

A meeting of the Design Review Board was held on **March 12, 2015 at 2:00 p.m.** in the City Hall Planning Conference Room, 1911 Boundary Street. In attendance were Brian Franklin, Dan Ahern, Chuck Rushing, Bob Albright, Jane Frederick, and city planner, Libby Anderson.

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

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

MINUTES

Chairman Franklin made a motion, second by Chuck Rushing, to approve the minutes of the January 26, 2015 special meeting as submitted. The motion passed unanimously.

Taco Bell, 209 Robert Smalls Parkway

Identified as R122, Tax Map 29, Parcel 245 (15-02 DRB.2)

Applicant: Allison Ramsey Architects for Bill Baker

The applicant is requesting approval to construct a new restaurant.

No new access is proposed out on to Robert Smalls Parkway, Ms. Anderson said. It is all internal to the Lowe's subdivision. Conceptual approval was given by the Design Review Board (DRB) with these conditions: clarification on the number of parking spaces, a sidewalk to be added to the east and south frontages, an oyster shell base to be added at the height of the windowsills, and moving the mechanical equipment to the western elevation and then screening it.

The applicant had revised the site plan, Ms. Anderson said. The oyster shell base was added, and the mechanical equipment was moved but not screened; details about the screening are still needed. The sidewalk is still an issue, and it's not been added on the east side of the building. The lighting plan was submitted, but there are questions about whether the fixtures were full cut-off. The parking lot lighting meets the ordinance requirements. The authority to waive the requirement for full cut-off is the Board's, Ms. Anderson said. A trellis had been discussed to break up the left (south) façade, but that's not been done, so it could be discussed. The landscaping plan was submitted, but there are some questions about it: Understory trees are required, and clarification is needed as to what they are and the minimum planting size. Additional trees are needed on the side buffer, Ms. Anderson said, and foundation plantings on the east side of the building. There is increased shrub planting needed on the Lowe's driveway (the side of the entrance to screen the drive-thru). Three grand trees are to be removed on the site close to the curb, and per the certified arborist, they should be staked out to see if they can be saved or need to be removed. If they need to be removed, Ms. Anderson said, staff requests tree mitigation to a level of 50%. A grading plan is needed to know which trees will

be removed and which will be saved.

Staff feels final approval can be made with these conditions, Ms. Anderson said:

- Need a number on the amount of impervious surface
- Discussion of the sidewalk issue
- Details on the mechanical equipment screening
- Discussion about “something to break up the left elevation”
- Approval of the revised landscaping plan, including the staking out and mitigation of the grand trees being removed

Cooter Ramsey said they didn’t put the sidewalk in that buffer area so they could have a nice landscaping area. They have a sidewalk “that goes all the way through our site,” which they thought served the same purpose “as a duplicate one on the other side of the road,” but they can add one if the Board wants it.

They have subsequently submitted all the other information that’s missing. They are 59% impervious, **Dave Karlyk** said. There should have been a grading plan submitted. Mr. Karlyk said that at the January meeting, Mr. Ahern had been concerned about the rear parking lot and flow to a grass swell. He said that they had sloped it down, and it goes in the grass lines for some filtering. Mr. Ahern asked if outparcel C is at ground level at the planted grass area, or if it is elevated. Mr. Karlyk said it is elevated. All the run-off goes to a grass swell for filtering and into a catch basin.

Mr. Ahern asked to look at the drainage-grading plan and asked about another catch basin in a swale. He described a way to have a curb but have outlets running into outparcel C – they would have ponding and infiltration, and it would go right into the pond. Mr. Karlyk said he had concerns about doing that. Mr. Ahern said it’s a short-term fix for outparcel C instead of raising the curb. They could lower it, get the treatment, and excess would go down the drain. If it’s down 6” and it doesn’t pond too many inches, it shouldn’t have negative effects – soaking the sub-basin. Mr. Karlyk said if there’s wood mulch in the catch basin units, that’s a potential problem, too. Mr. Ahern said they should look at this opportunity, and Mr. Karlyk and Mr. Ramsey both said they could do that.

Mr. Karlyk said the sidewalk staff asked about would be 50’ away from the other one, so he thinks parallel sidewalks add more impervious surface, and it would not be low-impact development.

Mr. Ramsey said the light fixtures do up- and down-lighting, and they are full cut-off if they don’t put bulbs in the top.

