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# The Council Connection

*your connection to City Council by:*

*Mayor Justin M. Wilson*

Alexandria, Virginia

October 1, 2019

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Council came back into session from its summer recess last month.

At our second legislative meeting of September, we had the opportunity to pay tribute to Edward Semonian, the City's Clerk of the Circuit Court.

Ed will be retiring at the end of this year, after 40 years of service as the City's elected Clerk. He has improved processes and efficiency in a quiet, but very important office. He has built a dedicated staff committed to the service of Alexandria's residents.



Joining Council to honor Ed were Circuit Court Judges Lisa Kemler, Nolan Dawkins and Jim Clark, as well as retired Circuit Court Judge Alfred Swersky.

[You can watch the presentation online.](#)

Let me know how I can help. [Please contact me anytime](#)

## Council Initiatives

### Expanding the Arlington Partnership

[Amazon is coming to the Crystal City section of Arlington County.](#)

[The Virginia Tech Innovation Campus is coming to the Potomac Yard section of our City.](#)

An unprecedented partnership between Alexandria and Arlington helped to bring home the most significant prize in the highest-profile

[Schedule Child Safety Seat Inspection](#)

[Smoke Detector Installation Request](#)

[Real Estate Tax Receipt Calculator](#)

[License Your Dog or Cat](#)

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## Events/Updates

### Voting Under Way

On November 5th, Alexandria voters will choose our General Assembly representation (members of the State Senate and members of the House of Delegates) and the Clerk of the Circuit Court.

[Sample ballots are now available online for the election.](#)

The deadline to [register to vote, or change your registration](#) is October 15th.

[In-person and mail absentee balloting began last month.](#)

In-person absentee balloting can be conducted from 8 AM until 5 PM Monday through Friday at 132 N. Royal Street in Old Town.

[Requests for an absentee ballot to be delivered by mail can be submitted online now .](#)

### Flu Shot Clinic

[On Saturday October 19th, the Alexandria Health Department will be hosting a free flu shot clinic.](#)

The clinic will be held from 10 AM until 2 PM at Patrick Henry Elementary School (4643 Taney Avenue).

No proof of insurance or residency is required. Vaccinations are available

economic development solicitation in decades.

[Prompted by a proposal](#) that I co-authored along with my counterpart in Arlington County, County Board Chair Christian Dorsey, the Alexandria City Council and Arlington County Board will be meeting in a rare joint session this evening. [The public meeting, to be held in Arlington at the Gunston Community Center \(2700 S. Lang Street\) beginning at 7:30 PM](#) , will serve as the initial kick-off of an effort to craft new joint initiatives between the two jurisdictions to ensure the benefits of our growth are shared by ALL in our community.

While these new investments [provide significant financial benefits to both communities](#), residents in both jurisdictions have expressed reservations about whether these benefits will accrue to all residents or simply those who are already doing well in our community.

It is not a new concern for our region. We live in one of the most heavily educated, affluent and thriving regions in the country. Employers are attracted to this area to gain access to the workforce and the high quality of life that we enjoy.

Yet the growth and success that this region enjoys [has not been enjoyed evenly by our residents](#). While some may view the paired investments of Amazon and Virginia Tech as a harbinger of growing inequality, I believe it presents an unprecedented opportunity to do things differently. But it will not just happen automatically.

While the session this evening will serve as an opportunity for the governing bodies of each jurisdiction to help craft a work program for the future, our initial proposal envisions cooperative efforts in:

- Housing Affordability
- Workforce Development
- P-12 Education
- Transportation/Mobility
- SWaM (Small, woman-owned and minority)Business Assistance

While both Alexandria and Arlington have varied programs in each of these areas, and have even collaborated in some of these areas in the past, we believe that this moment in our history should prompt new and innovative collaboration.

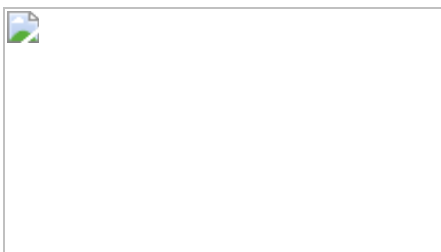
I am optimistic this work will help set the example of how a community can harness economic growth as an engine to reduce inequality, not exacerbate it.

