motion - RTS

8 & 9
12-12-15

① NO - silberberg
② NO -

"I move to uphold the BAR's decision and to grant the Certificate of appropriateness in BAR Case #2015-0189 and Case # 2015-0190 for Buildings, 1 and 2 of the Robinson Terminal South project for the following reasons:

1. Buildings 1 and 2 are appropriate structures within the Old and Historic Alexandria District because:
    a. the height, scale and mass are consistent with the height, scale and mass of buildings historically found on the Waterfront.
    b. The general architectural character is consistent with the historic waterfront warehouses on the Waterfront.
    c. The materials proposed to be used for the buildings, including red brick, rough stone, slate and metal, are consistent with the level of quality, detail and durability found on historic structures in the District.
    d. The proposed contemporary building design in this location on the waterfront is appropriate given that the buildings will be located next to more modern developments.
    e. The buildings on this site were historically warehouses and related uses which had a different scale and character compared to other, more residential areas of the District.
    f. The placement and design of the buildings increase the accessibility to and celebrate Alexandria's waterfront, and the overall historic preservation plan promotes the general welfare by providing public access to the Waterfront, attracting visitors, educating people about the District's culture and heritage, and enhancing the waterfront experience.
2. Buildings 1 and 2 are in compliance with the Potomac River Vicinity Additional Standards because:
    a. The waterfront buildings have clearly articulated bays that are marked by changes in material and expression on the wall surface including projecting bays and balconies, and varied roof elements that contribute to architectural interest.
    b. The project continues a long tradition of varied and rich materials. The use of brick, metal, slate and rough stone all harken back to the durable building materials used on the waterfront since the City's founding. All materials are proposed comply with adopted Board of Architectural Review policies.
    c. The street-facing elevations feature traditional solid-void relationships that give the appearance of masonry construction system. The waterfront elevations, while more rooted in a contemporary approach, maintain a balance, proportion and harmony associated with good architecture regardless of specific style.
    d. A more transparent waterfront façade is appropriate in this waterfront location, reflective of the amount of glass found on early 20th-century historic waterfront buildings such as the Ford Plant and Torpedo Factory."

~~[illegible]~~
To restrict the ability of staff to revise the details, design and material types and that staff inform the City Council of any proposed change.

no · Silberberg

"I move to uphold the BAR's decision and to grant the Certificate of appropriateness in BAR Case #2015-0269 Building 3of the Robinson Terminal South project for the following reasons:

1. Building 3 is an appropriate structure within the Old and Historic Alexandria District because:
    a. the height, scale and mass are consistent with the height, scale and mass of buildings historically found on the Waterfront.
    b. The fenestration and ornamentation is consistent with historic architectural styles.
    c. The materials proposed to be used for the building, including red and buff brick and metal, are consistent with the level of quality, detail and durability found on historic structures in the District.
    d. The building directly relates to the scale of existing buildings around it by setting back at the fourth and fifth stories of the building.
    e. The placement and design of the buildings increase the accessibility to and celebrate Alexandria's waterfront, and the overall historic preservation plan promotes the general welfare by providing public access to the Waterfront, attracting visitors, educating people about the District's culture and heritage, and enhancing the waterfront experience.
2. Building 3 is in compliance with the Potomac River Vicinity Additional Standards because:
    a. Building 3 expresses a historically appropriate bay width in both the "townhouse" form and the small commercial building described as Building 3A. This is achieved by using appropriate fenestration, varying roof heights, and changes in wall surface to articulate the bay expression. There are no large expanses of unbroken or repetitive façades.
    b. The project continues a long tradition of varied and rich materials. The use of brick, metal, slate and rough stone all harken back to the durable building materials used on the waterfront since the City's founding. All materials are proposed comply with adopted Board of Architectural Review policies.
    c. Building 3 primarily features traditional solid-void relationships that give the appearance of a masonry construction system with the addition of a glassy monitor form at the top story, typical of 19th- and 20th-century commercial and industrial design.
    d. Building 3 is neither faux historicist nor a non-descript warehouse. The design is rooted in the historic waterfront and commercial buildings found in the historic district."

Townhouse -
no - Silberberg

"I move to uphold the BAR's decision and to grant the Certificate of appropriateness in BAR Case #2015-0268 for the Townhouses in the Robinson Terminal South project for the following reasons:

1. The Townhouse buildings are appropriate structures within the Old and Historic Alexandria District because:
    a. the height, scale and mass are consistent with the height, scale and mass of buildings historically found on the Waterfront.
    b. The fenestration and ornamentation is consistent with historic architectural styles.
    c. The materials proposed to be used for the buildings, including red brick, rough stone, slate and metal, are consistent with the level of quality, detail and durability found on historic structures in the District.
    d. The reference to a commercial character shown in the townhouses is historically accurate for this location.
    e. The placement and design of the buildings increase the accessibility to and celebrate Alexandria's waterfront, and the overall historic preservation plan promotes the general welfare by providing public access to the Waterfront, attracting visitors, educating people about the District's culture and heritage, and enhancing the waterfront experience.
2. The townhouse buildings are in compliance with the Potomac River Vicinity Additional Standards because:
    a. The townhouses express a historically appropriate 20-25 foot bay width. The townhouses also feature appropriate fenestration, varying roof heights, and changes in wall surface that contribute to the bay expression.
    b. The project continues a long tradition of varied and rich materials. The use of brick, metal, slate and rough stone all harken back to the durable building materials used on the waterfront since the City's founding. All materials are proposed comply with adopted Board of Architectural Review policies.
    c. The townhouses all feature traditional solid-void relationships that give the appearance of a masonry construction system.
    d. The townhouse design approach is neither faux historicist nor non-descript warehouses. The design is rooted in the historic waterfront and commercial buildings found in the historic district."

*submitted by Wayne Neale

8-p 9
12-12-15

BAR ROBINSON TERMINAL SOUTH

December 12, 2015

INTRODUCTION

1. CREDENTIALS

A. MY NAME IS WAYNE NEALE. I LIVE AT 405 NORTH ALFRED STREET. . I AM ALSO A CURRENT MEMBER OF THE BAR AND I AM HERE TO PRESENT A BAR, MINORITY POINT OF VIEW ON THIS PROJECT.