Ms. Frederick said on the west elevation in the landscaping plan, it looks like there are a couple of trees – Purple Pixies and arborvitae – that she said seemed small to hide the mechanical stuff on the building. She suggested something taller could be

put there. She went on to say that three things up next to the building are not labeled; if they're big, they might be good cover. Mr. Ramsey said he didn't know what they were. Ms. Frederick said people seem to "tromp through the stuff they park up against," but if there were a mulch path to walk through, they might be able to save the planted area. Mr. Ahern added that if it's lower, people might not tromp through it. Ms. Frederick also said there are existing planted trees in the other planted area, and she wondered why they were being pulled out. Mr. Karlyk said it's "to balance out the fill." They had picked out the specimen trees and saved them all on the first plan, but the grade differences will have an impact on the trees.

Ms. Frederick asked if they could get the oyster shell on all four sides of the building; it's not on the back yet. Mr. Ramsey said they could absolutely add it.

Mr. Franklin said that in regard to tree mitigation, in the outparcel that they are talking about lowering, bigger trees might do some buffering, and they could "pick things that can take a little water." Any additional trees they can get in should go on the revised plans. He said the dumpster screening "looks pretty layered." Ms. Frederick asked if the fence around it is painted, and Mr. Ramsey said yes.

Mr. Franklin asked if the sidewalk makes the connection to the edge of the road. Mr. Karlyk said he believes it stops, and then confirmed that per the elevation. Mr. Franklin asked if they could add the three additional feet, but "stretch it out to connect to the adjacent." Ms. Frederick asked about the sidewalk that terminates at the planted area. Mr. Karlyk said there's nothing to connect it to. Mr. Franklin said the connection points at the south end of the site are what he'd like to see done.

Mr. Ramsey showed the colors that they would be using. Ms. Frederick suggested a warmer color for the oyster shell stucco. Mr. Ramsey said they could do that, and Ms. Frederick suggested staff look at it and approve it. He said this was a first pass at a color scheme. He wants the bronze to be darker or lighter, not to disappear. He's open to looking at it, and he could send colored renderings to the Board; if they prefer a scheme, he will use that.

Ms. Anderson said the only three grand trees on the site are being removed, and the certified arborist recommends that 23" be mitigated, with the recessed stormwater pond and upping the caliper inches on what they are putting in.

Ms. Frederick made a motion for final approval with the following conditions:

- **The oyster shell base on all 4 sides;**
- **Tree mitigation as discussed;**
- **Dropping the elevated island;**
- **Optional colors submitted for Board consideration ;**
- **Caps on the lighting;**
- **Connecting the sidewalk; and**
- **Bigger plants at the drive-through.**

Mr. Albright seconded the motion. The motion passed unanimously.

Parker's Convenience Store and Gas Station, 3462 Trask Parkway

Identified as R120, Tax Map 25, Parcel 0012 and R100 025 000 012C (15-01 DRB.2)

Applicant: Gregory M. Parker, Inc. and Nathan B. Long, Thomas & Hutton

The applicant is requesting approval for a convenience store with a 16-pump gas station and a food service component.

At the January meeting, the DRB was asked to give conceptual review to this, as the applicant planned to go before the ZBOA for a variance on one of the conditions of the ordinance: that the pumps be located to the side of the store and preferably the rear of the building, which is a citywide standard. The applicants have requested a variance to locate the pumps in front of the building. Staff had suggested that they go the DRB first, and the Board gave conceptual approval with conditions. Since, the applicant added a drive-thru window, which staff felt made the site plan, the circulation, and the elevations different than what was approved. So the applicant is back for another review of the project, which includes a drive-thru.

Ms. Anderson described where the location of the site is in relation to adjacent areas, including the Spanish Moss Trail. She showed the site plan including the canopy, pumps, drive-thru and pick-up window. There are no elevations at this time, Ms. Anderson added.

Bill Bishop, VP of real estate for Parker's, said they had come for conceptual review, and they have tried to incorporate the conditions and suggestions the Board gave. They decided they needed to add a drive-thru window because a big portion of their market is at the MCAS across the street, and marines are not allowed to go into any establishment in uniform to conduct any business other than marine business. They put in "a full deli store with a full food offering" and a drive-thru, he said.

They "have saved all of the trees," Mr. Bishop continued, and went on to describe the improved planting areas and the indoor and outdoor seating areas. He said the marines "can't enjoy the facility while in uniform," and the marines are one of the main reasons why Parker's wanted to be there, so they put in the drive-thru.