[Let me know if you have thoughts as we embark upon this effort.](#)

### Fire Department Staffing

Last week the Alexandria Fire Department was notified that they were successful in their application for \$2.6 million of Federal funds to [support the growth](#) and [training](#) of the City's fire suppression and emergency medical services capabilities.

With the receipt and usage of these grant dollars, the City will have completed our efforts to align our Fire Department staffing with the recommendations of the National Fire Protection Association (NFPA).



for all adults or children aged 6 months or older.

### **Congressman Beyer's Annual Women's Conference**

[On Saturday October 12th, Congressman Don Beyer will be hosting his 5th Annual Women's Conference.](#)

This year's conference will be held at George Mason University's Arlington campus from 8:30 AM until noon.

Registration is free and available online.

### **Art on the Avenue**

[The region's premier arts and music festival returns to Mount Vernon Avenue on Saturday!](#)

From 10 AM until 6 PM, Del Ray will be filled with arts, food, music and 70,000 of your closest friends.

I'll see you there!

### **School Safety Forum**

On Wednesday October 30th, from 7 PM until 9 PM, there will be a ACPS School Safety forum at Minnie Howard School (3801 W. Braddock Road).

This forum, jointly sponsored by Parents For Safe Alexandria Schools, the Alexandria City Public Schools and the Alexandria PTA Council, will discuss prevention and the impact of gun violence in schools.

Please be a part of this important community conversation.

### **Relay for Pre-K**

On Saturday October 5th, the Child and Family Network Center will be hosting a "Relay for Pre-K" 3 mile walk to benefit their early childhood education programs.

NFPA is an organization that promulgates standards and codes for usage by local governments. In 2001, the NFPA [published a new standard that detailed the minimum staffing standards for fire apparatus](#). Today, Alexandria is the only jurisdiction in our region that maintains less than four-person minimum staffing.

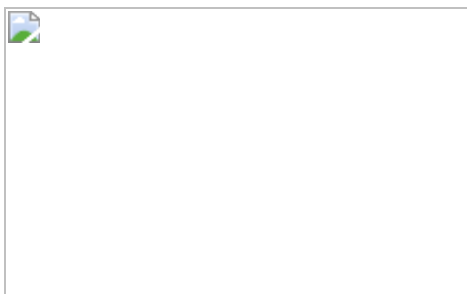
Last year, In order to accelerate the City's efforts to achieve minimum staffing on each of our ladder trucks, the City applied for a grant under the Federal "[Staffing for Adequate Fire and Emergency Response](#)" (SAFER) program. We used this grant to fund 9 new positions. The City has previously used SAFER to expand our Fire Department staffing.

A SAFER grant covers 75% of the costs of these positions in the first and second years, and 35% in the third year. At that point, the City becomes responsible for all of the costs going forward.

Last year's SAFER grant allowed the City to reach the point where 10 of our 13 apparatus are staffed at four-person minimum, leaving three remaining engine companies.

[This year's award of SAFER funds](#) will allow the City to reach the important milestone of four-person minimum staffing across all apparatus.

In the Fall of 2014, the City's former Fire Chief [came to the Council with an entirely new model](#) for cross-trained firefighter-medics. This is the model in use in all of our neighboring jurisdictions.



By cross-training the existing single-mode medics, the belief was that we could achieve appropriate minimum staffing on all engines, ladders and the rescue company in order to meet the NFPA standard.

When the City began the transition to the new staffing model in 2014, we had 64 single-role medics with 10 single-role EMS supervisors. Today we have 25 remaining single-role medics, with all 10 of the single-role EMS supervisors choosing to convert to dual-role EMS captains.

While the transition has been slower than we expected (largely due to turnover and other factors), the implementation of the new staffing model and the increase in personnel will allow us to meet this standard.

This is an important step forward to ensure that Alexandria's residents and their property are protected by fire suppression and emergency medical services which meet minimum standards. This is an investment in the safety of our personnel and our residents.

