



Special Use Permit #2026-00018
5601 & 5603 Courtney Avenue and 720, 730, & 750 South Van Dorn Street
Virginia Paving Review

Application	General Data	
Public Hearing and consideration of a request for a Special Use Permit to extend operations of an asphalt plant (amending SUP#2017-00097)	Planning Commission Hearing:	June 22, 2026
	City Council Hearing:	July 1, 2026
Address: 5601 and 5603 Courtney Avenue; 720, 730 and 750 South Van Dorn Street	Zone:	I / Industrial
Applicant: Virginia Paving	Small Area Plan:	Eisenhower West
Staff Recommendation: Approval of the five-year extension to the SUP with a closure date of January 1, 2032 subject to compliance with all applicable codes and ordinances and the recommended conditions of approval.		
Staff Reviewers: Rachel Drescher, rachel.drescher@alexandriava.gov Tony LaColla, AICP, anthony.lacolla@alexandriava.gov Melissa Atwood, melissa.atwood@alexandriava.gov Jesse Maines, jesse.maines@alexandriava.gov		
<p><u>PLANNING COMMISSION ACTION, JUNE 22, 2026:</u> On a motion by Vice Chair Koenig, seconded by Commissioner Ramirez, the Planning Commission voted to recommend denial of Special Use Permit #2026-00018. The motion carried on a vote of 6-0, with Commissioner Harris absent.</p> <p><u>Reason:</u> The Planning Commission found the use is incompatible with the Eisenhower West Small Area Plan and agreed with the members of the community regarding negative impacts of continued operation of the use.</p> <p><u>Discussion:</u> Vice Chair Koenig asked about the production cap versus current production. Staff noted operations average 300,000 tons, and the new cap aims to acknowledge the lower production while allowing for flexibility depending on projects. He asked what would occur on January 1, 2027, if the City Council did not grant an extension. Staff confirmed operations must stop, but the site remains eligible for by-right industrial uses, such as storage and manufacturing. He asked about closure requirements. Staff stated the facilities would remain unless the site is redeveloped. A new user would likely trigger site plan review. He asked about adding a condition to rezone the property, which staff clarified a rezoning requires a separate public hearing process.</p>		

Commissioner Dube asked why the extension is for five years. Staff explained five years is the applicant's request, but find the request reasonable to allow interim use as the adjacent Lennar site is redeveloped. He asked staff if a closure plan was required in the previous SUP. Staff said a past condition required an annual report on the plant's relocation, but the closure plan is a new recommended condition.

Chair McMahon asked staff about a resident's letter regarding communication between Commissioners and applicants. Staff confirmed Commissioners have no legal restrictions speaking with applicants, staff, or members of the public.

Commissioner Manor asked if there were any offers to purchase the property. Staff explained the applicant reported no viable offers.

Commissioner Lennihan asked about residential redevelopment for the site. Staff noted residential is permitted in industrial zones, but the site is in the floodplain, which would need to be addressed. She also asked about requiring decommissioning. Staff explained conditions must have a nexus to the use impacts, which staff would need to analyze.

Chair McMahon opposed the five-year extension and agreed with the community. She argued they have a commitment to the Small Area Plan, and operators must respect the sunset date. She acknowledged there are some benefits from the paving plant, but the City previously determined that this use is not appropriate for this location. She was open to a discussion on a shorter timeline, noting the site improvements are based on a five-year period.

Commissioner Ramirez agreed with the Chair, noting the operator had seven years to prepare. She criticized the five-year extension as a reversal of past staff recommendation, citing negative health and environmental impacts. She also noted that VA Paving has six other regional locations.

Vice Chair Koenig supported a defined end date to ensure alignment with the Small Area Plan and clear expectation that the site would transition to planned uses. He was initially open to a one-year extension, but recommended denial due to the lack of an extensive shutdown timeline, along with the possibility of a staff-initiated rezoning of the property. He also noted negotiating complex conditions for a one-year period extension would be difficult, and the options are to deny or defer.

Commissioner Manor said he supports a one-year extension with a staff-initiated rezoning.

Commissioner Dube noted the economic conditions and the floodplain have changed, but nearby development is still occurring. He favored a one-year extension alongside initiating a rezoning.

Chair McMahon and Commissioner Dube requested staff investigate appropriate alternative zoning for a future discussion. Staff noted Council alignment on initiating a rezoning is important due to staff resources.

Speakers:

Richard Greenberg, Principal with Greenhill Capital, in opposition, stated he owned 23 acres adjacent to this site. In 2018 and 2019, he worked with staff towards the approval of two CDDs totaling 3.1M square feet of mixed-use redevelopment. He explained continued operation of the Virginia Paving plant is halting his ability to move forward with this project. Greenhill has made purchase offers but received no response.

Martin Mendes, 4924 Donovan Drive, spoke in opposition. He said a commitment was made to residents back in 2019 there would be an end to the asphalt operations, noting the incompatibility with the SAP. If the operations are approved to continue, he recommends a one-year maximum extension.

Hernando Garzon, 181 Cameron Station Boulevard, spoke in opposition, stating he is surprised with staff's analysis to extend the SUP. As an economist, he said the rising land values incentivize the plant to stay at this location despite the negative externalities that delay redevelopment. The location is inadequate for this type of activity and believes opportunity costs will prevent the site from sitting vacant.

Joyce Sullivan, 400 Cameron Station Boulevard, spoke in opposition, explaining they bought the condo with the understanding that Virginia Paving would be closing. She does not open her windows or use her balcony due to the asphalt odor. She also cited truck traffic concerns coming from the site.

Mindy Lyle, 5235 Tancreti Lane, spoke in opposition, stating she was involved with the 2009 Industrial Use Study and served as the chair of the Eisenhower West SAP Advisory Group. She explained it was the first SAP where the City did not rezone properties in the area. She noted there are multiple redevelopment sites along Eisenhower Avenue, and the Vulcan site will be under construction within the next year. She cited traffic concerns. Virginia Paving has been a good community partner, and they resolved most of the violations, however, they are not compliant with their SUP conditions as they did not submit a closure plan or report purchase offers to the city. She recommended a one-year extension, followed by an immediate rezoning of the property.

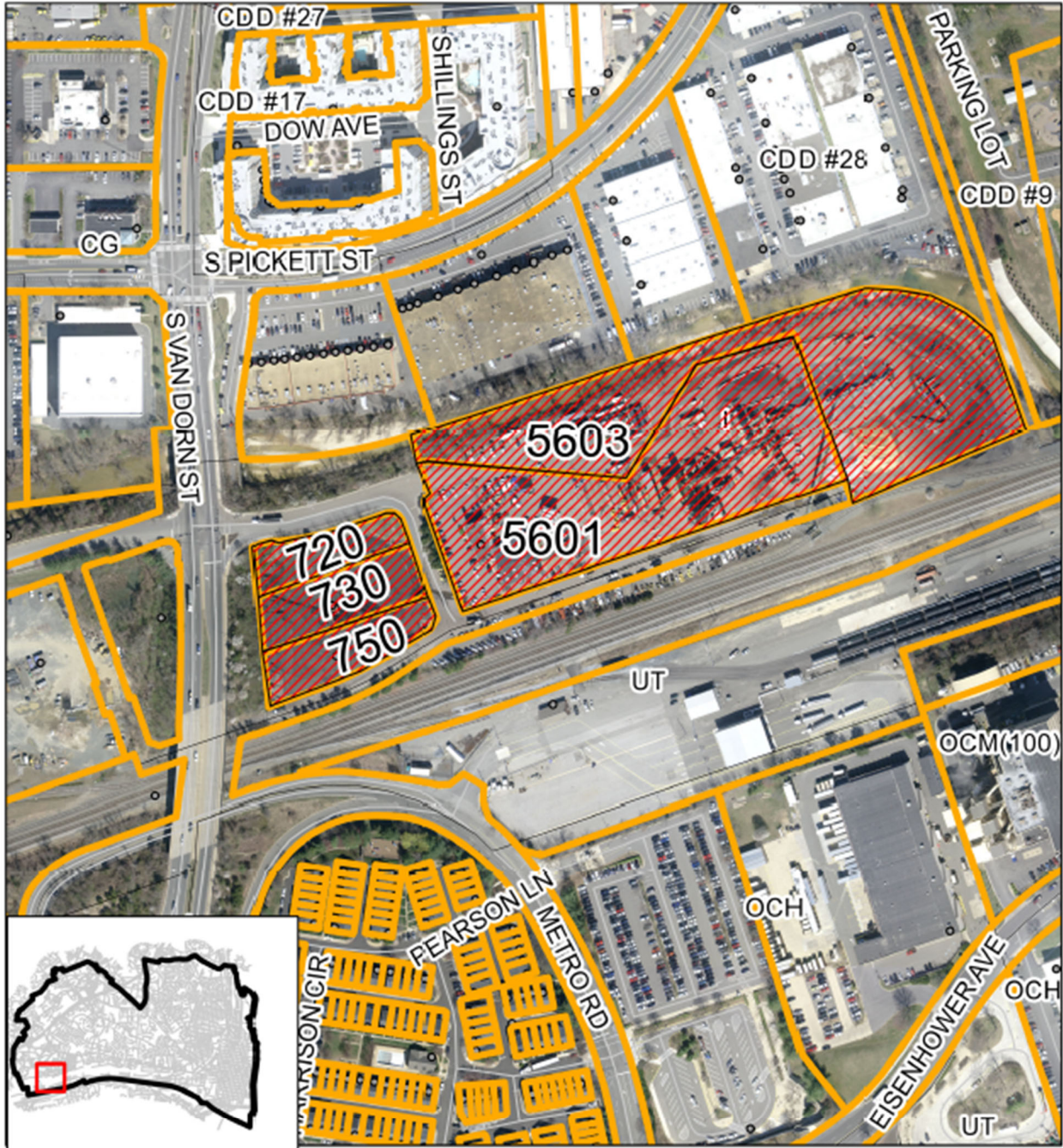
Del Pepper, former Councilmember, spoke in opposition. She said that she was a member of the City Council that voted to give Virginia Paving a five-year extension, intending for it to be final. She understands staff is concerned about the economic environment, and the need to keep the existing business in place. However, she felt that continued operations at the site made the area less attractive for developers to make bids on nearby properties, and granting an extension creates uncertainty. She also noted there are other projects moving forward in the area. She


thanked Virginia Paving for trying to be a good neighbor, but felt that an industrial use is not in this neighborhood's best interest.

Kenneth Wire, WireGill, attorney for the applicant, spoke in support. He acknowledged the SAP does not call for this use. He explained how noise was mitigated on the site, and that the business employs 70 people, 16 of whom are Alexandrians. He argued that the Eisenhower West SAP notes it must be responsive to economic conditions, and industrial uses would need to coexist with residential uses until the industrial uses depart. The neighboring context is the same as it was in 2019. He explained they are offering \$2 million in improvements to justify the five-year term and noted the City and VDOT are the plant's biggest customers. He noted the site faces floodplain challenges and had zero SUP violations in the last 7 years.


Commissioner Dube asked Mr. Wire about the timing of the application filing. Mr. Wire said he typically recommends that clients file within a year, and they did so in this instance, in the first quarter of 2026.

Special Use Permit #2026-00018
5601 & 5603 Courtney Avenue; 720, 730, & 750 South Van Dorn Street



 **SUP2026-00018**
5601 & 5603 Courtney Ave;
720, 730, & 750 South Van Dorn Street

0 130 260 520 Feet

N 

I. DISCUSSION

The applicant, Virginia Paving (owned by Eurovia Atlantic Coast LLC), is requesting an amendment to Condition #67, i.e., the sunset condition, of their current Special Use Permit (SUP #2017-0097) at 5601 Courtney Avenue. The request seeks to extend the mandated sunset date for asphalt plant operations from January 1, 2027 to January 1, 2032. Staff recommends approval with amended conditions.



Figure 1: Virginia Paving asphalt production facility

SITE DESCRIPTION

The property is approximately 11.3 acres (491,315 sf) and bordered by Backlick Run, railroad tracks, South Van Dorn Street bridge, and Vulcan redevelopment (Lennar Mixed-Use Redevelopment). The subject property has an asphalt production facility, including processing equipment, material storage areas, and associated industrial infrastructure. The site is significantly below the grade level of the adjacent South Van Dorn Street Bridge. The eastern three-quarters of the site are within the 100-year floodplain and portions within 100 feet of Backlick Run are designated as a Resource Protection Area (RPA), per Figure 2.