The DOT had asked for dedicated right and left turns out, Mr. Bishop said. They made "a few minor changes" but feel they "are pretty far along in this," he said. They are proud to be the first business to tie into the Spanish Moss Trail, and they "feel like the offering is attractive." The clapboard finish and other elevation elements will be the same as what the Board saw. They are looking at colors and also looking at their durability. They want to keep the important trees in place, as well as the connection to the Spanish Moss Trail and the architectural elements. They want to "make it best in class," and they feel they have, Mr. Bishop said. There's also more room around the trees now, which will be better for their roots. They are hoping for Board support so they can go before the Zoning Board of Appeals, but they are also

going to start fertilizing the roots. There was some question about the health of one tree, but a power line was running through it, and they will be burying power lines, so their arborist thought that with pruning they could save it, he said.

Nathan Long, with Thomas and Hutton, the civil engineers for Parkers, said they added “fencing to frame the entrances,” which he pointed out, and they had a smaller version of that at the pump station entrance. They have incorporated some preliminary comments from the DOT and adjusted their traffic plan based on their ideas. They “slid things down,” Mr. Long said, “to funnel people into the store or parking,” which is how they “set their alignment of the site.” They will incorporate stormwater as well. They “tried to revise it to make it more cohesive,” he said, in terms of mirroring the parking, for example. There have been some changes to the site plan, but they have tried to incorporate the DRB’s comments.

Mr. Ahern asked, if a lot of traffic will be marines (who can’t get out of their cars in uniform), if that will change how much parking they need. Mr. Bishop said that’s for people who come and sit down, including residents, commuters, and employees of the businesses across the street. The people who can only use the drive-thru add no additional burden to the parking. Ms. Frederick asked if the marines can pump gas in uniform, and Mr. Bishop said they are not supposed to, but there’s a little flexibility there. They have also tried to reach out to the air station, but they were told that they are marines, and they have their standards.

Ms. Frederick said what she liked in the previous plan was “the trail and a nice seating area.” Now you come off the trail and get into traffic, she said, and then go to “a fenced-in pen area,” so she asked if there were another way to do it without walking through traffic. Mr. Long said they had looked at it both ways. They wanted a feature where the trail splits around the tree, which **Lauren Kelly** had come up with and they liked. They wanted a place of relaxation, not for the patrons to be staring at the drive-thru traffic. Ms. Frederick said in this design, they would be staring at the pumps. Mr. Long said, “You’re at a gas station, regardless,” so they will do plantings, and they think this way keeps the patrons in closer proximity, which gives greater security. There’s only so much they can do, he said, given the lane that needs to connect and go around the store. Mr. Bishop said they also thought that moving the bike racks further away would concern people who are in the store. The screening will prevent people from trying to take the shortcut; it’s clearly marked with a crosswalk. They didn’t expect this issue, and it is a difference in the type of use. This channels the pedestrian traffic and keeps it a little closer to the store.

Mr. Albright asked about the screening walls. Mr. Long said they put the bike racks closer to them so that you can see them. They may make the wall 6’-8’ – they haven’t decided – and there will be vegetation on the wall, but you won’t be able to see over it. Mr. Bishop said both arborists said that the tree they thought they would save really needed to go, so they “decided to make the area nicer.” If they can expand this seating area, they will. If it’s widely accepted – if a lot more people want to sit there – they would consider having a patio addition, but this way the

employees can keep the outside eating area clean.

Mr. Franklin said in the parking area, he would like to push them to look at how they tie in. There's "a huge amount of parking" and a lot of open area on the site. To sell it to Mr. Franklin, there need to be "plantings, buffering, or something there." The deceleration lane comes up on the dumpster. There's an opportunity to have an anchor element, looking at the building. With the addition of the drive-thru lane, Mr. Franklin feels, it's not just a gas station – it's a restaurant with a drive-through – so if the DRB is to consider letting them flip the layout, they need to do more than add fence posts at the entrance. He would like to see something more like the walls at the Port Royal Parker's.

The landscaping at the front could come in, Mr. Franklin said, and "people could be pushed through the front." The pump station is in the upper left corner, and now there is green space with the trees they are trying to save. He appreciates the "keeping it clean" idea, but if he rides his bike to eat there, and he could sit under an oak, he wouldn't want to sit and look at pumps. Mr. Franklin would like to see "broader gestures...that use the trees... to integrate the outdoor seating area," maybe with a picnic area, since they have the space. They can more easily create pedestrian access that way than by "pinching" and creating a crosswalk for the pedestrians. He appreciates the tree gesture, he said, but he thinks "there needs to be more as far as the connection" to the Spanish Moss Trail.