B. BY WAY OF INTRODUCTION, I CAME TO ALEXANDRIA IN THE SUMMER OF 1971, TO SPEND EVENINGS WITH MY COLLEGE GIRLFRIEND. OLD TOWN IS A ROMANTIC PLACE AND I BECAME, NOT ONLY FONDER OF HER, BUT FOND OF OLD TOWN AS WELL. AND IN 1976, I RETURNED AS A REGISTERED ARCHITECT AND PLANNER. IN 1979, I OPENED MY OWN PRACTICE HERE WHICH I MAINTAINED UNITL I RETIRED LAST YEAR. ... IN OTHER WORDS, I HAVE LIVED AND WORKED IN OLD TOWN FOR MY ENTIRE ADULT LIFE. . ...AND, I AM HAPPY TO SAY THAT I STILL HAVE THE SAME GIRLFRIEND, ONLY NOW SHE IS MRS. NEALE !

A BOARD MEMBER OF THE VA STATE SOCIETY OF ARCHITECTS,

C. IN MY 40 YEAR CAREER, I HAVE SERVED AS A GRADER OF THE NATIONAL ARCHITECTURAL REGISTRATION EXAM, AS PRESIDENT OF THE AMERICAN INSTITUTE OF ARCHITECTS, (NORTHERN VIRGINIA CHAPTER). (THIS IS AN ASSOCIATION OF APPROX. 1250 REGISTERED ARCHITECTS, REPRESENTING ROUGHLY THE TOP HALF OF THE COMMMONWEALTH OF VIRGINIA), AS A PRIVATE SECTOR DEVELOPER, AND, A MULTITUDE OF CITY INVOLVEMENTS SUCH AS THE ARCHITECT MEMBER OF THE SAMUEL MADDEN TASK FORCE FOR THE REDEVELOPMENT OF THE BERG, AND A MEMBER OF THE KING STREET METRO DEVELOPERS ASSOCIATION,

D. CURRENTLY, I AM SERVING MY NINTH YEAR ON THE BAR, AS IT'S MOST SENIOR MEMBER, SINCE MESSERS. HULFISH, SMEALLIE AND FITZGERALD NO LONGER SERVE.

2. SIGNIFICANCE OF THIS PROJECT

A. PROJECTS OF THIS SIZE AND SIGNIFICANCE OCCUR VERY SELDOM – THIS IS A WHOLE CITY BLOCK IN THE HEART OF OLD TOWN !

B. I WOULD SUGGEST THAT PROJECTS WHICH HAVE OCCURRED, OF EQUAL STATURE, MIGHT INCLUDE SUCH THINGS AS:

1. THE MARKET SQUARE URBAN REDEVELOPMENT- WHICH RECEIVED THE 20 YEAR, "TEST OF TIME" AWARD, FROM THE AMERICAN INSTITUTE OF ARCHITECTS. .
2. OR THE KING STREET – STREET IMPROVEMENTS- WHICH ARE WIDELY PRAISED AS A MASTERPIECE OF URBAN DESIGN, REVITALIZING THE CITY.
3. AND THEN, THERE IS ALSO A LIST OF STINKERS, INCLUDING -THE WIDENING OF WASHINGTON STREET, WITH ITS LOSS OF MATURE TREES AND EROSION OF ITS SMALL TOWN CHARACTER.
4. OR, THE ONE -WAY N-S ROUTING OF PATRICK AND HENRY STREETS, WHICH HAS PRETTY MUCH CUT THE FABRIC OF THE CITY IN HALF.

C. THE POINT HERE, IS THAT THERE HAVE BEEN GOOD AND BAD CHANGES, BUT RIGHT OR WRONG, PROJECTS OF THIS SCALE ALWAYS HAVE RAMIFICATIONS. RTS IS A WHOLE CITY BLOCK IN THE MIDDLE OF THE OLD & HISTORIC DISTRICT – ON THE RIVER - IT REALLY IS THE MOST SIGNIFICANT DEVELOPMENT TO OCCUR IN A VERY LONG TIME!! IT IS, FOR THAT REASON, THAT I APPEAL TO YOU TODAY. THESE COMMENTS PERTAIN TO BOTH DOCKET ITEMS 8&9.

3. REPRESENT THE MINORITY VIEW

A. WITH SO MANY NEW MEMBERS OF THE BAR, IT IS EASY TO UNDERSTAND THAT THERE MAY BE A DIVERGENCE OF OPINIONS. THE ACTUAL VOTE WAS 4 IN FAVOR - 3 AGAINST, OR PRETTY MUCH EVENLY DIVIDED. ~~ON THE LAST SUBMISSION~~ ON THE LATEST SUBMISSION

B. I HAVE DISCUSSED THE VOTING WITH THE OTHER TWO "NAY" VOTERS, AND HAVE THEIR PERMISSION TO EXPLAIN WHY WE VOTED "NO".

C. IT IS IMPORTANT TO NOTE THAT THERE HAVE BEEN APPROX. 15 SUBMISSIONS TO THE BAR FOR THIS PROJECT; HOWEVER, THE PRESENTATIONS WERE FOR MANY DIFFERENT ASPECTS OF THE DEVELOPMENT, INCLUDING THE PRESENTATION OF HISTORICAL DATA, THE SITE PLAN, BUILDING MASSING, PAVING AND LANDSCAPING PLANS, BUILDING DEMOLITION AND REMODELING PLANS, FLOOD PREVENTIVE MEASURES, AND THE LIKE. FOR THE MOST PART THESE DESIGNS HAVE BEEN FAVORABLY RECEIVED BY THE MAJORITY OF PEOPLE.

D. THE FOCUS OF MY COMMENTS TODAY CONCERN THE ACTUAL BUILDING ELEVATIONS OR STREET VIEWS. AS A POINT OF REFERENCE, THE FIRST DESIGN PROPOSAL BEGAN AS A STACK OF ~~ROTTERDAM~~ LIKE MODERN GLASS BOXES AND, IT BECAME WHAT YOU ARE SEEING TODAY. IT IS APPRECIABLY BETTER; HOWEVER, IT STILL HAS A WAYS TO GO.

   a. TO HIS CREDIT, THE APPLICANT HAS INCORPORATED VARIOUS COMMENTS OF THE BOARD AND COMMUNITY AND THE PROJECT HAS IMPROVED. THE MOST SIGNIFICANT EXAMPLE OF THIS WAS THE LAST TOWNHOUSE SUBMISSION FOR DUKE STREET, WHICH WAS SUBSTANTIALLY REVISED AND WHICH I BELIEVE EVERONE LIKES!

   b. IN OTHER INSTANCES, THE APPLICANT HAS MAINTAINED HIS POSITION ON HIS DESIGN OR PRESENTED LESS THAN EMBRACEABLE IDEAS.

