6” DIAM. OR GREATER, EXCEPT AS REQUIRED FOR NEW ENTRY ROAD.

BUILDING INFORMATION
BUILDING FLOOD ZONE X
LOT SIZE: 4 ACRES
ZONING: GO (GENERAL OFFICE)
TYPICAL GO SETBACK REQUIREMENTS: NR
MAX LIST COVERAGE: NR
MAX HEIGHT LIMIT: 55’
CONSERVATION EASEMENT BUFFERS: FRONT - 150’
SIDE & REAR: 25’
CONSERVATION EASEMENT TREE RESTRICTIONS:
NO CUTTING OF TREES IN BUFFERS THAT ARE 6” DIAM. OR GREATER, EXCEPT AS REQUIRED FOR NEW ENTRY ROAD.
NEW OFFICE BUILDING FOR LOWCOUNTRY LAND TRUST
1362 Old Towne Rd, Charleston, SC 29407

SOUTH ELEVATION
1/4" = 1'-0"
NEW OFFICE BUILDING FOR LOWCOUNTRY LAND TRUST
1362 Old Towne Rd, Charleston, SC 29407

1. RENDERING - NORTH EAST
2. RENDERING - NORTH
3. RENDERING - WEST
Agenda Item #2

990 ETIWAN PARK ST AND SEVEN FARMS DR.
275-00-00-198

Request revisions to the approved site and landscape plans.
July 6, 2022

Mr. David Meeks, Administrator
Charleston Design Review Board
Gaillard Center
2 George Street, Third Floor
Charleston, SC 29401

RE: St. Clare of Assisi Catholic Church, Daniel Island, SC

Dear David,

I hope you are doing well and getting started to a good summer.

We want to follow up with you on the St. Clare of Assisi project in Daniel Island. The project is coming along nicely. The Owner asked me to reach out to you about a few revisions they would like to request.

The building position has a good relationship with the community. The live oak trees which line Seven Farms Drive, and the older ones at the corner of Seven Farms and Etiwan Park Street create the sense that the building has been there a long time and will also stand the test of time. We want to maintain an open, accessible, and welcoming feeling to the campus. For these reasons, we wish to make a few modifications to the site plan.

1. **Screen Wall** - The Owner is concerned about the masonry screen wall on Seven Farms Drive making the church look too much like a compound which could convey exclusion. We would like to lower the screen wall to 3’-0’’.

2. **Landscaping** - The landscape plan shows palms on the south side of the nave near the building and magnolia trees on the west and north side of the nave near the building. The church has been fortunate enough to acquire beautiful stained-glass windows from a chapel in PA. We do not want to block the windows with the landscaping. We wish to remove the trees marked in red.

3. **North Garden** - We would like to make some adjustments to the walled garden on the north side of the church on Seven Farms Drive. Please see the plan for proposed walk adjustments with benches, and removal of the flanking walls perpendicular to the building. We believe the building is looking quite beautiful and we would like to keep it more open to the street. Security is also a concern, which is a reason we wish for it be more open.
4. Ground mounted sign – When we obtained DRB approval, there was not yet a design for the exterior building monument sign. We would like to request approval at this time. The sign will be a two-sided masonry sign perpendicular to Seven Farms Drive with ground mounted flood lights. See the site plan for location. We will send the elevation drawings, with materials noted and dimensions.

5. Light posts added – We would like to add two 12’ lamp posts on the west side of the west entry plaza in order to provide more safety and illumination of the plaza. The church also needs a place to mount a camera for security of the plaza and proposes to mount the camera on the south of the two proposed poles.

6. Deferred landscaping – the church plans to proceed with the second phase of the master plan in the near future. For this reason, we wish to defer the landscaping on the east side of the west parking lot which would get removed during construction of the two-story administration/education building.

The attached marked-up site plan drawing L3.1 shows the requested changes with:
- Red = remove
- Orange = proposed change
- Yellow = revised (lower wall, or defer plant material)
- Purple/Blue = two proposed additional lamp posts

Please let me know if you have questions or wish to have a call to discuss these topics.