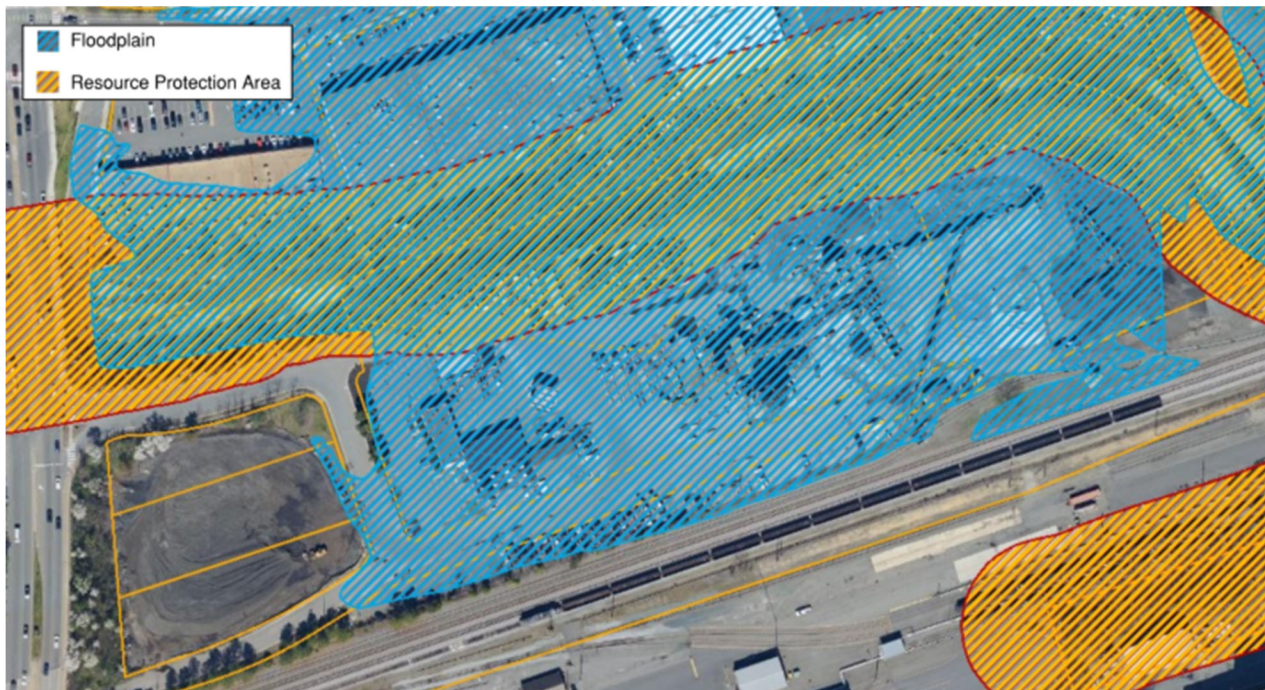


Figure 2: Map of floodplain and RPA limits

The surrounding area reflects a transition from historic industrial uses to a mix of existing industrial, commercial, and emerging mixed-use development. The property is located in the

Eisenhower West Small Area Plan (SAP), which prioritizes redevelopment to residential and commercial uses given the proximity to the Van Dorn Metro Station and major transportation corridors. Notably, the adjacent former Vulcan Materials Company site (701 S. Van Dorn Street) was approved for redevelopment in 2024, and Lennar Homes is redeveloping the site for residential and commercial uses. That redevelopment also includes environmental remediation of the Backlick Run stream bank and the creation of a future public park, representing a step toward implementing the SAP's recommendations. However, other industrial and transitional uses remain nearby along South Pickett Street and Eisenhower Avenue.



Figure 3: Map of surrounding uses



Figure 4: ReWorld (formerly Covanta) and railway to the south of the subject property
BACKGROUND

The asphalt plant has operated on the site for several decades and has been subject to multiple SUP approvals and amendments¹ The current regulatory framework was substantially updated through SUP approvals in 2006, with subsequent amendments in 2010 and 2019 to strengthen environmental controls and operational requirements. The most recent approval included a condition requiring that operations cease no later than January 1, 2027.

This sunset provision was established based on expectations of redevelopment in the area and on the site consistent with the Eisenhower West SAP which had been adopted in 2015. The SAP acknowledged that the site is an important source of asphalt for private and municipal paving, but it determined that its location so close to the Van Dorn Metro Station was not the highest and best use and would be incompatible with planned residential and commercial redevelopment in the plan area.

Since that time, the facility has continued to operate under the existing SUP and has been subject to ongoing monitoring by City staff and state regulatory agencies. The facility has largely complied with the SUP conditions, with no sustained violations identified in recent years. The applicant has provided the required annual status report with all required documentation since the SUP approval in 2019.

Sunset Clause

Condition #67 (previously Condition #75) of SUP #2017-00097 required that all asphalt plant operations cease no later than January 1, 2027. The concept of a potential sunset for the asphalt plant was first formally introduced as part of the 2006 SUP approval. At that time, the City imposed a more robust regulatory framework governing the facility, while also expressing concern that the continued operation of the asphalt plant use may hinder future redevelopment around the Virginia Paving site. This concern was intensified at the time given the anticipated Eisenhower West SAP update. In response, City Council established a condition to review the use after the plan was

¹ Refer to the SUP #2017-00097 staff report, approved in October 2019, for a comprehensive site and procedural history.

adopted to determine whether the continued operation was consistent with the SAP and foreseeable surrounding redevelopment and whether a closure date should be established.

As part of the 2017-2019 SUP review process, staff and City Council revisited this question of whether a sunset provision should be established. Both staff and City Council affirmed that a defined end date for the use was appropriate at the time to ensure alignment with the SAP and to provide a clear expectation that the site would transition to planned uses over time. While there was general agreement on the need for a sunset, staff and City Council differed on the appropriate timing. Staff recommended a shorter timeframe based on the adoption of the SAP in 2015, while City Council ultimately adopted a later termination date of January 1, 2027. This timeline was based on expectations of the immediate redevelopment of the site and surrounding area.

The current request to extend the sunset date raises the question of whether the assumptions underlying the 2019 timeline remain valid. In evaluating this request, staff have considered both the continued evolution of the surrounding area and the original intent of the sunset provision to facilitate the long-term transition of the site and surrounding area consistent with the small area plan.

PROPOSAL

The applicant is requesting to extend this sunset date by five years to January 1, 2032, to allow continued operation under the existing SUP framework without any physical expansion or intensification of the use. If approved, the applicant proposes several upgrades to the property to include:

- Installing a new baghouse facility (an industrial dust collector to improve air quality).
- Installing new doors on the asphalt pickup facility to reduce emissions and odors.
- Working with the City and adjacent owners to improve Courtney Avenue and adjacent rights of way.
- Working with the City to improve the existing landscaping surrounding the site to remove invasive species.
- Terminating the existing used oil storage facility use on the property by the end of 2026.

ZONING/MASTER PLAN DESIGNATION

The property is located in the I/Industrial zone, and an asphalt plant is allowed with SUP. Existing improvements at the site predate the requirements for site plan approval (first required in approximately 1962) and for the provision of off-street parking (first required in 1963).

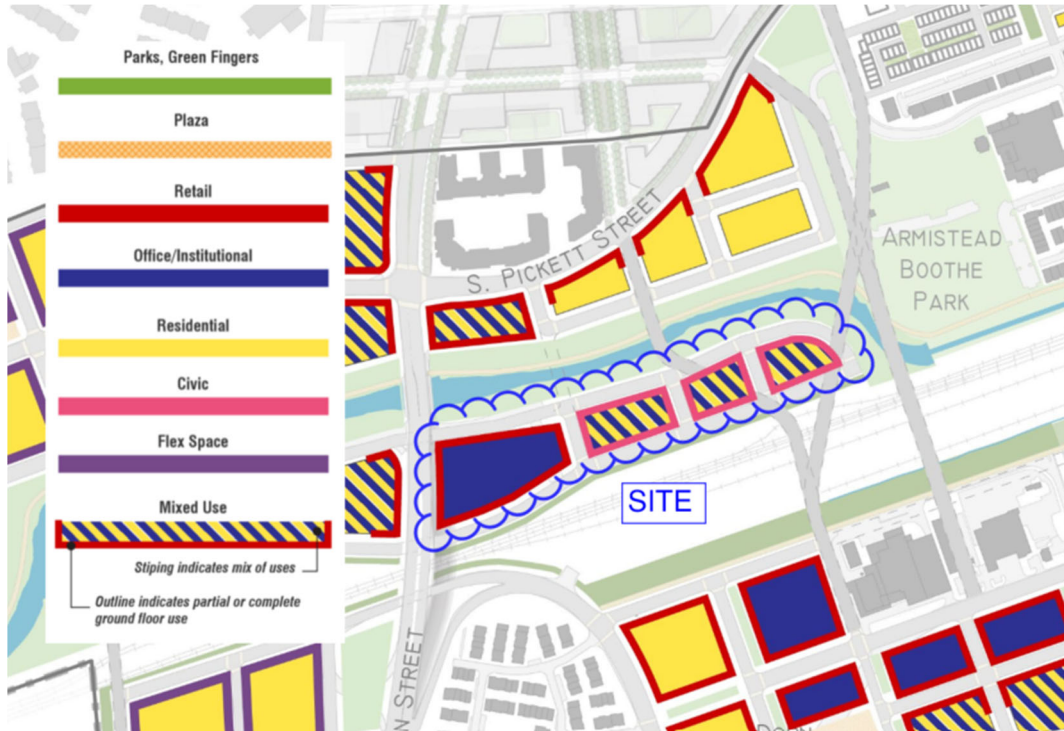


Figure 5: Small Area Plan land-use recommendations

Regarding the site, the Eisenhower West Small SAP specifically states “While currently an important source of asphalt for the City of Alexandria, a site so close to a Metrorail station should be redeveloped in the future into a more compatible use”. As determined by 2019 SUP approval, heavy manufacturing is not consistent with the long-term land use vision of the plan. The SAP envisions long-term redevelopment of the area into a transit-oriented, mixed-use district with residential, commercial, and open space uses, as shown in the figure above.

Additionally, the SAP recommends new building heights with the tallest maximum heights at 20 stories (between 200 and 300 feet). According to the SAP Tech Memo “Refined Building Height Modeling”, the combined air quality effects from ReWorld (formally Covanta) and Virginia Paving may affect building heights for surrounding future development if buildings are constructed at the maximum heights, where air quality is worse compared to ground level. The potentially impacted sites are shown below in figure 6.



Figure 6: Building heights

The potentially impacted areas are limited to six (6) sites, none of which have plans to be redeveloped. Currently, there is no impact on the existing buildings.

II. STAFF ANALYSIS

Staff recommend **approval** of Special Use Permit #2026-00018 to extend operation of the Virginia Paving asphalt plant through January 1, 2032, subject to the revised conditions of approval. While staff continue to find the heavy industrial use incompatible with the long-term land use goals of the SAP, a modest five-year extension is reasonable due to current market conditions, financing challenges, the slowed development of the surrounding area, and the business’s history of compliance under strict SUP conditions. However, given the incompatibility with the SAP, staff find the continued mandate of a sunset date to be appropriate and necessary.

Staff considered four principal factors relating to health, safety, and welfare of the surrounding properties and the use’s conformance with the master plan in evaluating this request:

1. Long-Term Land Use Compatibility

The asphalt plant use remains inconsistent with the adopted vision of the Eisenhower West SAP and with nearby redevelopment trends, particularly the adjacent Lennar mixed-use

redevelopment. The Lennar mixed use redevelopment at the former Vulcan Materials site², the conversion of the former Victory Center building at 5001 Eisenhower Avenue (DSUP#2023-10019), and the townhouse communities at Eisenhower Pointe (DSUP#2020-10035) and Eisenhower Pointe II (DSUP#2025-10033) are either majority residential or have a significant residential component. Heavy industrial uses such as asphalt plants are incompatible with residential uses given their potential for specific land-use impacts such as noise and odors. Specifically, if new buildings are constructed to the maximum heights allowed under the SAP, air quality would be compromised at elevations above 175 feet. Additionally, the SAP envisions the creation of a linear park along Backlick Run within the location of the RPA at the site. The continued operation of an asphalt plant at this location would create a land use conflict between any future park and heavy industrial use. Therefore, maintaining a sunset date is necessary to ensure the long-term realization of the SAP recommendations.

2. *Ensuing and Foreseeable Redevelopment of the Site and Surrounding Area:*

While the Eisenhower West corridor is transitioning, broader economic conditions, including increased construction costs, interest rates, and financing challenges, have slowed redevelopment activity. Furthermore, this specific site faces additional redevelopment challenges including the considerable environmental remediation that would be necessary and its location in a floodplain. Immediate closure in 2027 would not likely result in near-term redevelopment of the site and would open the site up to other industrial uses allowed by-right with the I/Industrial zone, eliminating the City's regulatory framework provided by this SUP.

Staff recognize that the SAP is a long-term vision for the area and redevelopment of a site is not always immediately feasible depending on economic and site conditions. While the asphalt plant is not a compatible use in the long term, several other industrial uses do continue to operate in the area, including the ReWorld waste to energy plant, the United Parcel Service shipping facility, public storage, and the railroad. However, as mentioned previously, land use shifts in the surrounding area have begun to establish the SAP's vision. Additionally, pedestrian and bike improvements to the South Van Dorn Street bridge are expected within the next five years. As these ongoing projects are developed, the corridor's character will evolve and shift the context of this site.

To ensure the applicant actively prepares for this transition, staff recommend a revised condition requiring the applicant to provide a closure plan two years prior to the sunset date. While the previous SUP approval required annual updates on relocation and potential interest in redeveloping the property, the annual reports provided have limited information. Upon staff's request for further information, the applicant has explained there has been minimal interest in the site because of the above-mentioned redevelopment challenges.

² DSP2023-00013 (Infrastructure), DSP2023-00014 (Park), DSUP2023-10007 (Condos), DSUP2023-10013 (Hotel), and DSUP2023-10014 (Townhouses)

3. *Compliance History:*

The facility has operated in compliance with applicable conditions and has functioned under a robust regulatory framework since the 2019 approval, containing numerous conditions related to emissions, noise, stormwater management, truck operations, complaint response, and monitoring. Since approval of the current SUP, City staff and state agencies have continued their oversight of the facility. Based on available records, the facility has maintained a record of substantial compliance with no violations in recent years.

The facility operates under state stormwater and air quality permits. The Virginia Department of Environmental Quality identified one minor issue in 2021, where debris caused water to pool inside the filtration system, which Virginia Paving corrected by removing the debris. The plant's most recent air quality inspection in 2024 found the facility in compliance with its air quality operating permit, which regulates emission levels. Additionally, the asphalt plant has implemented the use of warm mix asphalt technology. By producing asphalt to be at lower temperatures, this reduces overall emissions

The asphalt plant has been a member with the Virginia Environmental Excellence Program sponsored by the Virginia Department of Environmental Quality for over 10 years, and in 2025, the plant received recognition for being in the top 25 percent of similar facilities nationwide for energy efficiency through the US Environmental Protection Agency's (USEPA's) Energy Star Certification.

The combination of strict SUP conditions and updated operational practices appear to be effective at mitigating impacts to nearby neighborhoods. Complaints filed to Virginia Paving's hotline have drastically reduced in recent years:

- 2020: 12 odor complaints, 1 noise complaint
- 2021: 5 odor complaints
- 2022: 4 odor complaints
- 2023: 3 odor complaints
- 2024: Zero complaints
- 2025: Zero complaints

City staff and Virginia Paving staff investigations into the odor complaints found either the odor dissipated the day of or determined unfounded. There have been no violations of the SUP in the last seven years.