4. THE CONSENSUS VIEW

A. WE SHOULD REMEMBER THAT, IN THE FORM OF COMMON OWNERSHIP PROPOSED HERE, THIS PROJECT WILL STAND FOR 100 YEARS, AND PROBABLY MORE. THEREFORE, FOR A PROJECT OF THIS SIGNIFICANCE, I BELIEVE THAT WE SHOULD STRIVE - NOT JUST FOR THE "SQUEAK BY" MAJORITY VIEW - BUT FOR SOMETHING GREATER.

B. THE SCORES OF NEIGHBORS AND OTHER CITIZENS WHO HAVE TURNED OUT ON NUMEROUS OCCASIONS, HAVE NOT DONE SO TO PROTEST A DEVELOPMENT PROJECT, OR TO ASK FOR A REDUCTION IN ITS SIZE. BUT RATHER, IN MY ESTIMATION, THEY ARE MERELY SEEKING A BETTER INTEGRATION OF THE DESIGN INTO THEIR NEIGHBORHOOD.

C. I BELIEVE, THE DECISIONS REACHED ON THIS DESIGN WILL BE THE LEGACY OF THIS BOARD OF ARCHITECTURAL REVIEW, AND THEREFORE IMPORTANTLY, THE LEGACY OF THIS CITY COUNCIL.

D. AND WHILE PROGRESS WAS BEING MADE ON THE DEVELOPMENT OF THE DESIGN, A CALL FOR A VOTE ON THIS DESIGN AT THIS TIME, WAS JUST A BIT PREMATURE.

E. THEREFORE, WHAT SHOULD BE DONE TO INSURE ITS SUCCESS? WHAT IS THE SOLUTION?

5. THE SOLUTION

A. THE SOLUTION IS TO REMAND THE PROJECT BACK TO THE BOARD OF ARCHITECTURAL REVIEW WITH TWO SIMPLE INSTRUCTIONS:

   1. MAKE THE SOUTH UNION STREET AND THE WOLFE STREET BUILDING ELEVATIONS MORE COMPATIBLE WITH THE NEIGHBORHOOD, AND,
   2. MAKE THE POTOMAC RIVER ELEVATION FEEL LESS LIKE FORT LAUDERDALE, AND MORE LIKE THE MERCANTILE, WORKING WATERFRONT OF OLD TOWN.

B. THESE ARE THE ONLY TWO THINGS THAT YOU NEED TO DO, **AND I AM CONFIDENT** THAT IT WILL COME BACK BETTER. THERE IS NOTHING TO LOOSE AND EVERYTHING TO GAIN BY DOING SO.

C. THE COUNCIL DOES NOT NEED TO DESIGN IT. BUT SIMPLY, TO GIVE IT A LITTLE POLITICAL CATTLE PROD THAT WILL SET THE REFINEMENT OF THE DESIGN IN MOTION.

D. A HUNDRED YEARS IS A VERY LONG TIME TO - EITHER ENDURE MEDIOCRITY, OR TO CELEBRATE THE WATERFRONT. THE FINAL DECISION IS UP TO YOU. PLEASE GIVE THE COMMUNITY WHAT IT DESERVES, AND THE COUNCIL, THE OPPORTUNITY TO BE HERALDED FOR ITS WISDOM.

THANK YOU.

SLIDES- ROTTERDAM GLASS BOXES AND THE FINAL RIVER VIEW.

BEFORE AND AFTER DUKE STREET TOWNHOUSES

COPENHAGEN QUAY AND THE FINAL RIVER VIEW

5 of the 7 of you on City Council voted for me to serve. I am doing my best to protect and preserve the architectural integrity of ~~the~~ the Old Historic District.

Good ~~Morning~~ Afternoon.
My Name is Margaret Miller.
I live at 310 Prince Street. Alexandria, VA and I am one of seven members on the BAR.

Mayor Euille, Vice-Mayor Silberberg and members of the City Council.
Thank you for this opportunity to speak directly to you ~~prior~~ on this history making day for our City.

I am speaking on behalf of the minority view of the Board of Architectural Review
~~The vote was 3 to 4~~ The vote was 3 to 4
And
I am speaking as a 40 year resident of the Heart of the Old and Historic District.

Today is a very important day for the Architectural Integrity of the City of Alexandria.
As members of the City Council, as a member of the BAR and as residents of the old and historic district and the city of Alexandria... we are the caretakers, the stewards of this National Treasure we call home.

RTS is not just another 275,000 square foot development in Alexandria. It is located in the Heart of the Historic District on waterfront closely woven into the fiber of parks, open space, many homes and small businesses. As such, responsibilities to all involved are great. This is a project of great responsibility and great expectations.
To get this project ready to stand the test of time is a formidable task. Maybe even a monumental task.
This project is not ready yet.

Who better to take on the formidable task of building a 21st century residential community in the midst of an historic village of 18th, 19th and 20th century buildings than Bob Youngentab and EYA. He has met with great success in other projects in our city and he can do this. He is the right man for the job and I believe he can make this all it should be. I believe he can meet our great expectations.
This project is not ready yet.

If I go over 3 minutes may I have more time

It is not ready because it lacks the Architectural Integrity needed to stand the test of time. As stewards of this town we have a responsibility to expect nothing less.

So, what's this hometown gal going to propose?

My proposal to you is not to just vote yes or no on this today. Rather it is in the best interest of history and all of Alexandria to return this project to the BAR for further refinement.
Every time this project comes before the BAR it gets better.
~~It~~ is good now but NOT good enough. It needs to be great because ~~we live in history~~ expectations
and history are in the balance ~~with this large a project coming to town.~~

the project

What is the minority view of the BAR on this issue?
Three of seven votes. That's as close as you get to a split vote. One more vote, just one more vote and the minority view would be the majority view.
A few weeks ago the BAR was asked to vote on the Certificate of Appropriateness for 8 of ten buildings. That was an enormous task and an unreasonable expectation.

Upon returning to the BAR this fall from an August break, we learned this project was moving at a much faster pace than previously planned. This frenetic rush to approve is short changing history and the citizens of Alexandria.

As our City Council you have the opportunity today to direct Bob Youngentab to continue to working with the BAR to make this a better project, a great project, and a more thoughtful, more appropriate project that will endure the test of time.