Thank you,

Carter Hord, AIA

Attachment: Drawings L1.1 and L3.1
Drawing L3.1, Site Plan color marked-up drawing

Copy to: Mr. Jim Ferrell, Building Committee Chairman
St. Clare of Assisi Catholic Church
STABILIZE AREA WITH PERMANENT SEEDING
SEE L4.3 FOR DETAILS

PROPOSED MONUMENT SIGN
REFER TO ARCH PLANS

STREET TREE MITIGATION REQUIREMENTS:
PROPOSED STREET TREE TO BE REMOVED
11" LIVE OAK

TREE BANK CALCULATIONS:
11"/2.5" = 4.4 TREES REQUIRED
4.4 TREES REQ. X $500 = $2,200

SITE TREE MITIGATION REQUIREMENTS:
REQUIRED CALIPER INCHES
70

SITE DEVELOPMENT PLANS
L3.1

ST. CLARE OF ASSISI CATHOLIC CHURCH
990 ETIWAN PARK STREET
CHARLESTON, SC 29492

PLANTING PLAN

REVISED PER AGENCIES COMMENTS
BCG
09/17/19

REVISED PER AGENCIES COMMENTS
BCG
11/11/19

REVISED PER AGENCIES COMMENTS
BCG
02/11/20

LS/HS REVISED PER OWNER COMMENT
BCG
07/05/22

1" = 30'

PHASE 1 ALT.
FUTURE PARKING (NOT IN BASE BD)

PHASE 2 ALT.
FUTURE PARKING (NOT IN BASE BD)

OWNERSHIP AND USE OF DOCUMENTS

c 2018 THOMAS & HUTTON
NOT FOR CONSTRUCTION

Printed:
DESIGNED:
REVIEWED:
APPROVED:
DRAWN:
JOB NO:
DATE:

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WEST ASHLEY DESIGN GUIDELINES DISCUSSION

Review and discussion of the West Ashley Revitalization Design Principles.
West Ashley Revitalization Design Principles

Plan West Ashley: implementation item 3

Develop a set of urban design principles for key sites and corridors. Based on the illustrative vision depicted for key sites in Plan West Ashley, a set of principles can be established to inform new development and public improvements. For example, new buildings on key sites and corridors should contain a mix of uses, and front sidewalks, trails and open spaces, with parking located to the rear. Building setbacks, height and other design details should be calibrated based on context and location (for example, sites in outer West Ashley should have standards different from those east of I-526). Street improvements on key corridors should include connected sidewalks, street trees, appropriately scaled lighting (pedestrian-scaled fixtures in walkable mixed-use centers), landscaping, and crosswalks at intersections. The principles can be used to inform and guide development and public improvements until new regulatory codes can be adopted.

The principles following should serve to guide development in the diverse areas of West Ashley. The smaller focus group of West Ashley Revitalization Commissioners drafted the principles to reflect the different characters of the area. They took the original redevelopment focus diagram from Plan West Ashley and took the map a step further to look at redevelopment areas into Gateways and Neighborhood Hubs to reflect the different level of intensity intended for them. In addition, they separated the corridors inside I526 and outside I526 for their character and intensity of use. All of these categories should be looked at as a way to ensure the uniqueness of West Ashley is preserved and encouraged for evolution. West Ashley has its historic urban core which thrives on arts and a residential style, commercial roadways which are in the midst of reinventing themselves into walkable neighborhood centers, and the more rural areas that are found past I-526.

Gateways – The gateways for West Ashley are where visitors and residents first enter the West Ashley Area. They are vital to setting the tone and intent for redevelopment of the rest of West Ashley. These are the first locations for many when entering into West Ashley and for some locations when entering- into Charleston itself.

Neighborhood hubs— these locations are on the interior of the area, but are none the less important for how the neighborhood operates. These locations tend to be at crossroads around West Ashley and should be looked at as important areas for redevelopment. The scale and context in these areas tends to be more fine grained and residential.

Corridors – developed areas between the gateways and neighborhood hubs

Urban – typically the areas along corridors inside of I-526. These locations tend to be already developed with existing structures. Many have had commercial developments already on the site with large amount of parking abutting the right of way. The corridors should be looked at as a way to reactivate the roadway as a new commercial mode.
Rural – Typically the areas along corridors outside of I-526. They have been termed rural more as the way there is existing vegetation that abuts the right of way. The development pattern in the rural section can focus more on automotive design but should still take into account the pedestrian. Every effort should be taken to preserve existing trees to provide context for the buildings and provide a sense of placement in the natural world.