4. *Public Benefit:*

The facility provides employment and operational benefits related to infrastructure maintenance as a local supplier of paving materials. The facility contributes to timely delivery of roadway maintenance and capital projects, by reducing hauling distances and transportation costs for paving projects, improving responsiveness for emergency repairs, and reducing emissions from trucks. Additionally, asphalt is a perishable, temperature-dependent product. Extended transit times increases the risk of premature cooling, which

could render portions unusable, which could result in increased cost and project delays. Proximity within the city ensures the asphalt is laid at optimal temperatures.

Beyond the benefit to local public infrastructure, Virginia Paving sponsors several community events throughout the year including Earth Day activities, Blacklick Run clean up days, Alexandria First Night, and several road races throughout the year.

OTHER CONSIDERATIONS

Staff notified the Cameron Station Civic Association, Summer's Grove Homeowners Association, Main Street Condo, Edsall Bluff, Kensington Courts, Brigadoon Condominium, Eisenhower West Partnership, and Eisenhower Business Association on May 22, 2026. The applicant held a virtual community meeting on June 10, 2026.

Cameron Station Civic Association representation has expressed concerns and frustrations that the operation is requesting a five-year extension, noting the SAP specifically mandates the closure of this operation. They also are requesting a deferral of the request to allow for additional community outreach.

SUP CONDITION CHANGES

As part of this review, staff have recommended several changes to the 2019 SUP conditions. Most of these changes are administrative, such as deleting those conditions that have already been satisfied or are already enforceable under the city code. Many of the conditions related to air quality and stormwater will be retained.

The most significant change is amending Condition #1, reducing the yearly cap on allowable hot and warm mix asphalt production from 980,000 tons per year to 600,000 tons per year. This change is based on the applicant's asphalt production numbers in the Annual Reports for 2025 and expected asphalt production in the next five years. Additionally, staff recommends amending Condition #9 requiring no asphalt production on days where the air quality index is Code Red or worse.

Staff recommends deleting Condition #26 (requires the city to operate a PM10 monitor at Samuel Tucker School) as this monitor is no longer needed and has been decommissioned. Short-term monitoring was conducted at this site in 2004, which showed values well within allowable NAAQS requirements for PM10. Subsequently, the USEPA revoked the annual PM10 standard base on evidence that long-term exposure to PM10 does not impact health. Air quality continues to be actively monitored regionally.

Staff recommends amending Condition #60 to require the applicant to maintain a 40-foot buffer between South Van Dorn Street and the asphalt plant operation, accommodating for any future improvements to South Van Dorn Street bridge. Additionally, this condition requires the applicant to update their landscape plan to show removal of invasive species and replace with trees complying with the City's Landscape Guidelines.

Condition #70 requires the applicant to make improvements to the site in connection with the Lennar Mixed Use Development, including providing signage and sidewalk improvements to ensure safe traffic management once the Lennar site is occupied.

Condition #71 requires the applicant to install doors on the asphalt loading facility to reduce odors and emissions as asphalt is loaded onto trucks.

Condition #72 requires the applicant to cease the used oil storage facility use by January 1, 2027. This condition reduces the industrial uses on the property.

Staff continues to recommend a sunset date for closure of the asphalt plant due to its inconsistency with the SAP per Condition #69. Staff recommends additional language to the condition requiring the applicant to submit a summary outlining their closure plan two years prior to closure.



Figure 7: Asphalt loading facility

CONCLUSION

The requested extension does not alter the long-term land use designation or preclude future redevelopment of the site. Instead, it allows for the continued interim use of the property under a highly regulated framework while market conditions and redevelopment opportunities continue to evolve. As noted by the applicant, redevelopment within the SAP has progressed more slowly than anticipated at the time of the 2019 approval due to broader economic conditions, including the COVID-19 pandemic and subsequently increased construction costs and financing challenges.

Subject to the conditions stated in Section III of this report, staff recommends approval of the five-year extension Special Use Permit request.

III. RECOMMENDED CONDITIONS

Staff recommends *approval* subject to compliance with all applicable codes and ordinances and the following conditions:

A. *AIR QUALITY*

1. **CONDITION AMENDED:** Virginia Paving ~~Company~~ shall use warm mix asphalt to the maximum extent practicable and limit its combined hot and warm mix asphalt production to a yearly maximum of 850,000 tons per year until all air pollution controls have been installed as scheduled in this special use permit. Thereafter, the hot mix asphalt production shall be limited to 600,000 980,000 tons per year. In addition, Virginia Paving shall limit warm and hot mix asphalt production to 275,000 tons per year during nighttime shifts as defined in Condition #2-4 below. (T&ES)
2. **CONDITION AMENDED:** Virginia Paving shall limit its warm and hot asphalt production rate to a maximum of 600-1,000 tons per hour and 5,000-8,000 tons in any daily period, not to exceed 2,000-4,000 tons in any one nighttime shift. After November 1, 2022, Virginia Paving shall adhere to the following alternative requirements:
 - a. ~~A hot asphalt production rate of a maximum of 600 tons per hours and 5,500 tons in any daily period, not to exceed 4,000 tons in any one nighttime shift;~~
 - b. ~~A new total PM2.5 (condensable and filterable) emission limit of 0.0125 lb/ton of asphalt produced; and~~
 - c. ~~Approximately three months before November 1, 2022, Virginia Paving shall demonstrate to the City its compliance with the PM2.5 limit in subsection (b) above by performing a new stack test. (T&ES) (City Council)~~
3. Virginia Paving shall limit its nighttime work to 110 nighttime shifts per calendar year. A record shall be maintained on site for the days/shifts on which nighttime work was conducted. Work conducted from 8 p.m. to 5 a.m. will be considered as nighttime shift. Partial shift work will be counted as one nighttime shift work for the purposes of this condition. (T&ES)
4. All nighttime production at the site shall be limited to public road, street, and highway work for government customers only. Nighttime production for and servicing non-government entities from this facility is not permitted. (T&ES)
5. Virginia Paving shall control odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property and becoming a nuisance to neighboring properties, as determined by the Department of T&ES, in coordination with the Director of the Department of Health. (T&ES)
6. **CONDITION AMENDED:** For control of odors, Virginia Paving shall use low-odorous additive or, upon proposal to and approval by the Department of T&ES, another equally

effective approach such that odors from the site comply with Condition #53 hereto. Since effectiveness of these additives is highly dependent on their usage per the~~in~~ manufacturer's recommended quantities, Virginia Paving shall maintain records on site that demonstrate that these additives are being used as per manufacturer's recommendations. The records will include the amount of additive used, compared to production and use of asphalt cement. (T&ES)

7. Virginia Paving shall only burn natural gas, No. 2 virgin fuel oil or better in the hot oil heaters. The annual consumption of No. 2 fuel oil in the hot oil heater shall be limited to 100,000 gallons based on a rolling 12-month total. Only one of the two currently permitted hot oil heaters shall operate at any one time. Virginia Paving shall clearly mark this requirement on the heaters and train the operators so that they are aware of this condition. (T&ES)
8. Virginia Paving shall only utilize natural gas, No. 2 fuel oil or specification recycled oil as fuel for the drum dryers. The natural gas shall be of pipeline quality. The recycled oil shall meet these specifications:

Constituent	Maximum Allowed Level	Typical Level
Sulfur	0.5% by weight	0.4% by weight
Arsenic	3 ppm	< 2 ppm
Cadmium	2 ppm	< 2 ppm
Chromium	7 ppm	5 ppm
Lead	50 ppm	20 ppm
Total Halogens	1,000 ppm	700 ppm
PCB	2 ppm	<2 ppm
Flash Point	100 °F minimum	100 °F minimum

Further, for sulfur content, Virginia Paving will target .40 by weight, and if specification is not achieved for a particular shipment, Virginia Paving will meet with the supplier and take action to ensure that target can be achieved. For every shipment of recycled oil received, Virginia Paving shall maintain on site, for a period of five years, fuel supplier records showing concentrations of the above constituents, as well as daily and monthly consumption of the same. The records shall be provided to the City upon request. (T&ES)

9. **CONDITION AMENDED:** Virginia Paving shall only utilize natural gas and/or low-sulfur No. 2 distillate oil as fuel for the drum dryers on days when the Air Quality Index (AQI) value for Alexandria/Region is predicted to exceed 100 (Codes Orange ~~and Red~~) for ozone and particulate matter, as identified on MWCOG's website. Additionally, Virginia Paving ~~shall be limited to a daily production cap of 4,000 tons on days when AQI is forecast to be from 150 to 200 (Code Red) and shall not produce warm or hot mix asphalt on days when AQI is forecast to be greater than 150~~ 200 (Code Red, Purple, and Maroon.) A record shall be maintained that documents appropriate fuel usage and compliance with this requirement. (T&ES)

10. The No. 2 distillate oil used as fuel by Virginia Paving shall be the same as is approved for use in on road diesel vehicles. The sulfur content of this oil shall be limited to 0.05% by weight. For every shipment of No. 2 distillate oil received, Virginia Paving shall maintain on site, for a period of five years, fuel supplier records certifying the fuel type and sulfur content. The records shall be provided to the City upon request. (T&ES)
11. Virginia Paving shall operate and maintain the Blue Smoke Control system (six-stage filtration or ventilation to drum dryer burner: Butler-Justice, Inc.) to achieve 99% control efficiency for particulate emissions within the capture zone at the top of the silos per vendor specification. (T&ES)
12. Virginia Paving shall operate and maintain low NOx burners on the drum dryer. (T&ES)
13. Virginia Paving shall operate and maintain tank vent condensers which may include steel wool filters, or other alternate control approved by the Director of T&ES, to control asphalt storage tank emissions. (T&ES)
14. Virginia Paving shall operate and maintain the Fugitive Emissions Control Systems to capture and control fugitive emissions from the hot mix asphalt conveyors and loadouts. The systems shall be vented to the drum dryer burner or the six-stage filtration collection unit. (T&ES)
15. The particulate matter (TSP) emissions from the drum dryer baghouses and the lime storage silo baghouse shall not exceed 0.03 gr/dscf of exhaust gas as measured by EPA Method 5. Virginia Paving shall demonstrate compliance with this limit once every two years by conducting performance tests for each baghouse. Results of performance tests and compliance status report shall be submitted to the City within 30 days of the completion of the tests. Visible Emissions testing (VE) shall be conducted monthly by a Certified Visible Emissions inspector with results available for review at the plant site. (T&ES)
16. All on-site engines, front end loaders, trucks, and other diesel equipment owned and operated by Virginia Paving shall be equipped with 90% efficient particle traps. In addition, all dump trucks owned and operated by Virginia Paving shall meet the 2007 Tier III EPA standard for emissions from diesel engines. (T&ES)
17. Virginia Paving shall operate and maintain a particulate matter emission control system at the Recycled Asphalt Pavement (RAP) crusher. Such system must consist of water sprays and drop enclosures (housing at the end of the conveyer). (T&ES)
18. Visible emissions from the Recycled Asphalt Pavement (RAP) crusher shall not exceed 10% opacity as measured using EPA Method 9. This condition shall always apply except during startup, shutdown, and malfunction. The duration of each startup and each shutdown of the RAP crusher shall be limited to no more than 10 minutes. A log of each malfunction shall be maintained indicating cause of malfunction, duration of malfunction, and corrective action taken to eliminate the malfunction and avoid future malfunctions. (T&ES)

19. **CONDITION AMENDED:** ~~Effective immediately,~~ Virginia Paving shall spray water using a water truck on all onsite paved roadways at least twice daily. More frequent water spraying shall be conducted if necessary to effectively control fugitive dust emissions from the paved roads. All paved roads shall be wet vacuumed at least once daily. Virginia Paving shall maintain a daily log of water spraying and wet-vacuuming operations and shall make the log available to the City for review upon request. (T&ES)
20. Virginia Paving shall operate and maintain water sprays at all transfer points. (T&ES)
21. Virginia Paving shall incorporate into a Long Term Control Plan (LTCP) and operations manual specifying the Best Management Practices (BMPs) to be employed for control of fugitive dust sources as outlined in this Special Use Permit. The BMPs in the LTCP shall include, but not be limited to, vacuum sweeping and water flushing of paved access areas (e.g., roads, parking, etc.), paving of any unpaved access areas, wetting and/or chemical stabilization of aggregate handling and storage including RAP, and enclosures for all conveyor-to-conveyor transfer points. To demonstrate compliance with the BMPs, Virginia Paving shall maintain appropriate records including (1) frequency of vacuum sweeping, (2) frequency and quantity of water application, (3) frequency, quantity and type of chemical suppressant applied, and (4) periodic inspection of conveyor-to-conveyor transfer points to ensure integrity. The records as required by this annual inspection shall be submitted to the City every six months. (T&ES)
22. Virginia Paving shall conduct stack tests for PM2.5, PM10, NOx, SOx, and CO emissions at a frequency of not less than once every five years. The results of the stack tests shall be submitted to the City within 90 days of the tests. (T&ES)
23. **CONDITION DELETED:** ~~Virginia Paving shall obtain all necessary construction permit(s) and revisions to the operating permit from the Virginia Department of Environmental Quality (DEQ). (T&ES)~~
24. If the plant is found to be creating a public nuisance or a public health problem, as determined by the City of Alexandria, Virginia Paving shall suspend all operations until satisfactory corrections are made in accordance with further recommendation of the Director of T&ES in consultation with the Director of Alexandria Health Department. (T&ES)
25. If the National Ambient Air Quality Standards are modified or new ones are added, the City reserves the right to require Virginia Paving to perform an analysis that provides all technical data to demonstrate that the facility is not causing the exceedance of the National Ambient Air Quality standard in place at that time. (T&ES)
26. **CONDITION DELETED:** ~~The City shall continue operating the PM10 monitor at Samuel Tucker School for the duration of the validity of this Special Use Permit. (T&ES)~~