EYA can do what I am suggesting. Why do I say this? because they have already shown us what they can do. On the one Historic building in this project, they have done an excellent job. On the townhouses that face Duke Street and are on the interior townhouses of this project, again they have done work worthy of being awarded a Certificate of Appropriateness. That's about half the project.
They can do as well for the other 6 buildings ~~as well~~.

The perimeter buildings, Buildings 1 and 2 - facing the waterfront, Building 3 and 3A - facing Wolfe Street and Buildings 6 and 9 - facing Union Street are not ready for a Certificate of Appropriateness.
The elevations of these buildings need work. By elevations, I mean the skins, the exteriors, the facades, the faces of the buildings. The Elevations are what everyone sees from the streetscapes, from the sky, from the bridges ~~into town~~, neighboring river banks and from the waterfront.

In Conclusion:

This project has come before you prematurely. It is inappropriate at this time to award RTS a certificate of appropriateness. The project is not ready.

On this history making day for our City – I am asking you to Make the right decision, the one that will stand the test of time and history.
What's at stake is the The Architectural Integrity of Alexandria for today, for the rest of our lifetimes and for generations to come.
What's needed is to Return this project to the BAR for further refinement of the elevations of the buildings facing Wolfe, Union and the waterfront.

This proposal is a win-win for Alexandria. It is an acknowledgement of the significant accomplishments so far and it is a directive to go further, to make it great, maybe even go beyond our great expectations.

Thank you very much for your time and attention.

Gloria Sitton

From: hjrosenbaum@comcast.net
Sent: Tuesday, December 08, 2015 10:39 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #85727: Mayor, Vice Mayor, City Council I strongly urge that on Saturday you vot

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category

Dear ***Call.Click.Connect.*** User

A request was just created using ***Call.Click.Connect.*** The request ID is 85727.

Request Details:

- Name: Jon Rosenbaum
- Approximate Address: No Address Specified
- Phone Number: 703-836-7877
- Email: hjrosenbaum@comcast.net
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I strongly urge that on Saturday you vote to reject the appeal to the BAR's approval of the Robinson Terminal South project.

  Those appealing the granting of the certificate of appropriateness have opposed each development along the waterfront. Despite numerous concessions, their opposition has been relentless. That is, with one glaring exception. Not one of the appellants ever spoke in opposition of the new Old Dominion Boat Club design, despite the fact that the Club has a modern design and a large amount of glass.

  EYA, the developer of Robinson Terminal South has engaged one of the nation's most renown architectural firms. There work deserves to be realized and not further delayed.
- Expected Response Date: Tuesday, December 15

Please take the necessary actions in responding, handling and/or updating this request at the ***Call.Click.Connect.*** staff interface.

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a ***Call.Click.Connect.*** request. Please do not reply to this email.

Gloria Sitton

From: rpringle9@comcast.net
Sent: Friday, December 11, 2015 11:44 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #85974: Mayor, Vice Mayor, City Council I strongly support those who recommend s

Follow Up Flag: Follow up
Flag Status: Flagged

Dear ***Call.Click.Connect.*** User

A request was just created using ***Call.Click.Connect.*** The request ID is 85974.

Request Details:

- Name: robert pringle
- Approximate Address: No Address Specified
- Phone Number: 703 519 8252
- Email: rpringle9@comcast.net
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I strongly support those who recommend sending the Robinson Terminal South (RTS) proposal back to the BAR for revision. Has anyone noticed the dismal similarity of the new buildings going up on the Georgetown Waterfront, Maine Avenue, Potomac Yard, and, if we don't act, the Alexandria Waterfront? So much for the unique value of our historic setting, George Washington's own, on what amounts to our national river.

  With regard to RTS, we need above all to cut back on mass and scale, and not simply to stuff in everything possible under current law. Thank God for the Settlement Agreement of 1983 that dictated that narrow strip of green space along the river that current planners are so fond of claiming. It exists no thanks to them. It is totally praiseworthy but not nearly enough.

  It is above all the view-space, the balance been river, sky and shore, that is most valuable and at risk. We should not stop with sterile imitation of "colonial" style. Many cities have successfully mingled modern and ancient styles. What matters is that the design be of high quality, something that reflects more than the maximization of profit and will be a source of pride to those who follow us.

  I regret that I cannot attend tomorrow's meeting on this subject. Signed, Robert Pringle, 216 Wolfe St, 703 519 8252
- Expected Response Date: Friday, December 18

Please take the necessary actions in responding, handling and/or updating this request at the ***Call.Click.Connect.*** staff interface.

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a ***Call.Click.Connect.*** request. Please do not reply to this email.

My name is Lynn Hampton, I live at 215 Park Rd in Alexandria.

I am here to speak in Favor of the development at Robinson Terminal South. I have been here before for the same purpose.

EYA should be commended for bringing excellent design to the waterfront, including this development and the Oronoco. The company has provided Alexandria design that fits the time and location.

Also I want to add my thanks to the company tolerating what has become serious problem in Alexandria. That of obstructionist: Yes, all people have a right to speak but no one should have a right to speak only because they want cause delay in projects. The delay is meant to stop, either by driving up costs or by driving the developer crazy, these projects.

The construction of the Wilson Bridge faced the same problem, and many of the same people constantly delaying because of, in my opinion, made up reasons. This cost the city, the state, and the federal government time and money.

So today, I ask you to see through the obstructionist and approve the Robinson South project in totality. Alexandria deserves this completion project.

My name is Dennis Auld, I live at 215 Park Road in Alexandria.

Thank you for letting me speak on this issue. I am addressing items 8 and 9 on todays docket.

Petitioners have appealed that the Certificate of Appropriateness issued by the BAR was in error on the grounds that the exterior architectural features of these structures do not conform with the standards set forth in Sec. 10-105(A)(2) and (A)(4) of the Zoning Ordinance.

First, this project has been reviewed by various public bodies in addition to the BAR on multiple occasions. Additionally, this project was presented to other groups including the Waterfront Commission, Alexandria Chamber of Commerce, Alexandria Seaport Foundation, The Art League, Alexandria Visitor and Convention Association, Harborside HOA, Old Town Boutique District, the Old Town Business and Professional Association, Old Town Civic Association, and Waterford Place HOA.