Mr. Bishop said they will add in more landscaping elements. Mr. Franklin said he's looking at the overall layout of the landscaping for the site. He pointed out an area where there is no pedestrian separation, and said "the pedestrian will be crammed up against a vehicle when there is a site of this size." Mr. Bishop asked if he felt that if the drive lane were pulled in, and if the patio were up in a different area, "that would be a better statement." Mr. Franklin said that would keep the pedestrians more separated from the drivers; like others had said, he wouldn't want to be in an enclosed area looking at pumps. If he were on the other side, it would be better. Even across the street, there are other trees, Mr. Franklin said, and he thinks they aren't taking advantage of the space they have for better design and better pedestrian flow. He said the Board "will now look at the pedestrian connection a lot more because it's a third element," not just the connection from the pumps to the building. He reiterated that they should look again at the parking area. He feels the fence out front is not substantial enough.

Mr. Bishop said they hope "the landscaping plan will frame this a lot better." If the Board wants them to shift the patio back out, they can, and pull the drive-thru lane further in. They will still need a crosswalk, but when one is up there, there's more green space and it's more open. Mr. Bishop said he has no problem with that. Mr. Long said they "had left some bushes to really screen it," but they could pull it off. Mr. Franklin said he's not sold on the tree as an element of the design. He suggested if they can make it work with the tree, they should. They thought the DRB liked the tree, Mr. Long said. Mr. Franklin said if they are putting a tree there, then they

should make a plaza around it: “If you’re going to make it an element, *make it an element*. Make it a center point of the patio.” Ms. Frederick suggested a fountain. Mr. Franklin said it’s easy to step off the path into the drive-thru lane. Ms. Frederick said they should be especially aware of safety, too, because there are beginner bicyclists on the Spanish Moss Trail.

Mr. Long said he sees the point – that “it is kind of a tunnel.” Mr. Franklin said, “There’s only one way in and one way out.” Mr. Long said they don’t have a problem with moving it up. Mr. Franklin said if they do that, they would have to screen the pump station. Mr. Long said they would fence it and put bushes there. Mr. Bishop said it needed to be fenced in. Mr. Franklin said they could also put bike racks in two locations. Ms. Frederick said most bicyclists would either have locks or would have someone watch their bikes for them while they were in the store.

Mr. Franklin said the patio could be brick and the driveway asphalt, so both the drivers and pedestrians “would pay attention a little more.” Mr. Bishop said the green space is not a problem. He asked how much space would be appropriate. Mr. Long said DOT requires 2’ on their roads. They probably have room for 5’ between the sidewalk edge and the drive edge. Mr. Franklin suggested they think about what they would like if they were there with their families. He said the design intent of the code means the Board needs “to see a more substantial fence of some kind.” He said off Highway 21, they are looking right at the dumpster, so they need to look at parking.

Ms. Frederick said a bigger planted island would direct traffic better, and Mr. Franklin said without it, “it’s a free for all” there. Could the drive-thru tie into the parking, and the dumpster location change? That might help, he said, though he doesn’t know. The drive-thru lane “is stuck where it is.” Mr. Bishop said the inside of the store has been redesigned for the drive-thru and to make the employees able to work faster. Mr. Franklin said they have enough space to create islands and the other parcel will respond to what Parker’s does. They need more cohesion and less pavement. The only screening is along Highway 21, which is also a problem.

Mr. Bishop explained a different iteration of the plan they had had, but said they “just didn’t like it” and thought the parking should be more centered. They had looked at 6–7 different ways of designing it until they got to this point. Mr. Albright asked if the number of parking spaces was dictated by code or the nature of the business. Mr. Long replied, “The nature of the business.” They like to have 25 spaces, and that’s what they have. Ms. Anderson said it was hard to come up with a number because of the addition of the restaurant, but it’s not really a restaurant. Mr. Bishop said you have to be adjacent to the building for them to hand food out. Mr. Ahern said they might lose three spots. Mr. Long said if they added an island, though, they could add some spaces. Mr. Franklin said they have “from property line to canopy,” not just the little space Mr. Long is pointing out now.

Mr. Bishop said they had done some testing, and they asked people, “If you came

through the drive-thru area, would you turn left to go out? Would you go forward and go beyond or directly out to Highway 21?" Those asked almost unanimously said they would go this way that Parker's have planned now. When the driveway was cut further up, they slid it down to incorporate the DOT standards. They could relocate it to where the pump station is, "so you don't get the dumpster where you want to sit and eat," Mr. Bishop said. With the stormwater that's there, they are somewhat limited and are trying to keep the dumpster to the rear.