B. ***STORMWATER***

27. Virginia Paving shall maintain the Stormwater Management Facility (SWMF) first required in SUP#2005-0042 to treat stormwater runoff and contact water from its entire site. (T&ES)
28. Virginia Paving shall continue its maintenance agreement with the City for all installed stormwater Best Management Practices (BMPs). Virginia Paving shall maintain a maintenance contract with the vendor of the installed SWMF and provide a copy of the contract to the City or Virginia Paving shall obtain certification from the vendor that appropriate maintenance has been performed by the employees of Virginia Paving. (T&ES)
29. Virginia Paving shall comply with the Operations and Maintenance Manual from the designer or manufacturer of the SWMF. The Manual shall include (1) an explanation of the functions and operations of each BMP and any supporting utilities, (2) catalog cuts on any mechanical or electrical equipment, (3) a schedule of routine maintenance for the BMP(s) and supporting equipment, and (4) a copy of the maintenance agreement with the City. Virginia Paving shall maintain the SWMF in accordance with the procedures prescribed in the Manual. The maintenance records shall be maintained at the facility for five years and shall be provided to the Department of T&ES once every year or upon request. (T&ES)
30. **CONDITION AMENDED:** Virginia Paving shall ~~maintain the existing Asphalt Pile that has been pulled back from the stream (Backlick Run) and shall~~ maintain a minimum distance of 35 feet between the existing asphalt pile and the top of the bank of Backlick Run. This buffer shall be vegetated to the satisfaction of the Directors of Department of Planning and Zoning P&Z and T&ES, RP&CA Department of Parks and Recreation, and Department of T&ES, and maintenance access shall be provided. (T&ES) (P&Z)

C. ***NOISE***

31. **CONDITION DELETED:** Virginia Paving shall ~~comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.~~ (T&ES)
32. No amplified sound, such as intercom speakers, shall be audible at the property line. (T&ES)
33. Virginia Paving shall limit its night-time operations to only one dryer unit, one loader, one skid steer and one mobile crane, and trucks as needed between the hours of 9 pm and 6 am. (T&ES)
34. Virginia Paving shall continue to work with Norfolk Southern to encourage all deliveries to be made only between the hours of 7 am and 6 pm (Monday-Friday). (T&ES)
35. **CONDITION AMENDED:** ~~Operation of Virginia Paving locomotive engine, Unloading of rail cars and operation of the RAP crusher shall be limited to the~~ hours of 7 am to 6 pm (Monday-Friday), and 9 am to 6 pm on Saturdays. No unloading

shall occur on Sundays, New Years Day, Memorial Day, the Fourth of July, Labor Day, Thanksgiving, or Christmas. Virginia Paving shall maintain a log of delivery arrivals, use of their locomotive engine, unloading operations, and RAP crusher operations. (T&ES)

36. Virginia Paving will not be permitted to dump on the top of the RAP (Recycled Asphalt Pavement) pile at night. When it is necessary to deliver RAP to site during nighttime operations, only the eastern storage area will be utilized. The practice of dumping at the ground level will make use of RAP stockpiles as noise buffer. Access to the top of the pile will be blocked daily to eliminate access. (T&ES)
37. All on-site trucks and equipment owned and operated by Virginia Paving shall be equipped with ambient noise level sensing backup alarms. Virginia Paving shall also adjust route trucks and other equipment on its site in such a manner that minimizes the need to use back-up alarms. (T&ES)
38. Virginia Paving shall take active measures including use of onsite personnel to direct the unloading of milled material on the site without use of tailgate banging. The measures may include, but shall not be limited to, permanently installing signs on the property instructing truck drivers, in English and Spanish, to not bang their tailgates and to not use engine brakes. Posting signs alone is not sufficient to comply with this condition. (T&ES)
39. Virginia Paving shall maintain a 24 hour “Hotline” number. The number, and the name of the person responsible for this number at the plant, shall be provided to the City, and the community, and updated on a regular basis. All complaints received at this number shall be logged, followed up and responded. (T&ES)
40. Virginia Paving shall maintain signs on its property to limit engine idling to a maximum of five minutes. Use of engine brakes shall be prohibited at the site and appropriate signs shall be installed to make operators aware of this requirement. (T&ES)
41. Virginia Paving shall maintain noise reducing mufflers on plant air cylinder exhaust ports where possible. (T&ES)
42. **CONDITION AMENDED:** ~~Two years after the approval of the Special Use Permit, the Department of T&ES shall review any noise complaints and actual measurements at the nearby properties, and the frequency, duration and timing of the impacting noise, and may require reasonable additional measures. In the event of repeated violations of the noise ordinance, Virginia Paving shall provide additional noise mitigation, including sound barriers or requiring all privately operated trucks and equipment to be equipped with ambient noise level sensing back-up alarms, to the satisfaction of the Director of T&ES necessary to address any outstanding issues.~~ (T&ES)

D. ***OTHER***

43. All waste products including, but not limited to, organic compounds (such as solvents), motor oil, compressor lubricant and antifreeze shall be disposed of in accordance with all

local, state, and federal ordinances or regulations and shall not be discharged to the sanitary or storm sewers or onto the ground. (T&ES)

44. **CONDITION AMENDED:** Virginia Paving shall comply with the City of Alexandria Best Management Practices manual for automotive related industries. A copy can be obtained by ~~contacting the Department of T&ES, Office of Environmental Quality at 703.746.4065~~ on the [Environmental Quality Forms and Publications Website](#). (T&ES)
45. All repairs of motor vehicles or equipment shall be conducted inside a building or structure that is approved by the Department of Planning and Zoning, except in the limited cases where the large size of the equipment is prohibitive. (T&ES) (P&Z)
46. **CONDITION AMENDED:** At the intersections where pavement has been impacted by tack deposits from Virginia Paving's operations, Virginia Paving shall be responsible for restoration or removal of tack deposits of the impacted intersections or roadway pavement as determined and to the satisfaction of the Director ~~Department~~ of T&ES. Upon being notified by the Department of T&ES and identification of the impacted intersections, Virginia Paving shall make the repairs within 90 days of the date of the notice. (T&ES)
47. Virginia Paving shall not use the outdoor lighting of its property, which are so arranged that the illumination and glare there from is thrown upon the adjacent property occupied for residential purposes, in an amount of illumination which measures more than point twenty-five hundredths foot-candles measured at any point seven feet beyond the property line of the adjacent property used for residential purposes. (T&ES)
48. All lights used by Virginia Paving shall be shielded or directed to confine the area of diffusion to the property, which it is intended to illuminate. (T&ES)
49. Virginia Paving shall maintain all onsite equipment, including pollution control equipment, in an optimum working condition. Any applicable maintenance records shall be kept on-site. If any air pollution control equipment is not operational, the City will be notified immediately. (T&ES)
50. Virginia Paving shall maintain records on site on plant mix temperature readings of asphalt mix in drum dryers daily and such records shall be available to be reviewed by the Department of T&ES to ensure stack test records submitted by Virginia Paving are accurate and reflect such temperature readings. These records shall be maintained for a period of five years. (T&ES)
51. Virginia Paving shall maintain records on site describing any failures or pressure drops in the baghouses in accordance with guidelines established by VDEQ under their Air Permit and shall notify the Department of T&ES within 24 hours of such failures or pressure drops. Virginia Paving shall promptly take corrective actions to repair the baghouse in question and notify the City upon completion of repairs and resumption of normal operations. (T&ES)

- 52. Virginia Paving shall maintain all records required by this special use permit and shall keep such records on site for at least the most recent 5-year period. All records shall be available to the City upon request. (T&ES)
- 53. Virginia Paving shall copy the City on all their correspondence with Virginia DEQ including, but not limited to, its Air and Water permits and permit applications. (T&ES)
- 54. Virginia Paving plant site shall be available for inspection by City staff during all hours of operation. (T&ES)

E. ***ENFORCEMENT***

- 55. Virginia Paving shall maintain daily production and site activity information and provide it to the City monthly. Reports must be submitted within two weeks of the end of the month. (T&ES)
- 56. **CONDITION AMENDED:** ~~After all the Capital projects are installed, the~~ BMP reporting requirements shall be made annually. (T&ES)
- 57. **CONDITION AMENDED:** Virginia Paving shall consent to inspections by the ~~Department~~ The Director of P&Z shall to review compliance with the conditions of the Special Use Permit, as part of a coordinated inspection with the Department of T&ES and Code Enforcement, as well as the Alexandria Health Department, who shall identify any health concerns, including at Samuel Tucker Elementary School, ~~every six months for the first two years after approval, then annually thereafter, and the~~ Special Use Permit shall be docketed the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a serious violation of the permit conditions, or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

F. ***COMMUNITY OUTREACH***

- 58. Virginia Paving shall designate an employee whose responsibility will be to ensure compliance with all conditions of the Special Use Permit. The name and phone number of this employee will be provided to the Department of P&Z and to a representative(s) of the residential surrounding community. (P&Z)
- 59. Virginia Paving shall establish a community relations function as part of their operation. This function shall include regularly scheduled meetings to discuss operations and to attempt to resolve any problems, conflicts or issues identified by the community related to the plant's operations. The meetings shall be held with representatives from the surrounding residential communities and notice of such meetings will be given to these

communities as well as to the Departments of Planning and Zoning and Transportation and Environmental Services and shall be held twice each year. A written report of relocation progress shall be submitted and presented at these annual meetings and to Planning and Zoning staff. (P&Z)

G. ***LANDSCAPING***

60. **CONDITION AMENDED:** Within six months after the completion of the South Van Dorn Street Bridge improvement project, Virginia Paving shall submit a revised landscape plan in compliance with Alexandria's Landscape Guidelines to the Department of P&Z showing removal of existing invasive deciduous trees from the buffer areas and incorporate new plantings in such locations accordingly. Additionally, Virginia Paving shall maintain a minimum 40-foot landscape buffer along South Van Dorn Street, inclusive of city right-of-way. If the South Van Dorn Street Bridge improvements reduce the buffer, Virginia Paving shall install additional landscaping on-site to maintain the 40-foot width and in compliance with Alexandria's Landscape Guidelines. Virginia Paving shall maintain, to the satisfaction of the Directors of P&Z, T&ES, and RP&CA, the landscaping at the site depicted on the landscape plan as approved by the City on April 12, 2007, and as it may be revised in the future. (T&ES) (RP&CA) (P&Z)
61. Virginia Paving shall maintain an agreement to the satisfaction of the Director of P&Z stating that the property owner shall maintain all items depicted and proposed in the landscape plan in a safe, healthy, thriving condition. The agreement shall contain the minimum information: (P&Z)
- a. The scope, intensity and frequency of landscape maintenance activities during planting establishment periods and normally scheduled maintenance thereafter including any improvements.
 - b. A note indicating that plantings that expire or are deemed in unhealthy condition must be replaced during the next successive planting season.
62. Virginia Paving Company shall grant the City of Alexandria an option, for recordation in the land records of the City of Alexandria, for a public access easement for continuation of a multi-use trail on Virginia Paving property along the property line. The necessity for, specific location, construction and orientation of any such trail will be determined by the City pursuant to its normal processes and procedures, after completion of which the City may exercise its option to have Virginia Paving grant the public access easement. This option must be recorded upon approval of the amended SUP for Virginia Paving operations. All reservations shall be depicted on a subdivision plat and approved by the City Attorney. (P&Z)

H. ***SITE MAINTENANCE***

63. The asphalt storage pile located on Parcel B of the site plan, and which faces South Van Dorn Street shall not exceed the height of the South Van Dorn Bridge. Visibility shall be minimized to the extent possible from South Van Dorn Street. (P&Z)

64. All asphalt and gravel piles shall not spill or encroach onto Backlick Run at any time. (P&Z)
65. All equipment and trucks shall always be stored on the property in an orderly fashion. (P&Z)

I. ***HOURS OF OPERATION***

66. The hours of daytime operation for the asphalt plant shall be limited to 5:00 a.m. to 8:00 p.m. Monday through Saturday. In addition, when undertaking Federal, State or Local Government roadway projects during the paving season (April 1 to November 1), the facility may also operate from 8:00 p.m. to 5:00 a.m. Sunday through Friday. During nighttime hours, Virginia Paving shall not engage in private paving. (P&Z)
67. **CONDITION AMENDED:** The asphalt plant use and all related ~~and tenant~~ operations shall cease operation at the site no later than January 1, 2032~~27~~. No later than two years prior to this closure date, Virginia Paving shall submit a summary to the Department of Planning and Zoning outlining the closure plan for the asphalt plant. (P&Z)
68. Virginia Paving shall be responsible for compliance with all generally applicable SUP terms, codes and ordinances regarding noise, odor, water quality, and light for any tenant operations on the property. If any tenant on the property is found by the City of Alexandria to be the cause of a violation of any applicable SUP terms, codes or ordinances regarding noise, odor, water quality, and light as referenced above, Virginia Paving shall take such steps as are necessary to modify or cease the tenant's operation until such modifications are made to ensure compliance with the above-referenced SUP terms, codes or ordinances. (P&Z)
69. Virginia Paving shall reimburse the City for the reasonable and proportionate administrative costs associated with the enforcement of this SUP, not to exceed \$50,000 each year, including the reasonable and proportionate cost of any additional staff, equipment or consultants determined to be necessary by the City to properly enforce the terms. Such cost shall be determined by the City in consultation with Virginia Paving and billed on a quarterly basis. Each bill will include an itemization of the amount charged. This term applies specifically to the cost of enforcement of the terms set forth in the SUP and shall not operate to shift fees or costs in the event of any subsequent administrative or legal dispute between the parties. (P&Z)
70. **CONDITION ADDED:** Within nine months of SUP approval Virginia Paving shall submit a grading plan showing these improvements: (P&Z) (T&ES)
 - a. Remove the existing gate on Courtney Ave under the South Van Dorn Street bridge to allow a thorough connection.
 - b. Install signage along Courtney Avenue for safe traffic navigation by the public.
 - c. Install a closed fence and landscape buffer along the frontages of 720, 730, and 750 Courtney Avenue.

- d. Complete a minimum 6-ft. wide sidewalk with 5-ft. wide landscape buffer along Courtney Avenue.

Virginia Paving shall construct all improvements on the approved grading plan within one year of approval of the grading plan to the satisfaction of the Directors of P&Z and T&ES.