The applicant has gone before the BAR for five concept review work sessions on the redevelopment of the site. Fifteen months of design work where the BAR and community provided ongoing input that the applicant incorporated into a number of iterations of the design. The applications submitted for Certificates of Appropriateness represented months of continual refinement and design development of which the BAR has reviewed on 16 different occasions. The BAR found

that the applicant's proposal was consistent with the Potomac River Vicinity Height District requirements.

On October 7 and 21, a majority vote of the BAR was in favor of granting Certificates of Appropriateness for Buildings 1,2,3 and the townhouses stating that the issues related to Buildings 1,2 and 3 were satisfactorily resolved and that they were supportive of the design evolution of the townhouses and believed they were well composed with sufficient variety and architectural character to reflect the authentic commercial Alexandria waterfront yet still recall local historic residential detailing.

Given the extensive input and review over several years and many meetings with every conceivable stakeholder, looking at the wording and intent in Sec. 10-105(A)(2) and (4), recognizing the evolution of architecture in this area, and lastly reflecting on the opinion that the waterfront is an appropriate place for a more contemporary design with an appreciation for the successful transition from the river to the more reserved approach evidenced by the buildings close to Old Town, I ask the Council to affirm the decisions of the BAR made on October 7, 2015 and October 21, 2015.

Thank you.

8 & 9
12-12-15

MEMORANDUM

TO: City of Alexandria, Old and Historic District Board of Architectural Review (BAR)
Mr. John Von Senden, Chairman
Mr. Chip Carlin, Vice Chairman
Ms. Kelly Finnigan
Ms. Christina Kelley
Ms. Margaret Miller
Mr. Wayne Neale
Ms. Christine Roberts

FROM: Board of Directors of the Liberty Row Condominium Association (LRCA) and interested LRCA unit owners.
John Aucella, Secretary
Robert Caspar, First Vice President
Janice Collins, Treasurer
Linda Lord, President
Thomas Macmillan, Second Vice President

SUBJ: BAR Meeting of December 2, 2015, Work Session Item, Case BAR2015-0156; Old Colony Inn, LLC, 1101 North Washington Street, Alexandria, VA 22314.

DATE: December 1, 2015

GENERAL BACKGROUND:

The North Old Town community of Liberty Row has participated over the past several months at various meetings with the Old Colony Inn (OCI) developer's representatives and adjacent communities to discuss the proposed OCI redevelopment. The communities remain consistent in their resolve against the proposal enlarging the currently 49-room OCI to 95 rooms (at an earlier time, the proposal called for expansion to 114 rooms).

At the September 2, 2015 BAR hearing, all of the adjacent communities to the OCI opposed the then-proposed design. More than 15 members of the communities personally testified before the BAR at that hearing. As a result of the resounding disapproval of the adjacent communities, the BAR instructed the developer to conduct further meetings with the community members and to "lower the wings," of the proposed hotel, although endorsing the enlarged center structure of the OCI. Clearly, issues of mass, scale, and height relative to the property were not successfully addressed by the developer.

Subsequently, the developer presented a September 21 and November 2 redesign of the OCI. The September 21 version failed to comply with the BAR instructions. It did

not lower the wings, keeping them at four stories, and continued to locate the restaurant at the Second Street facade, which is highly objectionable to LRCA. The November 2 redesign attempted to reduce the mass, scale, and height of the OCI but not meaningfully. While the N. Washington Street facade kept the wings at four stories, they were reduced to three stories at the rear. The gabled roofs at each end of the wings were replaced with flat roofs. On a positive note, however, the November 2 redesign relocated the restaurant to the center portion of the OCI.

OPPOSITION TO CONCEPT RELEASE NO. 3 RECOMMENDATIONS:

BAR Staff Ignores Community Views. LRCA and our neighbors in adjacent communities were disappointed when the BAR staff in the recently issued Concept Release No. 3 proposed a staff alternative to the November 2 developer proposal. The staff Concept Release endorses the mass, scale, and height of four-story North and South wings. It also relocates the restaurant to the Second Street facade of the OCI. The BAR staff ignores the comments of Old Town North communities, while favoring the developer's perspective.

BAR Staff Endorses Mass, Scale and Height Inappropriate for Location. If constructed according to the Concept Release No. 3 plan, OCI will be larger than City Hall. The OCI will be 263 feet in length and 50 feet high. This exceeds the City Hall building length by 16 feet. Much to the disappointment of LRCA, the BAR staff fails to portray our community accurately. For example, the report justifies this mass and size by referring to OCI's proximity to large four-story condominium buildings. Our three buildings combined are not as large as the proposed OCI. The BAR staff also appears to justify its pro-developer position with respect to the Second Street facade because Liberty Row is zoned as commercial as opposed to residential. We are one hundred percent residential; and it remains an historical relic that the property continues to be zoned as commercial.

BAR Staff Endorses Restaurant Location on Second Street in Opposition to Community Views. Location of the restaurant in the South wing of the OCI with ingress and egress onto Second Street is highly objectionable to LRCA. The developer's November 3 redesign placed the restaurant within the center section of the OCI. It should be noted that the North End communities do not believe that a restaurant is necessary. Considering the hotel restaurants located at the Holiday Inn, the Sheraton Suites, and the Crown Plaza hotels, the following observations may be made -- they are not and never will be destination dining facilities; they are more often than not empty; and the space they inhabit could be otherwise utilized. The proposed OCI restaurant most assuredly will not raise hopes in the mind of a gourmet. It should be kept in the center portion of the OCI as the developer suggested in the November 2 redesign, or it should be eliminated from the plan. The developer's representatives continue to state that they are seeking a quality restaurant operator for this space. To date, the communities have no facts upon which to believe that this hoped-for result has any basis in reality. The more reasonable and realistic view is that the proposed restaurant fail to achieve destination dining facility status.

ACHIEVING AN OCI DESIGN ACCEPTABLE TO LRCA:

The LRCA believes that the following factors will result in an OCI acceptable to it and adjacent communities. Many of these points, of course, have been relayed to the developer's representatives at numerous community meetings over the past several months. These points deserve repeating.

- The North and South wings should be no taller than three stories.

- The North wing should be shortened to create sufficient passage for delivery and other commercial vehicles from the West to East facades of the OCI. This pattern will enable larger vehicles to make a "U" turn on the property and then exit onto Second Street, proceed to N. Pitt Street, and then make a left or right turn. It is safer than larger commercial vehicles exiting from the West facade of the OCI onto N. Abington Drive and then attempting a left turn onto Bashford Lane or Slater's Lane as they are not permitted on to travel North on the George Washington Memorial Parkway.