### **Potomac Yard Metro**

On the front page of the [Final Environmental Impact Statement](#) for the Potomac Yard Metro Station are the seals of four entities: Federal Transit Administration, Department of the Interior, WMATA and the City of Alexandria. Later in the report there is additional input from the US Army Corps of Engineers, the US Environmental Protection Agency and the National Capital Planning Commission.

The breadth of the entities involved clearly demonstrates the complexity of the project. This project is deeply complex and has been challenging to bring to reality for decades.

[Information is available online including registration!](#)

## Help Grow Our Tree Canopy

Alexandria's Fall Native Plant sale is now open until October 30th.

[Plants are available for purchase in person at Buddie Ford Nature Center \(5750 Sanger Avenue\) or online.](#)

The following species are available:

- Flowering Dogwood: \$40
- Black Oak: \$35
- Pitch Pine: \$40
- Tulip Poplar: \$20
- Chestnut Oak: \$35
- White Oak: \$40
- Black Gum: \$40

## Community Health Workshop

[The Alexandria Health Department will be hosting a community health workshop this Saturday from 9 AM until noon at Minnie Howard School \(3801 W. Braddock Road\).](#)

You are invited to participate to help shape the top health issues for Alexandria's Community Health Improvement Plan.

## REVIVE Training

[Twice a month the City offers free training to residents seeking to learn how to spot and reverse an opioid overdose.](#)

No RSVP is required, and attendees receive a free medical kit upon completion.

Help become a lifesaver in our community!

## Halloween Parade

Last month, one of the final permits required for construction of the station to proceed was approved. [The State Water Control Board approved a permit which reflects the mitigation required for impacts on the wetlands by the construction of the station](#) .



[The Army Corps of Engineers must issue the remaining permit approval required and that approval is expected shortly.](#)

As the design efforts have continued, [there are "virtual tour" videos of the future station available online for review.](#)

Tomorrow night, at our City Council meeting, [Council will be asked to authorize the issuance of General Obligation bonds to support the construction activity related to the new station.](#)

Since November, [when the Commonwealth of Virginia announced the investment of \\$50 million into the Potomac Yard Metro Station](#), the City has been working to apply that investment to improve access to the station. Adding a \$50 million+ investment to a \$320 million capital project, after the contract has been awarded, is not an insignificant undertaking.

With the active engagement from the Potomac Yard Metro Implementation Group (PYMIG), [three alternatives for improving access were developed](#) and ultimately submitted to the contractor to be priced.

Option 3 was clearly the most favored option of PYMIG and the community members who provided input into this process. [Unfortunately, the City received the pricing on each of the three alternatives, and all three are over the \\$50 million allocated by the Commonwealth.](#) In the case of the third alternative, the estimate was \$100 million of cost.

There is some belief that the first alternative can be further value-engineered to bring the cost down. It will be a few more weeks until we can determine whether that is possible or even advisable.

[Concurring with the recommendation of the PYMIG, the City Council voted in June to pursue further value engineering of Option 1, while looking at options to apply the state investment to improving the plan for the station approved by Council in the fall.](#)

A year ago, the Washington Metropolitan Area Transit Authority (WMATA) announced the most significant milestone in the the City's 4-decade long effort to bring a new metro station to Potomac Yard. WMATA [announced the selection of Potomac Yard Constructors as the prime construction contractor](#) .

Potomac Yard Constructors is a joint venture of [Halmar International](#) and [Schiavone Construction Company](#). The bid was ranked the highest technically during the procurement process and had the lowest price. WMATA provided Potomac Yard Constructors with the formal "Notice to Proceed," and the formal design and construction of the new station has begun.

While I am frustrated with the challenges that rising construction costs have created in finalizing the scope of this project, I remain committed to seeing this project to reality.

[The Potomac Yard Metro project will facilitate the creation of up to 26,000 new jobs and will bring up to \\$2 billion of new tax revenue to](#)

[The 23rd Annual Del Ray Halloween parade returns to Mount Vernon Avenue on Sunday October 27th.](#)

Free for all ages, the parade features prizes for the best decorated homes, strollers, businesses and pets.

It starts at 2 PM. I'll see you there!

### Census Jobs

As part of the preparation for the 2020 Decennial Census, the United States Census Bureau is already hiring in our area.