71. **CONDITION ADDED:** Virginia Paving shall install doors on the asphalt loading facility. (P&Z)
72. **CONDITION ADDED:** The used oil storage facility use shall cease operations by January 1, 2027. (P&Z)

STAFF: Tony LaColla, AICP, Division Chief, Land Use + Preservation ,
Department of Planning and Zoning;
Rachel Drescher, Principal Planner, Department of Planning and Zoning

IV. CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Transportation & Environmental Services:

Environmental Quality has reviewed previously approved SUP conditions and staff reports alongside review of the most recent annual reports provided by Virginia Paving (VAP). This review identified some possible concerns that would require consideration for operational changes or neighboring site development plan approvals. OEQ staff recommend the following:

- F-1 According to the Eisenhower West Small Area Plan (SAP) Tech Memo “Refined Building Height Modeling” (Tech Memo) that considered possible air quality impacts on the SAP, the combined air quality effects from Reworld (formerly Covanta) and VAP may affect the future conditions (development) of the area, impacting maximum building heights permitted for development to maintain acceptable air quality to meet the National Ambient Air Quality Standard (NAAQS) for criteria pollutants. The Tech Memo considered the potential maximum building heights from the SAP to compare ground level air quality for current existing building heights to potential future air quality impacts based on building heights allowed in the SAP. The potentially impacted buildings from PM 2.5 in the future scenario are identified by a white box with red text of the figure below



Given these potentially impacted areas are limited to six (6) sites that have not currently been identified for redevelopment, there is no impact to existing buildings. If these areas are not under redevelopment while VAP is in operation, extending the VAP SUP for a five (5) year period would not impact the overall expectations for the development of this area in accordance with the Eisenhower West SAP.

F-2 Alternatively, if one of these blocks is scheduled for redevelopment within the five-year period that would span the VAP extension of operations, staff recommend VAP work closely with staff to determine if there are new technologies, that are reasonable financial investments and would reduce the PM_{2.5} emissions from operations. This recommendation results from reviewing Table 5 & Table 6 of the Eisenhower West SAP Tech Memo. Table 5 & Table 6 present results of combined emissions concentrations from Reworld and VAP to determine if values will exceed the ambient air quality standard (AAQS) for various criteria pollutants at various building heights. The largest concern from the combined operation is related to the PM_{2.5} results, which show exceedances at all receptors (elevated and ground level) for some of the buildings. This recommendation could be included in VAP's next Environmental Management System (EMS) application, where the environmental goal to reduce impacts on air quality could be used to identify, manage and reduce their environmental impact while ensuring legal compliance.

F-3 Noting that the air quality modeling above combined Reworld and VAP, additional recommendations to minimize the potential impacts to air quality from continued operation of VAP include:

- a. Applicant shall use warm mix asphalt (WMA) when possible. As noted in the VAP 2025 Annual Report, the plant has implemented the use of warm mix asphalt (WMA) as allowed by state specification changes and new approved mix designs. WMA is a technology that allows asphalt to be produced at lower temperatures than hot mix asphalt (HMA). Use of lower temperatures coincides with possible

reduction of particulate matter emissions. Studies and field tests show possible reductions in particulate matter during production at the VAP facility as well as during onsite paving operations. The benefits of reducing emissions and the benefits to ambient air quality conditions drive the City’s recommendation that VAP continue to use WMA for most of the mix produced annually. This report shows the benefits of using WMA: Microsoft Word - 2016_WMA_Further_Study_FINAL.docx

- b. As noted in the VAP 2025 Annual Report, the plant produced 271,073 tons of asphalt in 2025, with a maximum allowable production of 980,000 tons per year. To minimize possible point-source air quality impacts from continued VAP operations, staff recommend reducing the allowable daily, nightly, and annual production limits as shown in the table below.

Production Parameter	Current Allowable	Recommended
Annual production	980,000 tons /year	600,000 tons /year
Night shift limit	4,000 tons/night	2,000 tons/night
Daily limit	5,500 tons/daily	5,000 tons/daily
Hourly limit	1,000 tons/hour	600 tons/hour

- c. The current SUP allows VAP to operate up to 4,000 tons per day when the air quality index (AQI) is predicted for Code Red. Staff recommend no allowable production for Code Red or worse days, which is consistent with other operations in the city where air quality is closely monitored such as the Alexandria Public Department Burn Building. This reduces asphalt production to days when the AQI is 150 or less, instead of the current allowable production on days when the AQI is 200 or less.

Code Enforcement:

No comments.

Fire:

No comments or concerns.

Health:

No comments.

Recreation, Parks, and Cultural Activities:

F-1 The SAP envisions RPA restoration/stabilization and stream buffer replanting that provide open space, treat stormwater and create diverse natural habitat. Inconsistency with the Land Use Vision: The Plan designates Backlick Run as a “key open space feature” to be revitalized through removal of impervious surfaces, restoration of native vegetation, and redevelopment aligned with these goals.

F-2 The SAP envisions a greenway with “multi-use trail and passive open space,” along with stormwater management features.

F-3 Backlick Run is part of the Chesapeake Bay Watershed and protected under the Chesapeake Bay Preservation Act.

Police Department:

No comments received.

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 5601 and 5603 Courtney Ave., I hereby
(Property Address)
grant the applicant authorization to apply for the 5 year SUP Extension use as
(use)
described in this application.

Name: Michael C. Cuilik, Vice Presiden

Phone: [REDACTED]

Please Print

Address: [REDACTED]

Email: [REDACTED]

Signature: 

Date: April 8, 2026

- 1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

Required floor plan and plot/site plan attached.

Requesting a waiver. See attached written request.

- 2. The applicant is the (check one):

Owner

Contract Purchaser

Lessee or

Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent.

See attached ownership and disclosure statement.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Virginia Paving Company, a division of Eurovia Atlantic Coast, LLC		
2.		
3. Blythe Construction Co.		Sole Member/100%

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 5601 Courtney Avenue, Alexandria VA 22304 (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Virginia Paving Company, a division of Eurovia Atlantic Coast, LLC		
2.		
3. Blythe Construction Co.		Sole Member/100%


3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are required to disclose any business or financial relationship, as defined by [Section 11-350 of the Zoning Ordinance](#), existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicate each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Virginia Paving Company, a division of Eurovia Atlantic Coast, LLC	None	
2.		
3. Blythe Construction Co.	None	

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

Date	Printed Name	 Signature
------	--------------	--

USE CHARACTERISTICS

4. The proposed special use permit request is for (*check one*):

- a new use requiring a special use permit,
- an expansion or change to an existing use without a special use permit,
- an expansion or change to an existing use with a special use permit,
- other. Please describe: 5 year extension of existing SUP

5. Please describe the capacity of the proposed use:

A. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).

B. How many employees, staff and other personnel do you expect?
Specify time period (i.e., day, hour, or shift).

Depending of time of year 60-110 in various shifts

6. Please describe the proposed hours and days of operation of the proposed use:

Day:

April through October

Hours:

Monday through Saturday 24 hours depending on the amount of contracts

November through March

7 am to 5 pm Monday through Friday

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

Minimal noise outside of equipment on site and trucks entering and leaving the property.
Some noise from back up alarms.

B. How will the noise be controlled?

8. Describe any potential odors emanating from the proposed use and plans to control them:

Minimal odors and zero nuisance odors. Controls: Blue Smoke system for ~~loadout and production controls, plant baghouse, GECO filtration system,~~
Carbon Filtration.

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

Typical waste such as paper, cardboard, packaging, and laboratory consumables, as well as food and beverage containers from break areas. ~~Non-hazardous production-related waste such as used gloves, rags, and disposable personal protective equipment are also generated. Recyclable materials are collected separately in accordance with the facility's approved Recycling Implementation Plan with the City of Alexandria.~~

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

Quantities vary based on office, lab, and production activity. The facility uses three 30-yard dumpsters to manage all waste, with recyclables separated for collection according to the Recycling Implementation Plan

C. How often will trash be collected?

Dumpsters are emptied approximately every other month or as needed by licensed waste haulers, and trash ~~receptacles with lids are placed throughout the property to prevent overflow and maintain proper containment.~~

D. How will you prevent littering on the property, streets and nearby properties?

The facility enforces proper disposal practices for all employees and visitors, maintains all dumpsters and trash receptacles in designated areas with secure lids, and conducts regular housekeeping inspections to prevent loose debris. Recyclables are separated and contained according to the ~~Recycling Implementation Plan. Signage and routine supervision reinforce these practices to ensure that trash and litter do not leave the property or impact surrounding areas.~~

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Hazardous materials including asphalt cement, emulsified asphalt, diesel fuel, gasoline, and petroleum oil are ~~handled and stored on-site. Quantities vary within operations; fuels and asphalt are consumed in production, and used oils are recycled through a licensed hauler in accordance with the Resource Conservation and Recovery Act~~

11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Organic compounds (including volatile organic compounds, VOCs) are present in fuels (gasoline and diesel) and are generated during asphalt production and combustion processes. Emissions are controlled through a baghouse and blue smoke control system in accordance with the facility's air permit and standard operating procedures. The facility also submits Tier II reports annually to ensure local emergency responders are aware of hazardous materials and quantities on-site.

12. What methods are proposed to ensure the safety of nearby residents, employees and patrons?

The facility implements multiple measures to ensure the safety of nearby residents, employees and patrons. With respect to our neighbors, the facility maintains a high level of compliance with Federal, State, and Local Safety and Environmental regulations. We provide a 24-hour-hotline to address any nearby resident concerns associated with our operations. Our employees are trained internally and externally annually and as required on various Safety and Environmental procedures and best management practices to ensure their safety, the safety of our customers and our neighbors. First Aid, CPR, OSHA 10 hour, Hazardous Communication Program (Safety Data Sheets), Emergency Response Plans, Spill Prevention Control and Countermeasure Plan, Oil Discharge Contingency Plan, and a Stormwater Pollution Prevention Plan are some of the trainings used to educate our employees and minimize potential impacts associated with our operations. Our patrons/ customers are guided by our employees, signage, and agreements to ensure they understand and comply with our high Environmental, Health and Safety expectations while they are on our site.

ALCOHOL SALES

- 13.

- A. Will the proposed use include the sale of beer, wine, or mixed drinks?

Yes No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

PARKING AND ACCESS REQUIREMENTS

14. A. How many parking spaces of each type are provided for the proposed use:

- 46 Standard spaces
- 0 Compact spaces
- 1 Handicapped accessible spaces.
- Various spaces Other.

Planning and Zoning Staff Only Required number of spaces for use per Zoning Ordinance Section 8-200A _____ Does the application meet the requirement? [] Yes [] No

B. Where is required parking located? *(check one)*
 on-site
 off-site

If the required parking will be located off-site, where will it be located?

PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? _____

Planning and Zoning Staff Only Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____ Does the application meet the requirement? [] Yes [] No
--

B. Where are off-street loading facilities located? _____

C. During what hours of the day do you expect loading/unloading operations to occur?

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access is adequate.

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? Yes No

Do you propose to construct an addition to the building? Yes No

How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be?

13,200 sq. ft. (existing) + _____ sq. ft. (addition if any) = 13200 sq. ft. (total)

19. The proposed use is located in: (*check one*)

a stand alone building

a house located in a residential zone

a warehouse

a shopping center. Please provide name of the center: _____

an office building. Please provide name of the building: _____

other. Please describe: Office/shop/industrial facility.

End of Application



Narrative Description
Request for Five-Year Extension of Special Use Permit
Virginia Paving Company
5601 Courtney Avenue, Alexandria, Virginia

Executive Summary

Virginia Paving Company requests a five-year extension of its Special Use Permit (SUP) to continue operation of its asphalt production facility at 5601 Courtney Avenue. The facility has operated continuously since 1960. Virginia Paving purchased the site in the early 2000s and since the adoption of the existing SUP has demonstrated a strong record of compliance under a highly regulated SUP framework that includes more than 78 conditions governing environmental performance and community compatibility.

City staff reports have documented that extensive environmental upgrades implemented since 2006—including best available control technologies, emissions controls, and stormwater improvements—have significantly reduced impacts. These measures, combined with robust enforcement and monitoring, have resulted in minimal verified complaints and no sustained violations in recent years.

While the Eisenhower West Small Area Plan envisions long-term redevelopment, such redevelopment has not progressed as anticipated, particularly due to economic disruptions over the past several years. The requested extension allows continued operation under strict oversight while aligning with current market conditions and the actual pace of redevelopment.

Background and Operational History

Virginia Paving’s Alexandria asphalt plant has operated continuously since 1960 and has been governed by successive Special Use Permits, including the current SUP originally issued in 2006 and amended in 2010 and 2019.

City staff has recognized that the facility has a long operational history with evolving regulatory oversight, transitioning from a lightly conditioned 1960 approval to a modern SUP framework with extensive environmental and operational controls.

The current SUP includes more than 78 conditions addressing air quality, water quality, noise, site operations, and community engagement. These conditions provide the City with substantial enforcement authority and have created a regulatory structure that exceeds many state and federal requirements.

Environmental Improvements and Operational Enhancements

A central outcome of the 2006 SUP amendment was the requirement for significant environmental and operational upgrades. Between 2006 and 2009, Virginia Paving implemented a comprehensive series of improvements specifically designed to reduce emissions, odors, noise, and off-site impacts.

These improvements included, but were not limited to:

- Installation of blue smoke control systems and fugitive emissions controls
- Use of low-NO_x burners and enhanced exhaust stack configurations
- Installation of particulate control systems and baghouse filtration
- Paving and dust suppression measures to reduce fugitive dust
- Stormwater management facilities and enhanced environmental buffers along Backlick Run
- Transition to cleaner fuel sources, including natural gas

These upgrades were implemented in conjunction with enhanced monitoring, including stack testing, continuous recordkeeping, and coordination with the Virginia Department of Environmental Quality (VDEQ).

City monitoring data confirms that emissions from the facility have remained well below National Ambient Air Quality Standards, even prior to improvements, and have further declined following installation of new control technologies.

In addition, the facility has received recognition for environmental performance, including participation in the Virginia Environmental Excellence Program (VEEP) as an “exemplary environmental enterprise.”