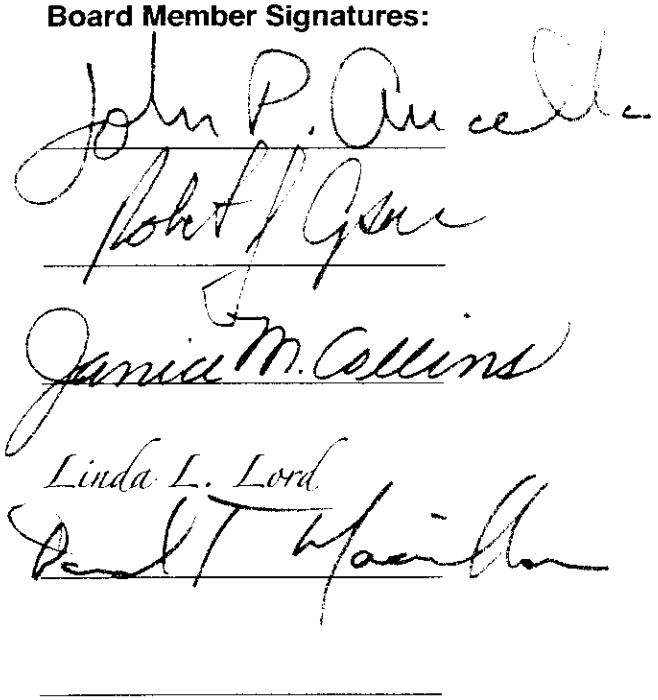
- The ends of each of the North and South wings should be capped by gabled or hip roofs. This will enhance the street view, particularly from Second Street, and, thus, for residents in the two Liberty Row buildings adjacent to Second Street.

CONCLUSION:

The proposed redevelopment of the OCI has been ongoing for some time now. The LRCA and neighbors in adjacent North Old Town communities have devoted significant time and effort to discuss issues with the developer's representatives during this time. If the BAR, BAR staff, and the developer now wish to embark upon a course of action in complete disregard for community views, then the exercise has been a farce and the processes provided by the City for citizen involvement rendered meaningless. Is this the reputation the City wishes to create for the future of development in North Old Town, for the integrity of its citizen-involvement activities, and for the ability of homeowners to have some role in preserving and enjoying daily life in their communities? We understand that development activities will continue in our area, but we urge that tax-paying and voting residents have a reasonably secure basis to have their voices heard over those of developers who do not live in our communities.

Thank you for your consideration of the views presented by LRCA.

Board Member Signatures:



LIBERTY ROW UNIT OWNERS SIGNATURES:

Judith L. Tidc - 600 SECOND STREET

- 600 SECOND ST.

Karen A Ewalt - 600 SECOND ST

- 600 Second St. # 403

Lynn Callaghan 600 Second St #205

Mildred L. Neely 600 Second St. #301

Rochelle H Schwab 600 Second St, # 304

600 Second St, #304

Sylvia Riggar 600 Second St. #201

Robert Riggar 600 Second St #201

600 Second St #203

LIBERTY ROW UNIT OWNERS SIGNATURES:

_____ 540 Second Street

_____ 540 Second Street

_____ 540 Second Street

_____ 540 Second Street

_____ 540 Second Street

_____ 540 Second Street

_____ 540 Second Street

_____ 540 Second Street

_____ 540 Second Street

_____ 540 Second Street

_____ 60 2nd St

LIBERTY ROW UNIT OWNERS SIGNATURES:

635 First St.

635 First St

635 First St.

635 First St

635 First St.

635 First St.

635 First St

635 First St

635 First St.

LIBERTY ROW UNIT OWNERS SIGNATURES:

_____Bonnie Hershberg, 635 First Street_

_____Jack Spears, 635 First Street____

Alicia B. Ballard 600 Second St, #103

Elizabeth S. Fuller 600 Second St #101

Laurence R. Fuller 600 Second St. #101

_____

_____

_____

_____

_____

_____

Gloria Sitton

From: Al Cox
Sent: Wednesday, December 09, 2015 10:23 PM
To: Gloria Sitton
Subject: FW: Automatic reply: Call.Click.Connect. #85845: Mayor, Vice Mayor, City Council Please see attached a letter from the Wa
Attachments: Letter to Council 12-9-15.pdf

From: Tim Morgan [mailto:timmorgan1155@gmail.com]
Sent: Wednesday, December 09, 2015 10:21 PM
To: Al Cox; Karl Moritz; Catherine Miliaras
Cc: Allison Silberberg; Justin Wilson; Paul Smedberg; William Euille
Subject: Fwd: Automatic reply: Call.Click.Connect. #85845: Mayor, Vice Mayor, City Council Please see attached a letter from the Wa

Hi, I received the following message with respect to my submission of the attached letter related to the appeal of the BAR's decision on Robinson Terminal South. Would you please ensure that all of the Council receives it? Thanks.

Timothy G Morgan
319 S Union St
Alexandria, VA 22314
571.215.6944
timmorgan1155@gmail.com

---------- Forwarded message ----------
From: **Jackie Henderson** <Jackie.Henderson@alexandriava.gov>
Date: Wed, Dec 9, 2015 at 10:13 PM
Subject: Automatic reply: Call.Click.Connect. #85845: Mayor, Vice Mayor, City Council Please see attached a letter from the Wa
To: "timmorgan1155@gmail.com" <timmorgan1155@gmail.com>

I am out of the office and will return on January 4. I will be checking email only periodically and will respond to your email when I return. Please call the City Clerk's Office at 703-746-4550 for immediate assistance or email Deputy City Clerk Gloria Sitton (gloria.sitton@alexandriava.gov). Thank you.

WATERFORD PLACE HOMEOWNERS ASSOCIATION

318 South Union Street

Alexandria, Virginia 22314

December 9, 2015

Alexandria City Council

William Euille, Mayor

Allison Silberberg, Vice Mayor

John Chapman, Councilman

Timothy Lovain, Councilman

Del Pepper, Councilwoman

Paul Smedberg, Councilman

Justin Wilson, Councilman

Ladies and Gentlemen:

Robinson Terminal South – Board of Architectural Review Cases 2015-0268, 2015-0269

I provide this letter as President of the Waterford Place HOA, in connection with your hearing of the appeals of the above referenced BAR cases. Our neighborhood consists of 36 town homes and is immediately across South Union Street from Robinson Terminal South (RTS).