Click [here](#) or [here](#) to review the various jobs listed for hiring.

Thanks for joining our effort to ensure a full and complete count!

### Car Tax Due On Saturday

Payments for the Vehicle Personal Property Tax are due Saturday, October 5th.

[There are many ways to pay online, in person, or by mail.](#)

### Mason Speakers

Is your club or organization interested in having a speaker?

The George Mason University speakers program is comprised of over 100 faculty and staff who provide lectures and guest presentations on hundreds of topics to organizations and businesses free of charge.

[Available speakers can be reviewed and reserved online!](#)

[the City \(over 30 years\). It removes thousands of vehicles from one of the most crowded corridors in our City. It promotes the creation of the kind of walkable community our City has long desired in Potomac Yard.](#)

For decades, the City has discussed, planned, and just plain hoped for a Metro Rail station at Potomac Yard.

In 2008, along with then-Councilman Rob Krupicka, I proposed a new start to efforts to bring Metro to Potomac Yard. [We included language in the City's Transportation Master Plan](#) explicitly calling for a new station at Potomac Yard. We also tied the construction and funding of Metro to the development occurring in the Yard.

The result is [a funding plan for Potomac Yard Metro](#) that not only leverages the development activity in Potomac Yard, but also does so without requiring the contributions of General Fund taxpayers.

The largest environmental, [economic development](#), and transportation initiative in our City's history is being accomplished using [one of the most innovative funding mechanisms used anywhere in the country.](#)

The current schedule calls for the station to open in late 2021/early 2022, but that will be refined as we move forward.

### Seminary Road and the Path Forward

The art of governing is largely consumed with the act of allocating scarce resources. Never is that more evident than when we are adopting a budget. The same scarcity and budgeting is present when we are allocating the asphalt on our roads.

Over time, we have changed the way we allocate our right-of-way; as we made way for cars, eventually made way for sidewalks, and grew right-of-way to accommodate highways.

Last month, the Council voted 4-3 to change the way we allocate the scarce right-of-way on the portion of Seminary Road from Quaker Lane to North Howard. With the scheduled repaving of Seminary, we had the opportunity to affirm or modify the status quo.

[The Council adopted Alternative 3](#), which removed an eastbound and westbound lane, added a center turn lane and bike lanes.

It was perhaps fitting that after a year of discussion the Council ended up just as divided as the community. The City's Traffic and Parking Board voted 3-2 to support an alternative that retained the four vehicle travel lanes with the addition of some safety improvements.

Dueling petitions emerged from our community, with about 1,700 signatures supporting the Traffic and Parking Board's recommendation and about 1,200 supporting the alternative that the City Council adopted. Numerous civic association boards also supported the Traffic and Parking Board's recommendation.

The City's citizen Environmental Policy Commission, Transportation Commission and DASHBus Board of Directors supported the alternative that City Council adopted.

The Fire Department provided support for the alternative adopted by the City Council, and Inova Alexandria Hospital deferred to the Fire Department's judgement.

The testimony at our public hearing was divided, with slightly more speakers supporting what was adopted by the City Council than opposed it.



Those opposed to what was adopted by the Council cited concerns about increased congestion, increased cut-through traffic and impacts to emergency response vehicles. Those supporting what was adopted by the Council cited the need for improved safety, slower traffic, improved access for non-vehicular travel and adherence to approved City plans.

In Alexandria, we are fortunate to have pedestrian scale, walkable neighborhoods with urban amenities throughout our City. Yet if residents do not feel they can safely traverse the streets of our City, then all the urban amenities are for naught.

The City [has invested millions of taxpayer dollars to improve pedestrian safety throughout our community](#). Those resources have included improving pedestrian access to schools, building and improving sidewalks, crosswalks, traffic calming efforts, bike lanes, new signalization, and more.



With the recent large increases in road resurfacing budgets, [the Council has also steered new dollars into our "Complete Streets" efforts, the City's program for improving non-vehicular transportation infrastructure](#).

Yet there are still areas of our City where sidewalks are non-existent or unusable, intersections are unsafe and unsafe driving is rampant. We must improve the safety of our streets for all users. Doing so requires changing the behavior of all users of our roads.