Each area is identified in the adjoining map

**Principles for Gateways**

1. Focus on creating a welcoming public realm complete with pedestrian scaled details and vegetation, greater massing is appropriate at these locations.
2. Gateway areas should be pulling material and detailing from surrounding structures considered historically or culturally significant. This can include residential or commercial structures.
3. Creating an environment onsite for pedestrians and cyclists to be placed in a highly visual manner and designed to be welcoming.
4. Massing and form should have articulation of large facades with varied heights and massing that lends itself to being viewed as separate structures.
5. Adhered variation of material to manipulate massing should be avoided, instead provide for authentic variation of massing.
6. The rooflines of structures should provide for a sense of completion through the use of cornice or detailing at the top.
7. There should be a rhythm and pattern to the activation along the right of way. With similar themes used around the structure and property.
8. Variation of height scale and mass should be considered to denote different uses internal to the structure, such as the change of commercial to residential or changes from large floor plate to smaller leasable spaces.
9. Long singular structure should not present to the street, the street presentation should be of a character that provides for internal courtyards and public/private opportunities for outdoor gathering.
10. At the gateway areas massing should be in proportion to the right of way width, including the pedestrian realm. The taller a structure is the greater the pedestrian realm should be to accommodate the visual feel of the structure.
11. Many gateway areas have five foot sidewalks provided, the new structures should expand the sidewalk.
12. The area behind the right of way should be viewed as opportunity area for flexible spaces for outdoor dining, cyclist facilities, additional bus stop locations, and other public amenities. The space is also ideal for the planting of larger canopy trees, such as live oaks, to provide shade outside of DOT jurisdiction.
13. Vehicle storage along the right of way is not considered to be conducive to the redevelopment of gateways, a shared access lane can be considered appropriate if detailed and designed to signify pedestrians have priority.
14. Drive thru lanes should be obscured from rights of way by the structures.
15. Vehicle storage should be screened from right of way view by use of structures or vegetation.
Neighborhood hubs

1. Focus for neighborhood hubs should be placed on creating new semipublic gather points and outdoor spaces.
2. Structures should be separated into smaller pods as much as possible with joint activation courtyards or entry areas.
3. The massing on structures should present to the street as an elevated residential feeling or small scale commercial.
4. The use of building materials and details from surrounding areas is recommended.
5. As with the gateways, the area approaching the right of way should provide for activation along the right of way. The structures should be set back with additional pedestrian realm provided and activation for the realm through parklets, plantings, or outdoor spaces.
6. Site layout should encourage pedestrians to park once and walk the site.
7. Monolithic structures are considered inappropriate for these areas, instead structures should work to create a village feel.
8. Parking should be retained in the rear or center of the property as much as possible.
9. There should be multiple opportunities for pedestrian or cycling public to enter from the right of way.
10. When designing for multistory structures care should be taken to transition from the surrounding context. Ratios of 1:2 or 1:3 considered appropriate for adjoining properties. The structures can transition higher away from the residential properties.
11. With the greater distances greater ratios can be considered appropriate, with the largest height reserved for the center of the site or street intersections.

Corridor – Urban

1. Many of the corridors in West Ashley are transitioned from residential to commercial, this is the character of many of the historic areas and should be reflected in the massing and materials selected for new construction in these areas.
2. New construction buildings should reflect the massing of the surrounding buildings as how they are situated on the lot and present to the street.
3. The placement of the structures should be in rhythm with the adjoining properties.
4. Main commercial façade needs to address the street with activation and fenestration.
5. Majority of parking should be placed in the rear or side of the structure, in some instances one bay of parking can be appropriate. If one bay is considered appropriate there needs to be adequate pedestrian circulation which creates a priority crossing area for pedestrians.
6. When rehabilitating an existing structure, the original orientation and historic massing should be kept. Additional massing can be included to the rear of the structure with complementary detailing.
7. Roof pitches and materials should be pulled from surrounding area, many of the corridors it is more appropriate for pitched roofs than flat roofs.
8. Material pallets and details should reflect the character of the surrounding area.
9. The massing of structures in the urban corridors should be compact and arranged to create a cohesive pedestrian realm.
10. Drive thru lanes should be obscured from rights of way by the structures they are serving.

**Corridor – Rural**

1. The rural corridors should focus on the retention and replanting of vegetative buffers along rights of way.
2. There can be greater massing and height can be considered if a dense buffer is retained and have supplemental plantings.
3. Stormwater ponds and drainage features should be designed to integrate with the site uses and create a new wetland habitat.
4. Buildings should present an entrance to the right of way with activation along the frontage.
5. Parking should be set to the rear or side. In some instances, it may be appropriate for minimal parking to be allowed in the front of a structure but should not consist of the majority of parking for the parcel.
6. Pedestrian connections to the sidewalk should be considered as more people use alternative modes to access locations.
7. If multiple structures are being considered for a parcel they should be arranged to create a village or clustered feel.
8. Materials for new construction should be of simple and muted tones. Details can be pedestrian scaled and create for a new residential feel.
9. Choice between sloped or parapet roof should be considered with the height of a structure. The higher a structure goes the more appropriate a flat roof becomes.
10. When replacing structures along the corridors the new construction should be in keeping with the historic pattern of development.