Mr. Rushing arrived at the meeting. Ms. Frederick said the Board is amenable to the drive-thru, but they don't like the setting or the tree with the path, and they want the parking lot "to be more sensitive." Mr. Bishop said they had looked at staggering trees and having the walkway "up in the north area but coming through those trees." They can eliminate the tree and walkway feature and have staggered trees. Mr. Franklin agreed that Ms. Frederick had summed up the elements to look at.

The points the Board is making are about the pathway to the trail, the fence, and the asphalt, Mr. Long said. They will work on it, and "get something they are all proud of." Mr. Franklin said the Board is "not trying to beat you up." Mr. Bishop said it's helpful, and they are grateful for new input after they had tried 6 or 7 different ways of doing it.

Mr. Long asked if the DRB could tell the Zoning Board of Appeals to support this.

Ms. Frederick made a motion to offer conceptual approval with these conditions. Parker's will look at

- **The exterior seating area again**
- **The sensitivity of the parking design**
- **The connection to the bike path**
- **Fencing and trees**
- **Additional islands**

Mr. Ahern seconded. The motion passed unanimously.

MERIDIAN ASSISTED LIVING

Sunset Boulevard

Identified as R123, Tax Map 15, Parcel 915. (15-04 DRB.1)

Applicant: MCL Partners

The applicant is requesting approval for an 80-bed assisted living facility.

The property is on Lady's Island, Ms. Anderson said, and is as part of the Hamilton Village development, where Upper Crust and Fuji are, off Sea Island Parkway and Sunset. It's adjacent (to the west) of the condo building. The property is Neighborhood Commercial District, and it's in the Lady's Island Village Center District, which has a front build-to line that Ms. Anderson said they "will need to be flexible about." Generally, the siting is consistent with the Civic Master Plan.

In regard to vehicle circulation, connectivity is important, and staff likes what's going on, she said, especially if they can connect to the DeTreville property.

Waterfront access is very important. The sidewalk should be extended across and stub out at the adjoining property at the west, so they would like it to be connected across the front of the property. A sidewalk should connect this property with the commercial uses on Sea Island Parkway.

The property is on the water, Ms. Anderson said, and she indicated where the parking would be. **Sam Levine**, the applicant, said it's not on their property. People are parking there, but it's not part of the development. Ms. Anderson said they would need to determine the parking requirement, so they will need numbers on staffing for the facility. A tree survey, lighting plan, bike rack, and mechanical equipment, trash, and propane screening considerations are also all needed.

The general size, scale, and mass of the building are acceptable. Staff likes the idea of breaking up the long elevation's façade. Items to consider based on the conceptual renderings:

- Increase the bandboard at the brick water table line; decrease the board at the next level above.
- At the entry portico, ensure that the edge of the beam is flush with the face of the column.
- Reduce the number of siding materials to one – either lap or board and batten. If an alternative material is desired in the gable, consider a horizontal butt board or something more consistent with the horizontal lap.
- Treat pairs of windows individually and have a 4" trim board between them.
- Utilize a consistent header and sill detail on all windows.
- Avoid the porkchop eave detail and consider open rafter tail.

Staff recommends conceptual approval as submitted with details to be considered at a future submittal.

Mr. Levine said they are really looking at massing to determine if it fits on the site. They want to get civil drawings going. They feel like it's a great use for the site. They are talking to the DeTreville's next door. They can't have vehicle access, but they can get a boardwalk on the water, and people can get to the retail. Its assisted living and memory care, he said. There will be 16 memory beds for Alzheimer's patients, and the assisted living will have no nursing, he said. Ms. Anderson showed the location and the surrounding areas, including the building orientation.

Mr. Ahern said the UDO requires 1 parking space per 2 beds, and he asked the rationale for that. Mr. Levine said that's far more than they will need. They expect to have about 40 employees. They are "hoping that most of these people don't have cars." Ms. Anderson said the ordinance says the standard is for guest parking, and there's no category for assisted living. Whatever the DRB thinks is appropriate would work. They don't support over-parking. The medical offices are generating the need for more parking, she said, and they want to ensure that there's enough parking on this site, because they can't depend on sharing with Hamilton Village,

plus there's no on-street parking. Meridian is an international company, Mr. Levine said, so they can present their plan to the Board. Hamilton Village has said that they are "out of parking." The main parking use at this facility will be for guests. They really want to encourage walking access, he said.