[In last year's budget adopted a year and a half ago, the Council added 6 new sworn traffic safety officers.](#)

Our Police Chief has worked to increase the focus of existing resources on traffic enforcement efforts. This has resulted in education and significant increases in traffic citations being issued throughout our City.

Over 3 years ago, [the Council adopted an overhaul of the City's Pedestrian and Bicycle Master Plan](#).

We kicked-off a [Vision Zero initiative](#) for Alexandria. While this initiative will involve significant resources and planning, it simply means that we would design road spaces, traffic regulations and operations to eliminate fatalities and serious injuries. [At the end of 2017, the Council approved our Vision Zero Action Plan](#).

My largest priority in approaching Seminary Road was to complete the City's sidewalk network. Having incomplete sidewalks in an urban community, particularly on an arterial road, is unacceptable in 2019.

I supported the proposal adopted by the City Council because I believe it provided for completing the missing sidewalk section, added new buffer for pedestrians using the sidewalks, added safer crossings for pedestrians using Seminary, and connected our bike path network.

Given that eastbound traffic flow is already constrained to a single thru lane in front of the hospital (prior to crossing Howard) and returns to a single lane at Janney's Lane, I was comfortable with the impacts in that direction. In the westbound direction, while the volumes were higher, the data showed that the capacity could be reduced without negative impact.

I believe there is opportunity for improved City process in addressing these types of conflicts. At the end of the Council discussion, immediately prior to our vote, I expressed a desire to avoid this type of discussion ever again. [You can watch my comments, as well as the hours of public testimony and Council discussion online.](#)

The decision of where to affix painted lines on a street in our City should not take over a year to settle. Regardless of the decision and the potential disagreements, expecting our residents and our staff to attend meeting after meeting, sacrificing personal time to weigh in on a decision repeatedly, is unreasonable.

As a City, we must design processes that ensure all perspectives are heard, their input incorporated or appropriately addressed, and decisions framed for action by policymakers.

Decisions in this line of work will sometimes leave a large group of residents in our community unhappy. This one certainly did.

While we will be unable to make everyone happy, I'm hopeful we can expeditiously make the correct decisions for our City's future and ensure that all of our residents feel as though their opinion is heard and respected.

### **The Future of High School**

In August, the Superintendent [returned to the School Board with a comprehensive analysis of options available to configure the future of high school instruction in our City.](#) Last month, the School Board voted 6-3 [to pursue the Superintendent's proposed "Connected High School Network" model for the delivery of high school instruction in our City.](#)

When Alexandria's students came back to school in the fall of 2009, [there were 2,233 students at T. C. Williams High School's King Street campus \(10th, 11th and 12th grades\) and 688 students at the Minnie Howard campus \(9th grade\).](#) The combined 2,921 students across four grades was after several years of stagnant enrollment numbers.

When school started this past fall, [there were 3,959 students across the four grades at T. C. Williams High School.](#) Not only is T. C. Williams High School [the largest four grade high school in the Commonwealth of Virginia, the next largest school has a thousand less students!](#)

The configuration of the future of high school capacity will be one of the most important issues that our City works through over the next few years. In approving the most recent 10-year Capital Improvement Program, [the School Board included \\$124 million spread over 3 years to address high school capacity.](#) This is a portion of the overall capital funding that the City Council provided for the School Board in our most recently approved budget.

The Board's approved Capital Improvement Program assumes an opening of a new high school facility during Fiscal Year 2023 (begins July 1, 2022). With the money in place, we must now determine the location and configuration of that new capacity.

[The City's decision to allocate significant resources to high school capacity began several years ago with requests for resources to add classrooms to the Minnie Howard campus.](#) Ultimately that request would have only been a stop-gap, as we would have spent tens of millions of dollars to add capacity to a building that was not intended for high school use and would not have resolved the capacity challenges.

With the funding now in place for a more comprehensive answer to high school capacity, [the School Board has been conducting outreach to determine how to configure this capacity.](#)

The City Council and School Board recently [approved the second phase of the Long Range Educational Facilities Plan](#). This phase focused on high school and early childhood education facilities and provided a series of recommendations for addressing capacity challenges for both.