Compliance Record and Community Impacts

City staff reports demonstrate a strong and consistent compliance record under the current SUP framework.

- Since 2010, no violations of SUP conditions have been identified during annual multi-agency inspections, with only minor administrative issues noted and corrected.
- State inspections conducted by VDEQ have similarly found the facility to be in compliance, with only minor, promptly corrected issues.

The SUP also established a comprehensive complaint tracking and response system, including a 24-hour hotline and City oversight. This system has proven highly effective.

- Complaints have been relatively low overall and have declined significantly over time.
- Only nine complaints were recorded over a recent three-year period, with just three verified.

- Verified complaints represent a small fraction of total complaints and have been promptly addressed through coordination with City staff.

Importantly, staff concluded that improved communication, operational controls, and enforcement mechanisms have enabled rapid resolution of issues without the need for punitive action.

This record demonstrates that the SUP conditions have been effective in mitigating impacts and ensuring compatibility with surrounding uses.

2019 SUP Amendment and Existing Termination Condition

On October 19, 2019, City Council approved SUP #2017-00097, which included Condition #75 requiring that operations cease no later than January 1, 2027.

This timeline was based on expectations regarding redevelopment under the Eisenhower West Small Area Plan.

Eisenhower West Small Area Plan Context

The subject property is located within the Eisenhower West Small Area Plan area, which envisions long-term redevelopment into transit-oriented, mixed-use uses.

Virginia Paving acknowledges and supports this long-term vision. However, the staff report itself recognizes that the asphalt plant has historically been an important infrastructure asset, including supplying asphalt for City projects and regional transportation improvements.

Economic Conditions and Development Constraints

Since the 2019 approval, redevelopment conditions have changed materially. Development within the EWSAP area has progressed more slowly than anticipated due to:

- Increased construction costs
- Higher interest rates and financing challenges
- Market volatility and reduced development activity
- Broader economic disruption over the past several years

Premature cessation of operations in 2027 would not advance redevelopment objectives and may instead result in an underutilized or vacant property. In fact, since the 2019 approval, nearly the entire property is now located within a designated floodplain. With this floodplain designation on the property and adjacent properties and the existing long term railroad uses and industrial facilities to the immediate south, it is extremely unlikely there will be any redevelopment options for the property in the near term other than uses permitted under the existing Industrial zoning.

Justification for SUP Extension

The requested five-year extension is supported by the following:

- **Longstanding Operational History:** Continuous operation since Virginia Paving took over and implements the evolving and increasingly rigorous regulatory oversight.
- **Demonstrated Environmental Improvements:** Significant capital investments in emissions controls, stormwater management, and operational upgrades.
- **Strong Compliance Record:** No sustained violations and consistent compliance with both City and state requirements.
- **Minimal Community Impacts:** Low and declining complaint history with effective resolution mechanisms.
- **Effective SUP Framework:** Existing conditions provide protections that exceed standard regulatory requirements.
- **Alignment with Current Conditions:** Redevelopment has not progressed as anticipated, particularly due to recent economic disruptions.
- **Avoidance of Premature Vacancy:** Continued operation ensures productive use of the site until redevelopment is feasible.
- **Approval of the Extension Will Include the following improvements**
 - Virginia Paving will install a new baghouse facility on the property at a cost of approximately \$2,000,000
 - By July 31, 2027 new doors will be installed on the asphalt pickup facility to reduce emissions and odors at a cost of approximately \$200,000
 - The Plant will be repainted at a cost of approximately \$300,000
 - Virginia Paving will work with the City and adjacent owners to make adjustments and improvements to Courtney Avenue and adjacent rights of way
 - Virginia Paving will prioritize City resident recruitment and training
 - Virginia Paving will work with the City to improve the existing landscaping surrounding the site to remove invasive species
 - By the end of 2026, Virginia Paving will terminate the existing Crystal Clean used oil storage facility use on the property

Conclusion

Virginia Paving Company respectfully requests approval of a five-year extension of its Special Use Permit beyond January 1, 2027.

The extension represents a reasonable and balanced approach that recognizes the facility's demonstrated compliance, environmental performance, and importance to regional infrastructure, while also acknowledging current economic conditions and the slower-than-anticipated pace of redevelopment.

2026 Aerial
5601 Courtney Ave.
Alexandria, VA 22304





Fw: Notice of Special Use Permit Request | 5601 Courtney Avenue

From Rachel M Drescher <rachel.drescher@alexandriava.gov>

Date Tue 5/26/2026 8:03 AM

To Ted Alberon <ted.alberon@alexandriava.gov>

Hi Ted,

Can you include this with the public comment materials for SUP2026-00018?

Thanks,
Rachel

From: Omer Khan <khan.omer@outlook.com>

Sent: Friday, May 22, 2026 7:07 PM

To: Rachel M Drescher <rachel.drescher@alexandriava.gov>

Subject: Re: Notice of Special Use Permit Request | 5601 Courtney Avenue

You don't often get email from khan.omer@outlook.com. [Learn why this is important](#)

Ms. Drescher,

My vote would be to issue a five-year extension to their Special Use Permit (SUP) to extend operations to January 1, 2032.

The business has been operating since 1960, well before the development, and city is forcing the premature business closure. Have you seen some of the potholes in Alexandria? I digress; Applicant makes a good case for extension and City benefits from the cost-effective asphalt.

Thank you,

Omer Khan

From: Rachel M Drescher <rachel.drescher@alexandriava.gov>

Sent: Friday, May 22, 2026 11:59 AM

Subject: Notice of Special Use Permit Request | 5601 Courtney Avenue

To area civic association leadership,

VA Paving, an asphalt plant, is requesting a five-year extension to their Special Use Permit (SUP) to extend operations to January 1, 2032 at 5601 Courtney Avenue, Alexandria. An asphalt plant in the I/Industrial zone requires an SUP to be heard and approved by City Council. The current SUP requires the business to shut down operations on January 1, 2027. The application for the extension request is attached.

The request is currently scheduled to be heard at **Planning Commission on June 22, 2026 at 7 p.m.** and **City Council on July 1, 2026 at 7 p.m.**

Please reach out with any questions.

Thank you,
Rachel

Rachel Drescher
Principal Planner
Land Use and Historic Preservation
Dept. of Planning and Zoning | City of Alexandria

June 17th, 2026

To: Members of the Planning Commission, City of Alexandria

Re: Virginia Paving SUP – June 22, 2026 Docket

Dear Planning Commission Members:

I am submitting this letter for the record in connection with the June 22, 2026 Planning Commission public hearing docket.

I respectfully urge the Planning Commission to enforce the existing Special Use Permit (“SUP”) condition requiring Virginia Paving to cease operations and vacate its property by January 1, 2027, and to reject any request—explicit or implied—to extend this long-established deadline.

As established by unanimous votes of both the Planning Commission and City Council in October 2019, Virginia Paving’s relocation by January 1, 2027 is a settled requirement. Virginia Paving has had years—indeed, decades—to plan for relocation and yet has failed to demonstrate meaningful progress. The company has been operating under a known sunset provision since 2019, when it received a multi-year extension to January 1, 2027. Despite this extended timeline, it has not provided substantive evidence of relocation efforts, including: identification of a new site, acquisition of land, concrete transition plans, and timelines for moving operations.

Instead, annual reports have contained vague, repetitive statements about “investigating opportunities,” without any measurable progress or transparency. This pattern demonstrates delay—not diligence. Allowing further delay would reward inaction and undermine the City’s planning process.

There are several key reasons the SUP must be enforced. Virginia Paving’s current location is incompatible with City Planning and Redevelopment. Virginia Paving’s heavy industrial use is fundamentally inconsistent with:

- The Eisenhower West Small Area Plan
- Transit-oriented, mixed-use redevelopment goals
- Ongoing and approved nearby development projects

The site is intended for higher-value, community-compatible uses—not continued industrial operations.

There are also several longstanding environmental and regulatory concerns due to Virginia Paving’s continued history of more than 30 environmental and regulatory violations since 2004. These violations include air emissions, including VOCs and particulate matter, and water pollution risks and Clean Water Act violations. These issues reinforce the importance of enforcing—not extending—the SUP conditions.

The facility is located within 200 feet of Tucker Elementary School and poses risks to nearby residents and schoolchildren since it is adjacent to growing residential communities. The risks include that the operations emit pollutants such as nitrogen oxides, volatile organic compounds, and fine particulates. Continued operation prolongs exposure risks to vulnerable populations.

Evidence indicates that Virginia Paving may not have complied with key SUP requirements, including: failure to provide meaningful relocation progress reports, potential violations of conditions tied to relocation planning, and failure to meet prior procedural requirements (e.g., zoning-related milestones).

The company has also historically violated earlier SUP conditions.

Virginia Paving has acknowledged that its property is now largely within a floodplain. This creates environmental risks from runoff and spills, safety concerns involving hazardous materials, and additional inconsistency with continued industrial use.

There will be a significant benefit to redeveloping the current location. Redevelopment of the site would generate substantially higher tax revenue. It would provide a net financial benefit to the City approaching hundreds of thousands annually and align with long-term economic development goals.

If the relocation occurs, there are better alternatives for the city to obtain asphalt. Regional asphalt demand can be met by other Virginia Paving facilities including competing plants in the region. Continued operation at this location is not essential.

In Conclusion, Virginia Paving has known about the relocation requirement for years. They have already received a substantial extension and have failed to demonstrate meaningful progress toward relocation. At this point, any further delay is unjustified.

The City must uphold the integrity of its land use decisions and protect its residents by enforcing the SUP as written.

I respectfully request the Planning Commission:

1. Affirm that the January 1, 2027 sunset date is final and non-negotiable
2. Reject any request for extension of the SUP
3. Require clear and immediate compliance planning for closure and relocation
4. Ensure full accountability for prior and ongoing SUP obligations

Thank you for your consideration and for your continued service to the community.

Sincerely,
Brooke Matthews, CPA



FW: [EXTERNAL]Virginia Paving Hearing on June 22, 2026

From Paul Stoddard <paul.stoddard@alexandriava.gov>

Date Wed 6/17/2026 5:23 PM

To Kendra Jacobs <Kendra.Jacobs@alexandriava.gov>; Ted Alberon <ted.alberon@alexandriava.gov>

Cc Rachel M Drescher <rachel.drescher@alexandriava.gov>

Forwarding comment re Virginia Paving application

Paul Stoddard, AICP
Director
City of Alexandria
Department of Planning & Zoning
421 King Street, Suite 205
Alexandria, VA 22314
703.298.9036
paul.stoddard@alexandriava.gov

From: Cameron Station Civic Assn. <cameronstacivic@gmail.com>

Sent: Wednesday, June 17, 2026 4:39 PM

To: swkoenig@icloud.com; holly.lennihan.pc@gmail.com; commissionerharridpc@gmail.com;
mmcmahonpc@gmail.com; vcdramirez@gmail.com; jodymanorpc@gmail.com; rcdube1@gmail.com

Cc: Paul Stoddard <paul.stoddard@alexandriava.gov>; Rachel M Drescher <rachel.drescher@alexandriava.gov>;
Gloria Sitton <Gloria.Sitton@alexandriava.gov>; Sash Impastato <aimpastato54@gmail.com>

Subject: [EXTERNAL]Virginia Paving Hearing on June 22, 2026

June 17, 2026

Via Email

Members of the Planning Commission
4850 Mark Center Drive
Council Chambers
Room 1305
Alexandria, Virginia 22311

Re: Virginia Paving SUP Docket Item 6

Dear Planning Commission Members:

The Cameron Station Civic Association ("CSCA") is submitting this letter for the record and respectfully requests that Planning Commission enforce its unanimous vote on October 3, 2019 and the unanimous vote by the City Council of the same date over six years ago that the

Virginia Paving asphalt plant located at 5601 & 5603 Courtney Avenue and 720, 730 & 750 South Van Dorn Street in Alexandria (“Virginia Paving”) relocate by January 1, 2027.

Executive Summary

There are no policy issues that remain unresolved on this matter since they were addressed at the October 2019 Planning Commission and City Council hearings approving Virginia Paving’s current SUP. In short, the only issue before the Planning Commission is whether or not the City intends to enforce Virginia Paving’s SUP or allow it to seek extensions to the sunset date to the detriment of the children at Tucker Elementary and the thousands of nearby residents.

Set forth below are the numerous and compelling reasons why the City must enforce Virginia Paving’s SUP condition #75 (“Sunset Provision”) requiring it to relocate by January 1, 2027. Most of these matters were deliberated by Planning Commission and Council at their respective hearings on the Virginia Paving SUP sunset provision in October 2019.:

1. Virginia Paving’s heavy industrial use is in compatible with the Eisenhower West Small Area Plan.
2. Virginia Paving’s heavy industrial use and foreseeable development and redevelopment in th area.
3. Virginia Paving has had over thirty environmental and other violations
4. Virginia Paving’s operations emit water and air pollutants near an elementary school and large residential communities.
5. Virginia Paving is in a floodplain making its continued heavy industrial use unsuitable.
6. Virginia Paving violated its 1960 SUP.
7. Virginia Paving hasn’t fully complied with its current SUP.
8. Redevelopment of Virginia Paving’s proper would be a net monetary gain for Alexandria.
9. Virginia Paving’s location will impede both the ability to build a multimodal bridge as well as impede redevelopment.
10. The demand for Virginia Paving’s product has diminished.
11. Virginia Paving already received a four year extension of its SUP in 2019.

Virginia Paving’s Heavy Industrial Use is Incompatible With the Eisenhower West Small Area Plan

City Staff noted in both its October 3, 2019 report to the Planning Commission (“10/3/19 City Staff Report”) and in its report to City Council for the October 19, 2019 public hearing (“10/19/19 City Staff Report”) that “the asphalt plant is not consistent with either the recommendations of the Eisenhower West Small Area Plan [‘EWSAP’] or the ensuing/foreseeable redevelopment of the area.” Both the Planning Commission and City Council unanimously agreed with this conclusion at their respective October 2019 hearings.