We remain concerned that this development does not meet the criteria set forth in the zoning ordinance for the Old and Historic District and the Potomac River Vicinity Height District. This is borne out by the split vote of the BAR.

Zoning Ordinance Requirements

The City of Alexandria's Zoning Ordinance 10-105 Sections 2 and 4 set out certain features and factors that the BAR and Council must consider with respect to RTS. The following excerpts have been **bolded** for ease of reference within the commentary.

10-105(A)(2)

*"Scope of review. **The Old and Historic Alexandria District board of architectural review or the city council on appeal shall limit its review of the proposed construction, reconstruction, alteration or restoration of a building or structure to the building's or structure's exterior architectural features specified in sections 10-105(A)(2)(a) through (2)(d) below** which are subject to view from a public street, way, place, pathway, easement or waterway and to the factors specified in sections 10-105(A)(2)(e) through (2)(j) below; shall review such features and factors for the purpose of determining the compatibility of the proposed construction, reconstruction, alteration or restoration with the existing building or structure itself, if any, and with the Old and Historic Alexandria District area surroundings..."*

*"Standards. Subject to the provisions of section 10-105(A)(1) above, the Old and Historic Alexandria District board of architectural review or the city council on appeal **shall consider the following features and factors** in passing upon the appropriateness of the proposed construction, reconstruction, alteration or restoration of buildings or structures:*

*(a) **Overall architectural design, form, style and structure, including, but not limited to, the height, mass and scale of buildings or structures;***

*(b) **Architectural details including, but not limited to, original materials and methods of construction, the pattern, design and style of fenestration, ornamentation, lighting, signage and like decorative or functional fixtures of buildings or structures;** the degree to which the distinguishing original qualities or character of a building, structure or site (including historic materials) are retained;*

*(c) Design and arrangement of buildings and structures on the site; **and the impact upon the historic setting, streetscape or environs;***

*(d) Texture, material and color, and **the extent to which any new architectural features are historically appropriate to** the existing structure and **adjacent existing structures;***

*(e) **The relation of the features in sections 10-105(A)(2)(a) through (d)** to similar features of the preexisting building or structure, if any, and **to buildings and structures in the immediate surroundings..."***

10-105(A)(4)

*"Additional standards—Potomac River Vicinity. Within the Potomac River Vicinity Height District, **in addition to** the provisions of section 10-105(A)(2), **the following standards and guidelines**, to the extent relevant in each individual case, **shall apply** in considering an application for a certificate of appropriateness by the Old and Historic District Board of Architectural Review, or by the city council on appeal, **for any building in excess of 30 feet in height when such height has been authorized by a special use permit.***

*(a) **The degree to which facades of a proposed building or buildings** are generally in alignment with the existing street edges and **express the 20- to 30-foot bay width typically found within the historic***

district. *Techniques to express such typical bay width should include changes in materials; articulation of the wall surfaces; changes in fenestration patterns; varying roof heights; and physical breaks within the massing.* ***Large expanses of unbroken or repetitive facades are disfavored.***

(b) ***The degree to which building materials characteristic of buildings having architectural merit within the historic district are utilized****. The texture, tone and color of such materials should display* ***a level of variety, quality and richness at least equal to that found abundantly in the historic setting****. The use of synthetic or imitative materials is disfavored.*

(c) ***The degree to which new construction reflects the traditional fenestration patterns found within the historic district.*** *Traditional solid-void relationships (i.e., masonry bearing wall by a veneer system) should be used in building facades which are directly related to historic streetscapes.*

(d) ***The degree to which new construction on the waterfront reflects the existing or traditional building character suitable to the waterfront.*** *"High style" or highly ornamented buildings are disfavored.* ***Also disfavored are*** *metal warehouses and* ***nondescript warehouse-type structures.***

WPHOA Commentary

Townhomes - The illustrations in the applications for Building 3 and the Townhomes show that the conditions in the Zoning Ordinance are not met. Along Union Street, the three Townhome buildings do not reflect separate units or bays but rather show broad and plain expanses of red brick without any variation or visible separation of units, nor is there adequate compensating roof height variation. This accentuates the massiveness of the building, and it reads as one condominium building, with large expanses of repetitive brick facades, not as separate unique townhomes similar in style to the historic and newer homes within a block and those throughout the Old and Historic District.

Building 3 – We have great concerns with Building 3, particularly in terms of its overall architectural design, form, style and structure, including its height, mass and scale. We continue to find the setbacks to be inadequate. We recognize that Council has addressed this matter in the context of the Potomac River Vicinity Height guidelines for the Development Special Use Permit, but we continue to strongly object under the architectural requirements of the Zoning Ordinance.

We believe that this new building's scale is wholly inconsistent with the buildings in the immediate vicinity and in the Old and Historic District, that the setbacks along Union Street should be increased, and note the following:

- The Union Street right of way is only 50 feet, while that along Wolfe is 66 feet.
- In addition, Building #3 must transition not only the surrounding neighborhoods and the single story electrical sub-station on the southeast corner of Union and Wolfe, but also the proposed Union Street townhomes.
- Both of these facts call for greater, not less, setbacks along Union Street than Wolfe Street. The southwest corner of this entire new development is particularly important as it welcomes a visitor from the south to the waterfront development as a whole.

As proposed, the southwest building (#3) looms over the Union Street sidewalks and right of way, a significant entryway to the Old Town waterfront by cars, pedestrians and cyclists. One would expect a much more diminished scale across the entire Union Street façade.

On Wolfe Street, we understood that there was to be a greater setback on the front of the building, but see now that the setback is lost on the eastern end of the building – what is referred to as 3A. While the Wolfe Street façade attempts to mimic four distinct townhomes, there is no variation among them. And the east end, 3A, is nothing more than a box, thoroughly uninteresting.

Moreover, we object to the overall character of the facades of Building 3. The building's architecture is very nondescript and reflective of current architectural styles of condominiums, office buildings and shopping centers that are commonplace within and outside of Alexandria and other cities. It cannot be said to reflect the traditional building character suitable to the waterfront; possess architectural features (that) are historically appropriate to adjacent existing structures; or possess features similar to buildings and structures in the immediate surroundings.

Thank you in advance for your careful consideration, thoughtful discussion and debate, and balanced action in response to residents' concerns.