Mr. Ahern asked if, in a mixed use development like Hamilton Village, there are different times of day that people need parking, and Ms. Frederick said the doctor's offices are closed after 5:00 p.m. Mr. Rushing said a smaller percentage of the employees would be there at given times, and Mr. Levine said yes. Meridian will provide a study.

Ms. Frederick said their architect is not licensed in this state, and Mr. Levine said he would be next week. Ms. Frederick said it looks like the building was put on the site without ever looking at it, because the rooms aren't situated to look at the view, but at the DeTreville's apartments. Mr. Levine said the dining area is designed for a maximum view, and so is another element. Ms. Frederick said seeing that plan would help. One building is a one-story; the other is three stories, Mr. Levine agreed. Ms. Frederick said she "would like to see it rotated a little more." Mr. Levine said they had tried several ways. They wanted to be near retail and on the water, and they looked at many locations in Beaufort. This was designed for the site and "for the way Meridian does business."

In regard to the building, Ms. Frederick said its "inconsistent" – parapets on two walls and nowhere else, the rake looks like its 3' from the perspective, and the eave is flush and odd-looking, "not like what we do here." She also finds the windows in the gables to be "very strange." The "lightweight brackets add nothing," she continued. "Here we would do corner boards, not the siding wrapping the edge of the building," Ms. Frederick explained. She agreed with Ms. Kelly about the bandboard as a strange detail. The plans show trim around the windows, and Ms. Frederick suggested brick. "The base doesn't read as a base," Ms. Frederick said, and suggested a brick water table, adding, "Proportionally, it seems a little high." Also, she said, she likes the connection between the 2 windows. In the windows above the entrance at the corner, she doesn't know how it will meet the 148 (wind load) standards. Also, the mass and weight at the covered entrances is "awkward."

Mr. Albright said in regard to the staff comment suggesting separating the windows into two, he disagrees. Ms. Frederick agreed with Mr. Albright. She thinks they would want as big of a window as possible in the residents' rooms. Mr. Rushing said they have addressed the architecture, and he has no problems with the use or mass and fully agrees with it. Mr. Ahern said, other than resolving the parking, he has no issues. Ms. Frederick said there are some nice trees on the property. Mr. Franklin said he wanted to reiterate what Ms. Frederick had said, and the Board would just like details before they offer further comment.

Les Donohue is an owner of a villa at Hamilton Village and the president of their homeowners association. He said a comment from **Karl Epps** had been sent to **Julie**

Bachety. They have no problems with the use of this property for assisted living, but they do have concerns about giving access to the property at Hamilton Village villas: either water access or the villas' parking areas. They have an attorney to talk with them "about working together as a community." Ms. Frederick said the access isn't through the villas now, just through Hamilton Village. Mr. Levine said they didn't connect through the villas' drive, just through Hamilton Village.

Mr. Donohue said a year and a half ago, because it was open, and they had had security issues, they gated their development and fenced it all the way around. He showed the Board the gate. Mr. Levine said the facility will have access to Sunset but not through the villas' property. Mr. Donohue said they hadn't been clear on that, and they want to make sure no one has access to the marina, which is private property. They are concerned about access to their property via a sidewalk. Mr. Rushing said staff had said there should be "walkable access to the marina." Ms. Anderson said she didn't realize it was fenced, and one day, the city will have a walkway along the water, all the way to the Woods Bridge.

Mr. Ahern asked if residents had parking concerns and were interested in sharing parking with the facility. Mr. Donohue said their specific concerns were about the access to the waterfront because the villa residents have boats and personal property there that had been vandalized, which is why they had fenced it.

Ms. Anderson said if the connection she had mentioned were ever made, the residents of the condo would want to take advantage of it. There will be some legal way that they can make it work in the long run. Mr. Donohue said the residents are agreeable to that and want to cooperate.

Mr. Albright made a motion to give conceptual approval, including the matters discussed, and Mr. Ahern seconded. The motion passed unanimously.

OFFICER ELECTIONS FOR CHAIR AND VICE CHAIR

Mr. Rushing nominated Mr. Franklin to be chairman, and Ms. Frederick seconded. The motion passed unanimously. Mr. Franklin said that he is a landscape architect. Mr. Rushing said he is off the Board in 2 months and cannot serve another term. **Mr. Ahern nominated Ms. Frederick to be vice-chairman. Mr. Rushing seconded. The motion passed unanimously.**

There being no further business to come before the Board, **Ms. Frederick made a motion to adjourn, and the meeting was adjourned at 3:43 p.m.**