[The Ad Hoc Joint City-Schools Facilities Investment Task Force included resources to address high school capacity in their recommendations, but paired the resources with policy recommendations.](#)



The residents of our City have offered a variety of ideas for how we might configure this additional capacity. [Some residents support a rebuild of Minnie Howard,](#)

[with a transition from a 9th grade center to one that houses 9th and 10th grades.](#) Others have suggested that additional capacity be built on the existing King Street campus: either the site of the existing stadium, in conjunction with a rebuild of the Chinguapin Recreation Center or on the Chinguapin Park circle. Other residents have advocated a totally separate four-grade high school elsewhere in the City. Some have suggested that we obtain capacity outside of the King Street and Minnie Howard campuses for discrete programs (STEM Academy, International Academy, etc) to relieve pressure.

As we enter a new era of joint collaboration and investment in partnership with the Alexandria City Public Schools, this project will be a crucial test of our ability to work together and work to satisfy multiple municipal needs on a single site.

[Please let me know your thoughts!](#)

### **Potential HHS Facility**

In August, the City of Alexandria, along with numerous other jurisdictions, was notified that HHS/ORR was looking to site a permanent facility for youth in their custody in our community. [I notified HHS that Alexandria was not interested in hosting this facility.](#)

A week ago, the City was notified that HHS was no longer searching for any property inside the City.

Just about a year ago, [I wrote in this newsletter about the Northern Virginia Juvenile Detention Center \(NVJDC\).](#) The facility, jointly owned by the City of Alexandria, Arlington County and the City of Falls Church, had an agreement with the United States Department of Health and Human Services' (HHS) Office of Refugee Resettlement (ORR) to house children in the agency's custody.

At that time, ORR's role in housing children who had been separated from their families, either at the Southern border or elsewhere, was becoming well documented. [Given concerns over the welfare of those children, and in response to pressure from the three governing bodies, the Board of Directors of the NVJDC chose to end that relationship with ORR.](#)

Children who are in the custody of HHS/ORR have typically come through horrific circumstances. These are children that have been separated from their parents through a variety of events, some tragic and violent. These are youth that are in a foreign nation, and impacted by trauma. I want something better for these kids.



That being said, a Federal facility placed in our City would not be subject to the City's oversight or meet our standards of care. While I am relieved that this proposal appears to have been shelved, if the Federal government wished to provide the City with the resources to care for these children, in partnership, I would be open to discussing such a scenario. But as it has been presented to the City at this point, I do not believe this is something the City should be a part of.

### Host a Town Hall in Your Living Room!

As Mayor, I am continuing my regular series of Town Hall Meetings.

You supply the living room and a bunch of your friends and neighbors. I will supply the Mayor who will hopefully have the answers to any of your questions about our City.

Just [drop us a line](#) and we'll get a Town Hall on the calendar! Thanks for the interest!



## Upcoming Issues

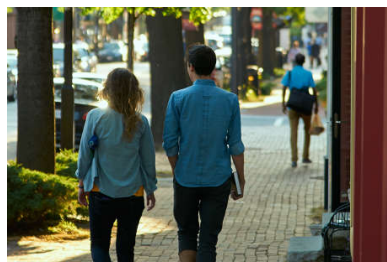
### King Street Pedestrian Zone

Thirteen years ago, [the City spent a summer experimenting with a closure of King Street to vehicles on weekends](#). By giving the road space over to pedestrians, the City attempted to replicate numerous cities around the world who have taken asphalt designed for cars and created new vitality.

While there were concerns voiced by businesses in the vicinity, the closure was popular with the pedestrians themselves. The experiment was unfortunately limited and short-lived.

Now, over a decade later, a newly expanded Waterfront Park, with public art, active programming and adjacent businesses has created expanded visitation. My view is that this is the perfect time to resurrect a good idea that may have been slightly before its time in our City.

[Councilman John Chapman and I have proposed](#) that the appropriate City agencies engage the business and



residential communities to prepare a new recommendation for a pedestrian zone in the unit, 100-block and potentially 200-block of King Street in Old Town.

We view this moment as the perfect time to see these blocks, connecting Market Square with our Waterfront, as not just roads to carry cars, but vital space to support commerce, visitation and the history of our community.