Respectfully submitted,

Timothy G. Morgan

President, Waterford Place Homeowners Association

Cc: Waterford Place residents

Gloria Sitton

From: john@woodspeacock.com
Sent: Friday, December 11, 2015 4:38 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #86006: Mayor, Vice Mayor, City Council Mr. Mayor & Members of Council,I wish

Follow Up Flag: Follow up
Flag Status: Flagged

Dear ***Call.Click.Connect.*** User

A request was just created using ***Call.Click.Connect.*** The request ID is 86006.

Request Details:

- Name: John Woods
- Approximate Address: No Address Specified
- Phone Number: 703-906-8607 cell
- Email: john@woodspeacock.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Mr. Mayor & Members of Council,
  I wish to share my position in support of the Robinson Terminal South project for which you will hear yet another appeal Saturday morning. I regret I cannot appear in person unlike the majority of opponents who seem to have more time, but no less fervor than mine. I have lived in the City for more than 45 years, currently at 212 Wilkes St the past 13, and previously on Trinity Drive east of Quaker lane, and the earliest at 213 Green St. I am a practicing structural engineer as a co-owner of one of the oldest structural engineering firms in the metro DC area, Woods Peacock Engineering Consultants, Inc., having been founded in 1953 here in Alexandria. In the late 80's after his retirement, our founder, George Fortune, he was honored with the AIA Test of Time award for Market Square still going strong. Our firm or its processor named firms have been involved in the design and construction of almost every building project on the waterfront beginning with Pomander Walk on the south including the current Robinson South warehouses, all of the Torpedo Plant redevelopment, and northward to the Robinson Terminal North. We understand the foundation issues being that Union Street used to be the river, and have incorporated flood resistance in all projects after the 80's.

  I fully respect the rights of many of my neighbors to oppose this development, but not as experts in good architectural-engineering design, i.e., a well qualified banking consultant (who opposed the WW Bridge), retired military leaders, home-owners believing they will lose something. I am confused by the desire to replicate Harborside, Fords Landing, etc. when the location of this project has had a history of waterfront mercantile and current warehouse structures since Alexandria was a seaport and opponents say this is not appropriate; on what basis?

  I am equally disturbed when the political leaders start to make architectural-engineering judgements about "good" & "appropriate" project designs, from what professional training, if not in the A-E field. The Atrium office building comes to mind when a previous city leader wanted every building to be brick and look like George Washington was involved, yet there were no 5-6 story buildings then. The Atrium looks like someone sat on it. The BAR is made up of qualified architects who often do not agree on the merits but like surgeons, attorneys, CPA's etc. they have been trained to do what they do. Architecture is art and every piece of art is not liked by all. I graduated from The Citadel in Charleston, SC with my classmate, the out-going mayor, Joe Riley, who has made Charleston a destination using many tools of design & development within the old and historic sections that would be or are deplored by Alexandrians living in Old Town. When I have spoken before, I have been accused as a design engineer in the City of building my work load. That is totally unfair as why would I deficate in the place I sleep? We no longer do private sector projects with most of our work on renovations of federal buildings and anti-terrorism/force protection including embassies and consulates around the world.

From an economic benefit, hotels will not require nearly as many city services as residential do, and will provide a level of security to their users that will relieve our city police of some effort. Too many parks will attract residents from other parts of the city who live in smaller, cramped quarters. My neighbors will protest their vehicles. Finally the waterfront belongs to all Alexandrians from west to north, not just my neighborhood and many who are happy with the direction will either not know or have more important issues to attend on Saturday AM

Thank you for taking the time to listen to my point of view; please overrule the appeal.

Sincerely, John O. Woods, Jr., P.E

- Expected Response Date: Friday, December 18

Please take the necessary actions in responding, handling and/or updating this request at the ***Call.Click.Connect.*** staff interface.

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a ***Call.Click.Connect.*** request. Please do not reply to this email.

Gloria Sitton

From: rpringle9@comcast.net
Sent: Friday, December 11, 2015 11:44 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #85974: Mayor, Vice Mayor, City Council I strongly support those who recommend s

Follow Up Flag: Follow up
Flag Status: Completed

Dear ***Call.Click.Connect.*** User

A request was just created using ***Call.Click.Connect.*** The request ID is 85974.

Request Details:

- Name: robert pringle
- Approximate Address: No Address Specified
- Phone Number: 703 519 8252
- Email: rpringle9@comcast.net
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I strongly support those who recommend sending the Robinson Terminal South (RTS) proposal back to the BAR for revision. Has anyone noticed the dismal similarity of the new buildings going up on the Georgetown Waterfront, Maine Avenue, Potomac Yard, and, if we don't act, the Alexandria Waterfront? So much for the unique value of our historic setting, George Washington's own, on what amounts to our national river.

  With regard to RTS, we need above all to cut back on mass and scale, and not simply to stuff in everything possible under current law. Thank God for the Settlement Agreement of 1983 that dictated that narrow strip of green space along the river that current planners are so fond of claiming. It exists no thanks to them. It is totally praiseworthy but not nearly enough.

  It is above all the view-space, the balance been river, sky and shore, that is most valuable and at risk. We should not stop with sterile imitation of "colonial" style. Many cities have successfully mingled modern and ancient styles. What matters is that the design be of high quality, something that reflects more than the maximization of profit and will be a source of pride to those who follow us.

  I regret that I cannot attend tomorrow's meeting on this subject. Signed, Robert Pringle, 216 Wolfe St, 703 519 8252
- Expected Response Date: Friday, December 18

Please take the necessary actions in responding, handling and/or updating this request at the ***Call.Click.Connect.*** staff interface.

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a ***Call.Click.Connect.*** request. Please do not reply to this email.

SPEAKER'S FORM

DOCKET ITEM NO. 8 and 9

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK BEFORE YOU SPEAK ON A DOCKET ITEM

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Jonathan Rak

2. ADDRESS: 1750 Tysons Blvd. McLean, VA 22102

TELEPHONE NO. 7037125411 E-MAIL ADDRESS: jrak@mcguirewoods.com

3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF?

Applicant

4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: _____ AGAINST: _____ OTHER: Uphold BAR Approval

5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):

Attorney

6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?
YES ✓ NO _____

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at public hearing meetings. The mayor may grant permission to a person, who is unable to participate in public discussion at a public hearing meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular legislative meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

(a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.

(b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.

(c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker requests by subject or position, and allocated appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.

(d) If speakers seeking to address council on the same subject cannot agree on a particular order or method that they would like the speakers to be called on, the speakers shall be called in the chronological order of their request forms' submission.

(e) Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.