City Staff presentations to the Eisenhower West – Landmark Van Dorn Implementation Advisory Group on both May 22 and September 11, 2019, state that the EWSAP makes it clear that the

site on which Virginia Paving is located should be redeveloped into a more compatible land use. In fact, Virginia Paving's April 8, 2026 application and revision filed on May 29, 2026 to extend its SUP ("SUP Application") state that the EWSAP "envision long-term redevelopment into transit-oriented, mixed-use uses" for their property and that Virginia Paving "acknowledges and supports this long-term vision."

Virginia Paving's Heavy Industrial Use is Incompatible With Ensuing and Foreseeable Development and Redevelopment in the Area

Both the Landmark/Van Dorn Corridor Plan and the EWSAP envision significant redevelopment to occur within the combined total of 850 acres encompassed by them and this acreage includes the Virginia Paving facility. Both plans envision mixed use development to occur with increased density closer to the Van Dorn Metro station. The EWSAP recognizes that the current heavy industrial use by Virginia Paving is inconsistent with the plan since it states that "...a site so close to a Metrorail station should be redeveloped in the future into a more compatible use."

City Staff noted in presentations to the Eisenhower West – Landmark Van Dorn Implementation Advisory Group on both May 22 and September 11, 2019 that, given ensuing and foreseeable development projects (e.g. Cameron Park, Edsall Shell, Greenhill North and South, Modera Tempo and Public Storage), the current heavy industrial use by Virginia Paving is inconsistent with the ensuing and foreseeable development and redevelopment in the area.

Redevelopment in the area covered by the EWSAP is already taking place as evidenced by, among other things, the Eisenhower Pointe 2 redevelopment project at 4701 & 4801 Eisenhower Avenue approved in 2026, the retail project at 550 S. Pickett approved in 2025, the redevelopments at 4991 & 5001 Eisenhower Avenue approved in 2024, the Vulcan site redevelopment approved in 2024, and the restaurant depot expansion at 4600 Eisenhower Avenue approved in 2022. In addition, it is our understanding that Virginia Paving has received two bids for its property with one of them coming from Greenhill Companies -- a company that has gotten approval to redevelop 24 acres of land for a project called Pickett Place which is close to Virginia Paving.

Virginia Paving's Thirty Environmental and Other Violations

Virginia Paving has a long history of violating federal, state and local environmental and other laws. Since 2004, Virginia Paving has been cited for a total of thirty violations.

During the time Virginia Paving was seeking to modify its SUP in order to more than double its annual production (i.e. the period from 2004 to 2006) and based on EPA ECHO reports and a October 26, 2004 letter from the City, Virginia Paving was in violation of a combined total of 24 federal, state and/or local environmental regulations as well as other state and local regulations: Two violations of the federal Clean Water Act; One violation of Virginia state codes relating to the illegal discharge of waste into state waters; 15 violations of the state fire code; Three violations of its then SUP; One violation of City codes for illegal dumping of waste; and Two "miscellaneous violations" relating to possible encroachment on City owned land and damage to City right of way at various intersections caused by asphalt spillover and accumulation.

In 2008, the Virginia Department of Environmental Quality ("VADEQ") issued a Notice of Violation to Virginia Paving for:

- (1) "submitting incorrect stack test data to DEQ"
- (2) "exceeding short term emission limits" for "Nitrogen Oxides," "Carbon Monoxide," and "Volatile Organic Compounds," and
- (3) installing a low NOx Burner without first obtaining a permit.

In 2011, Virginia Paving was:

(1) in violation of its Virginia state industrial stormwater permit and
(2) received a warning letter from the state regarding two inconsistencies with their air quality permit (one about monitoring/record keeping and another about the installation of a screen near the RAP crusher equipment that was not pre-approved).

In 2024, Virginia Paving was found to be in violation of the Clean Water Act that was later reduced to a misdemeanor.

Without having access to Virginia Paving's correspondence with local, state and federal environmental regulatory authorities, other violations that might have been committed by this plant are undetermined. However, and based upon the narrative description submitted by Virginia Paving on April 8, 2026 with its request for a five-year extension of its SUP ("4/8/26 Narrative"), it admitted that the VADEQ has cited them for violations. The 4/8/26 Narrative states that "[s]tate State inspections conducted by VDEQ ... found the facility to be in compliance, with only minor, promptly corrected issues." This vague statement does not address how many times the plant was cited by VADEQ or other environmental regulators, the actual description of those violations, and how long of a period the plant was in non-compliance.

In addition, the City Staff September 11, 2019 presentation noted that that the "[t]otal encroachment into Courtney Ave is 36,181 square feet." Virginia Paving has been encroaching on public land since at least October 26, 2004 when the City first cited them for this violation in a letter to them of that date.

Virginia Paving's Operations Emit Water and Air Pollutants Near an Elementary School and Large Residential Communities

Virginia Paving is located less than 200 feet from Tucker Elementary School, is across the street from the Vulcan redevelopment, and is within easy walking distance of the Cameron Station, Summers Grove and other current and planned residential communities. Virginia Paving's operations generate toxic substances which pollute our water and air (e.g. volatile organic compounds such as but not limited to diesel fuel, gasoline and petroleum oil ("VOC"s), nitrogen oxides, sulfur dioxides and small particulates (i.e. PM2.5 and PM10)). In addition, and as noted in its May 29, 2026 revised SUP application, Virginia Paving also stores used oil on its property which contains many toxic substances and is unsafe for storage in a floodplain.

The December 5, 2024 article titled "Health Risks of Asphalt Emission: State-of-the-Art Advances and Research Gaps" in ScienceDirect notes that "[e]ven at low concentrations, certain VOCs are highly toxic ... known to cause DNA damage, oxidative stress, and other genetic alterations ... despite growing awareness, there remain significant gaps in our understanding of the long-term effects of chronic, low-level exposure to asphalt VOCs. Research to date has largely focused on acute exposure effects, particularly in occupational settings, leaving much unknown about the broader impact on the general public, especially vulnerable groups like children and the elderly." (Emphasis added) Unlike a paved road, an asphalt plant is constantly emitting harmful VOCs as well as nitrogen oxides, sulfur dioxides and small particulates.

It is worth noting that, based on a November 23, 2022 letter from Virginia Paving to the City, Virginia Paving would fail stack testing conducted in 2022 for Group 1 human carcinogen PM 2.5 if "future buildings in the Eisenhower West Small Area Plan ... might be built taller than seven stories." The hotel to be built at the Vulcan properties site across the street from Virginia Paving will be nine stories and other buildings envisioned under the EWSAP will also be higher than seven stories.

Virginia Paving is in a Floodplain Making its Continued Heavy Industrial Unsuitable

Virginia Paving revised its SUP application on May 29, 2026, (almost two months since it filed its original application), to disclose the material fact that it is now in a floodplain. Virginia Paving stated that “since the 2019 approval, nearly the entire property is now located within a designated floodplain. “ This recent disclosure makes the continued heavy industrial use even less desirable than it was in 2019.

Locating an asphalt plant in a floodplain poses significant environmental and safety concerns such as contaminant runoff and leaching, hazardous material spills, debris and solid waste getting into waterways, and infrastructure instability caused by erosion of the soil around the industrial site. While it is legally permissible under certain conditions to have an asphalt plant in a floodplain, it is highly discouraged and, in this case, unnecessary since the City can remedy the situation by enforcing the SUP and having the plant relocate by January 1, 2027.

Of additional concern, is whether or not the plant is in compliance with regulations and permitting requirements such as but not limited to the Virginia Floodplain Management Standards, the Virginia Uniform Statewide Building Code, the Flood Disaster Protection Act, and FEMA, EPA and VADEQ regulations.

Virginia Paving’s Violations of Its 1960 SUP

For what we believe may have been decades, Virginia Paving violated its 1960 SUP by doing nighttime paving which required the entrance and egress of trucks at night at the plant.

Virginia Paving’s Questionable Compliance of its Current SUP

Virginia Paving may not be in compliance with conditions # 63 and # 75 of its current SUP and perhaps other SUP conditions. Condition 63 of its SUP requires Virginia Paving to issue “an annual report [sic] written report with the relocation progress for the plant.” Condition 75 of Virginia Paving’s SUP states that, “if the applicant has not applied by January 1, 2024 for implementing zoning amendments, then SUP should be docketed for review.”

Based on an April 3, 2026 FOIA request by the Cameron Station Civic Association, we have confirmed that Virginia Paving did not submit separate annual reports on relocation progress. What Virginia Paving did do is add two identical sentences in every “Annual Status Report” (required by SUP condition # 59). Starting in 2020 and continuing to the present, these annual reports contain the following identical language: “VPC has received interest from developers for potential redevelopment opportunities and is fully investigating all opportunities at the time of this report. VPC will continue to investigate when and whom they intend to work with in keeping with the timeframe of the sunset clause to cease operations by January 1, 2027 (SUP #2017-00097, Condition 75).”

This vague language does not disclose what has been done to find a suitable location to relocate the plant, what has been done to facilitate the moving of personnel and equipment to a new location, how many bids were received in any given year, whether Virginia Paving made any attempts to solicit bids, whether the bids were for a portion of or for the entire property, or whether or not the board of VINCI Construction USA (the parent company) voted on any of these bids. What can be determined is that the assessed value of Virginia Paving jumped from \$4,302,600 to \$11,259,950 after passage of the EWSAP and is currently \$12,714,000. It is clear that the land upon which this plant is located is valuable land that could be used for mixed use redevelopment as envisioned under the EWSAP.

Based on our review of applicable action dockets for Council since the SUP was passed in October 2019, we can confirm that Virginia Paving did not apply for implementing zoning amendments by January 1, 2024. Based upon the narrative description submitted by Virginia Paving on April 8, 2026 with its request for a five-year extension of its SUP, it admitted that it has violated its SUP since it states: "Since 2010, no violations of SUP conditions have been identified during annual multi-agency inspections, with only minor administrative issues noted and corrected." This vague statement does not address how many times the plant violated its SUP, the actual description of those violations, or how long of a period the plant was in non-compliance.

Redevelopment of Virginia Paving's Property Would be a Net Monetary Gain for Alexandria

Redevelopment of Virginia Paving's site would result in an annual net financial benefit to the City of almost \$700,000 after considering the combined total in savings to the City from buying asphalt from Virginia Paving or collecting taxes from it.

Virginia Paving's presentation at the September 11, 2019 Eisenhower West – Landmark Van Dorn Implementation Advisory Group meeting ("City Staff September 11, 2019 Presentation") indicated that the combined total of such taxes and savings on asphalt is \$646,627 (i.e. \$332,627 in 2018 tax revenues and \$314,000 in savings from purchase of asphalt). The City Staff September 11, 2019 Presentation noted that the benefits to the City from redevelopment of the property would amount to approximately \$1,000,000 per year. The October 3, 2019 City Staff Report states that the "total tax revenue expected from the potential residential redevelopment is expected to be \$1.975 million" with the "net tax revenue" projected to be "\$1.28 million." The same City Staff Report further states that "[c]omparing the figures from the asphalt plant to that of the new residential development results in a significant increase in net tax revenue to the City each year of between approximately \$965,000 and \$1.03 million." Accordingly, even assuming that Virginia Paving's numbers for cost savings on purchase of asphalt are not inflated, the City would gain almost \$700,000 per year if the plant moved and the property was redeveloped.

Virginia Paving's Location Will Impede the Ability to Build a Multimodal Bridge as Well as Impede Redevelopment

Virginia Paving's site is on the preferred location for the multimodal bridge and its continued presence will impede the building of same as well as redevelopment in the area. The October 19, 2019 City Staff Report states that "[a]lthough the exact route through the site would still need to be determined in future design phases, it is presumed that the [multimodal] bridge and the asphalt plant could not co-exist as it is currently operating. Although full funding for the multimodal bridge has not been dedicated and costs have exceeded expectations, these funding challenges do not negate the important land-use question raised here. The continued operation of Virginia Paving would impede the construction of one of the important transportation-related recommendations of the Plan and therefore represents an inconsistency of the type posed in Condition #75."

The Demand for Virginia Paving's Product has diminished

Based on the October 19, 2019 City Staff Report, Virginia Paving's asphalt is no longer in high demand as evidenced by the fact that its annual output has averaged 320,000 tons annually of the permitted 980,000 tons for the period 2014 to 2019. Based on the annual status reports required under condition # 59 of Virginia Paving's SUP, Virginia Paving's annual production from 2019 through 2025 continues to average 320,000 tons. In addition, asphalt needs can be accommodated by Virginia Paving's nearby facilities (in Chantilly, Lorton or in Sterling, VA) or by

its competitors (e.g. Fort Myer Construction Corporation, Laurel Asphalt, Senate Asphalt and/or Superior Paving Corporation).

Virginia Paving Already Got a Four Year Extension of its SUP in 2019

City staff, in its report to Council for the October 19, 2019 public hearing, recommended “the closure of the asphalt plant no later than November 14, 2022.” Notwithstanding staff’s recommendation, City Council extended their sunset provision for over four years more to January 1, 2027. Accordingly, Virginia Paving already received a significant extension of the sunset provision and should not be given yet another extension.

Conclusion

In short and based on the foregoing, we request the City enforce Virginia Paving’s SUP provision requiring them to relocate by January 1, 2027.

We also request this matter be deferred until the September Planning and City Council meetings, since there are unanswered questions with respect to environmental and and and SpecialUse Permit compliance and because inadequate time has been given for the public to learn about, much less have time to comment on, Virginia Paving’s sudden intention not to honor its Permit and ask for a five year extension of time to relocate. Planning

If there are any questions concerning these comments, please contact the undersigned at sunepie@gmail.com, or by phone at 202-365-2453.

Sincerely,

/s/

Sunny Pietrafesa
President
Cameron Station Civic Association

cc: Paul Stoddard, Director, Department of Planning and Zoning
Gloria Sitton, City Clerk
Rachel Drescher, Urban Planner

**DISCLAIMER: This message was sent from outside the City of Alexandria email system.
DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**

June 17, 2026

City of Alexandria Planning Commission
City Hall
301 King Street
Room 2100
Alexandria, VA 22314

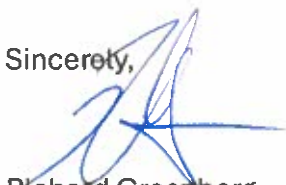
Dear Planning Commission:

We are writing in opposition to the SUP extension for Virginia Paving. As one of the major landowners in both Landmark Van Dorn and Eisenhower West we have spent substantial resources working through the CDD process to ensure alignment with the plans. Our Eisenhower West tract borders on Virginia Paving's site. This tract has a CDD in place for 900 units of residential units with first floor retail. The site adjacent to us on S. Pickett is under construction with projected retail use. We have recently had interest in the residential site on S. Pickett, but interested developers are concerned about the continued plant use.