I am optimistic that such a proposal would expand outdoor dining in the corridor, provide active programming in the area, and become a signature area for our City.

[In response to our proposal, the Council will be discussing at our meeting tomorrow evening the City Manager's recommendation that the Council spend this upcoming Winter collecting public input and planning for a pilot closure of the 100 block of King \(between Lee Street and Union Street\) on weekends beginning next Spring.](#)

[Let me know what you think](#) as we continue the discussion of this proposal.

### Residential Parking Districts

[A subcommittee of the City's Traffic and Parking Board has been conducting a review of this program](#) and considering [a series of issues](#) with the existing program.

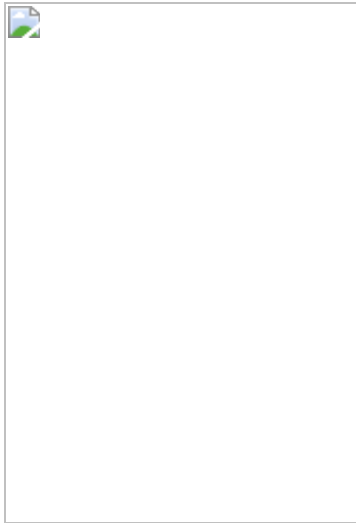
[They have now made their recommendations.](#) These changes impact the process for setting up new districts and the consistency in on-street regulations.

[Today, there are over 9,000 permits in place](#) around the City, with most of them in the Old Town districts.

The City currently [has 12 residential parking districts](#) around our community. The districts are designed to regulate non-resident parking in residential areas.

While the particular restrictions imposed in each district vary, fundamentally each district places some sort of restriction on the parking duration, while residents have the option to purchase permits to exempt their vehicles.

Most of the districts were created in the 1980s and the districts have



not been substantially reviewed since then. Currently, the process to create, expand, or change restrictions must be requested by residents upon the demonstration of existing parking challenges. This can become onerous for residents who don't live in an established parking district.

In order to proactively manage parking issues in residential areas, staff has been directed to identify specific circumstances when the City could initiate the public process for changes.

This issue will return to the Traffic & Parking Board this month. It is then planned to come to City Council in December.

### Virginia Paving

In 1960, the City initially provided approval for a Special Use Permit to permit an asphalt production facility on the City's West End. Today, the Virginia Paving plant is located along South Van Dorn Street, with Tucker Elementary, residential uses and other industrial uses surrounding the property.

After receiving numerous complaints about noise and odors in the early 2000s, the City determined that the operation had been violating a number of the rules in place from their Special Use Permit.

[In November of 2006, City Council adopted a new Special Use Permit that required numerous new regulations designed to reduce noise and odors emanating from the plant.](#) Included in the November 2006 amendment was language limiting night operations and language that imposed a sunset of the operation, in a period of 7 to 9 years, if the adoption of the Eisenhower West Small Area Plan determined that the use was no longer compatible.

In November of 2015, the City Council approved [the Eisenhower West Small Area Plan](#). One component of this planning process was

the desire to redevelop the heavy industrial uses that were in place in the plan area, including the Virginia Paving plant.

Applying this language as is, the plant would need to be closed by November 2022. [The City staff will be bringing this item to the Planning Commission on Thursday evening with a recommendation for a November 2022 closure.](#)

Once the Planning Commission makes a recommendation, this item will be heard by the City Council on Saturday October 19th.

Public testimony is welcome at both the Planning Commission and the City Council on this item.

### **Restricting Noise**

In an urban community, particularly one as dense as Alexandria, the control of unwanted noise becomes a significant determinant of quality of life. The City's noise control ordinance, dating back to 1963, has not aged well. Various court decisions and technology advances have left portions of the existing code unenforceable or anachronistic.

The City is now in the process of bringing forward revisions to our existing ordinance. The [summary FAQ](#) provides a useful overview of the type of changes being contemplated in the [proposed draft language](#).

The City will be [collecting input on these proposed changes online](#). Additionally, the City will be hosting two community meetings. The first will occur tonight at 7 PM at City Hall. The second community meeting is scheduled for Thursday October 10th, to be held at Patrick Henry Recreation Center.

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