Greenhill has submitted two Letters of Interest with offers and First Right of Refusal to Eurovia without any response. These LOI's were submitted through the VA Paving attorney, the first in 2019. We also know of another developer that has expressed interest in the property.

The staff report says that they are in compliance with the current SUP, however, they were required to submit a plan to close the plant by Jan 1, 2027. This has not been done. Instead, they chose to ask for a 5-year extension. We realize that closing by January 1, 2027 can not happen without prior planning. We are amenable to a one-year extension with no additional extensions allowed. This would give the plant 18 months to complete current contracts and move the operation to one of the other VA Paving locations in the vicinity.

Sincerely,



Richard Greenberg



FW: [EXTERNAL]Public Comment, Virginia Paving SUP2026-00018, June 22 Docket

From Paul Stoddard <paul.stoddard@alexandriava.gov>

Date Sun 6/21/2026 9:30 PM

To Kendra Jacobs <Kendra.Jacobs@alexandriava.gov>; Ted Alberon <ted.alberon@alexandriava.gov>

Cc Rachel M Drescher <rachel.drescher@alexandriava.gov>

Forwarding comment for the Planning Commission hearing

Paul Stoddard, AICP
Director
City of Alexandria
Department of Planning & Zoning
421 King Street, Suite 205
Alexandria, VA 22314
703.298.9036
paul.stoddard@alexandriava.gov

From: Barnabas Vizy <barnabas.vizy@gmail.com>

Sent: Friday, June 19, 2026 12:36 PM

To: Rachel M Drescher <rachel.drescher@alexandriava.gov>

Cc: swkoenig@icloud.com; holly.lennihan.pc@gmail.com; commissionerharridpc@gmail.com; mmcmahonpc@gmail.com; vcdramirez@gmail.com; jodymanorpc@gmail.com; rcdube1@gmail.com; Gloria Sitton <Gloria.Sitton@alexandriava.gov>; Paul Stoddard <paul.stoddard@alexandriava.gov>

Subject: [EXTERNAL]Public Comment, Virginia Paving SUP2026-00018, June 22 Docket

You don't often get email from barnabas.vizy@gmail.com. [Learn why this is important](#)

Dear Ms. Drescher:

Please enter the letter below into the public comment record for SUP2026-00018, scheduled for the Planning Commission's June 22, 2026 docket. I am submitting it on behalf of the Summer's Grove Homeowners Association. I have also copied the members of the Planning Commission and the City Clerk for their awareness.

Thank you,

Barnabas Vizy
President, Summer's Grove Homeowners Association

Summer's Grove Homeowners Association
Alexandria, Virginia

June 19, 2026

City of Alexandria Planning Commission
301 King Street, Room 2100

Alexandria, VA 22314

Re: Virginia Paving SUP (SUP2026-00018), June 22, 2026 Docket

Dear Members of the Planning Commission:

On behalf of the Summer's Grove Homeowners Association, I respectfully ask the Commission to hold Virginia Paving to its January 1, 2027 relocation deadline and to deny the company's request for an extension.

Summer's Grove is the closest existing residential community to the plant. Our homes lie less than 300 feet from the facility, nearer than any other neighborhood and comparable to the distance separating the plant from Tucker Elementary School. As the closest residents, we are the most directly and continuously exposed to its emissions, and this proposal is of particular concern to us.

In October 2019, the Planning Commission and the City Council each voted unanimously to set January 1, 2027 as the closure date, already a substantial extension beyond the November 2022 deadline that City staff had recommended. In the years since, Virginia Paving has shown no meaningful progress toward relocation, even as multiple parties have expressed interest in acquiring the property. There is no sound basis for extending a deadline the company has had this long to meet.

The remaining grounds for enforcement have been documented at length by other commenters and are well supported. A heavy industrial asphalt plant is inconsistent with the redevelopment envisioned in the Eisenhower West Small Area Plan; the operation has accumulated more than thirty environmental violations since 2004; nearly the entire site now lies within a designated floodplain, where the company stores used oil; and the City stands to gain on the order of \$700,000 in net annual benefit if the land is redeveloped. Regional asphalt demand can readily be met by other plants in the area.

We respectfully request that the Commission affirm January 1, 2027 as the final relocation date and deny the requested extension in full. Thank you for your time and for your service to the City.

Sincerely,

Barnabas Vizio
President, Summer's Grove Homeowners Association

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.



[EXTERNAL]Deny Virginia Paving's SUP extension

From Jason Barnes <jbarnes130@hotmail.com>

Date Thu 6/18/2026 4:38 PM

To PlanComm <PlanComm@alexandriava.gov>

Cc Gloria.Sittin@alexandriava.gov <Gloria.Sittin@alexandriava.gov>; Paul Stoddard <paul.stoddard@alexandriava.gov>; mmcMahonpc@gmail.com <mmcMahonpc@gmail.com>; swkoenig@icloud.com <swkoenig@icloud.com>; vcdramirez@gmail.com <vcdramirez@gmail.com>; jodymanorpc@gmail.com <jodymanorpc@gmail.com>; hlennihan@cannondesign.com <hlennihan@cannondesign.com>; rcdube1@gmail.com <rcdube1@gmail.com>

Some people who received this message don't often get email from jbarnes130@hotmail.com. [Learn why this is important](#)

Dear Chair McMahon and Commission Members,

I am writing today to ask the Planning Commission reject Virginia Paving's request to extend its operations beyond January 1, 2027, as directed by the revised 2019 Special Use Permit (SUP).

As a resident of Alexandria and Cameron Station, I feel continued operations by Virginia Paving are inconsistent with ongoing city development and this Commission's commitment to the health, safety, and environmental preservation of Alexandria. Continuous asphalt production contributes to noise pollution, emission of harmful substances, increased congestive traffic, and the degradation of our natural surroundings. This body needs to show its continued leadership in healthy and environmentally positive development by upholding the current SUP's Sunset Provision.

In October 2019, both the Planning Commission and City Council unanimously approved revising Virginia Paving's SUP to add a sunset provision requiring them to vacate its current premises on January 1, 2027. That date is fast approaching, and it is clear Virginia Paving did not adequately plan, nor inform city leadership, of its progress to vacate. Community citizens should not be penalized for Virginia Paving's disregard of the city's decision.

Should the Commission recommend to the City Council an SUP extension, I ask you consider limiting it to only an additional year. It has been nearly seven years since Virginia Paving was directed to vacate, and limiting its extension will emphasize the seriousness and dedication this city's leadership has towards redeveloping West Alexandria.

Thank you for your time.

Sincerely,
Jason Barnes

5270 Pocosin Lane
Cameron Station

**DISCLAIMER: This message was sent from outside the City of Alexandria email system.
DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**



[EXTERNAL]Virginia Paving Plant

From Greg Hillson <hillsongreg@gmail.com>
Date Thu 6/18/2026 7:05 PM
To COU-City Council <CityCouncil@alexandriava.gov>
Cc PlanComm <PlanComm@alexandriava.gov>

You don't often get email from hillsongreg@gmail.com. [Learn why this is important](#)

Dear City Council:

Back in Oct. 2019, the Planning Commission voted 7-0 to recommend invoking the sunset provision contained in item #75 of Virginia Paving's Special Use Permit and to require the plant to close by January 1, 2027, rather than November 2022, as recommended by the staff. Back then, I urged you to REJECT the Planning Commission's recommendation, for at least three reasons:

1. The Planning Commission conducted no substantive analysis to support its choice of January 1, 2027, as the recommended date to close the plant. There was nothing in the staff's report, nor were there any factual findings made by the Planning Commission, that support that date. In fact, Commissioner Mindy Lyle appeared to propose that date randomly and arbitrarily, out of thin air, because it seemed like a "clean" date. She also appeared to reject the staff's recommendation of an earlier closure date simply because, according to her, the SAP language had been drafted "at 1:30 am" and was therefore ambiguous. Finally, she appeared to propose the later closing date because the plant has "not been adversarial," but she failed to explain why the plant's supposedly "friendly" posture is at all relevant to the SAP or the staff's recommendation.
2. There was absolutely no discussion by the Planning Commission of the plant's effects on the children of Tucker Elementary, which is adjacent to the plant. As you know, the children who attend Tucker frequently play outside while the plant operates, both during school hours and after school. Has there been any study or discussion of the plant's effects on those children who are directly exposed to the plant's emissions for 7-10 hours per day? The Planning Commission did not even raise this issue, much less analyze it.
3. There was absolutely no discussion by the Planning Commission of the plant's effects on TRAFFIC or wear and tear on Van Dorn St. Every morning, I see numerous large dump trucks enter and exit the plant during rush hour -- and for some reason, the traffic lights on Van Dorn and Courtney Ave. always immediately accommodate those trucks and turn green to allow them to pass. Meanwhile, Van Dorn is often backed up to the 495 exit. But the Planning Commission failed to address this issue as well.

Bottom line: In my opinion, the Planning Commission on Oct. 3 acted arbitrarily and capriciously in rejecting the staff's recommendation concerning Virginia Paving. Its discussions were superficial, were devoid of meaningful analysis, and ignored key issues. And its conclusions appeared to be based on little more than speculation rather than on substantive evidence. Indeed, in my opinion, the Planning Commission's final recommendation seemed to have been predetermined.

I therefore strongly urged you to REJECT the Planning Commission's recommendation and instead vote to accept the STAFF'S recommendation to close the plant no later than November 2022. At the very least, I hoped that City Council, unlike the Planning Commission, would conduct a rigorous, meaningful analysis of the issue and carefully considered the staff's recommendation.

But the City Council made a mistake and accepted the Planning Commission's recommendation. Now the Virginia Paving plant wants to extend its special use permit even longer and has no intention of shutting doqñ in 2027 as everyone promised, just as I predicted. DON'T MAKE THE SAME MISTAKE AGAIN!!!! Don't listen to the Planning Commission or Mindy Lyle or the Cameron Station Civic Association. None of them have any idea what they're talking about. Do what's right for the residents of Cameron Station and the City.

Thank you.

Greg Hillson

**DISCLAIMER: This message was sent from outside the City of Alexandria email system.
DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**



[EXTERNAL]Virginia Paving Plant

From Greg Hillson <hillsongreg@gmail.com>
Date Fri 6/19/2026 11:26 PM
To COU-City Council <CityCouncil@alexandriava.gov>
Cc PlanComm <PlanComm@alexandriava.gov>

1 attachment (56 KB)
2019-10-02 EMAIL.pdf;

You don't often get email from hillsongreg@gmail.com. [Learn why this is important](#)

Dear Mayor Gaskins and Members of City Council and the Planning Commission:

I write as an Alexandria homeowner, not to take a position for or against Virginia Paving Company's pending request for a five-year extension to its Special Use Permit (SUP#2017-00097), which I understand is set for hearing on June 22, 2026. I take no side on the merits of the extension. My concern is narrower and, I think, more important: ***that whatever Council decides, it decides through a process that is fair, transparent, and free of the kind of private dealing that should never shape a public land-use decision.***

I raise this because of what the record of the 2019 proceeding shows. Through a Freedom of Information Act request, I obtained the attached email correspondence from October 2019 — the period in which the Planning Commission was setting the plant's closure date. I describe these documents only as they read on their face:

- On October 1, 2019, Mary Catherine Gibbs, the attorney then representing Virginia Paving Company, emailed then-Planning Commissioner Mindy Lyle to arrange a private meeting, writing: "3 p.m. My office. That still work for you?"
- In the same exchange, Ms. Gibbs relayed to Commissioner Lyle specific same-day plant-operations details (production hours and asphalt-cement deliveries) and copied representatives of Eurovia, Virginia Paving's parent company.
- In a related message, Commissioner Lyle noted she was recusing herself from a separate matter, while indicating she did not believe a meeting on Virginia Paving was necessary.

I draw no conclusion about what was discussed or what, if anything, resulted. But on their face, these documents reflect direct, private contact between an applicant's counsel and a sitting member of the body then recommending that applicant's closure date. ***Residents who participate in good faith — by attending hearings, submitting comments, and trusting that the record is the record — are entitled to know that decisions are not being shaped in someone's office at 3 p.m. outside public view.***

This matters now for a simple reason: the same plant, through the same legal practice (now appearing as Ken Wire), is again before the City asking for more time. The 2027 date Council is being asked to revisit was itself the product of the 2019 process. If that process was compromised — even in appearance — Council should know it before treating the 2027 date as a settled baseline.

I am not asking Council to assume wrongdoing. ***I am asking Council to do what the 2019 process may not have done: ensure that this decision is made cleanly.*** Specifically, I respectfully ask that Council and staff:

1. Confirm whether *ex parte* contact between applicants (or their counsel) and decision-makers is occurring in the current proceeding, and ensure any such contact is disclosed on the record;
2. Review whether the City's existing procedures adequately protect SUP proceedings from private applicant-decisionmaker contact; and
3. Apply that same standard of fairness to every party — resident, company, and City alike — in deciding this and future matters.

Thank you for your service to the City, and for your attention to ensuring this process is one Alexandrians can trust.

Greg

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

----- Original message -----From: Mary Catherine Gibbs <mcgibbs@wiregill.com>
Date: 10/2/19 7:47 AM (GMT-05:00) To: Mindy Lyle <mindylyle@comcast.net> Subject:
Re: odors are back this afternoon
When we talked last week we thought it would be good to make sure you have any or
all of your questions answered and, as always, to get your incite.

That's too bad about Galena but understandable. It should be a fun project.

Sent from my iPhone

On Oct 2, 2019, at 7:26 AM, Mindy Lyle <mindylyle@comcast.net> wrote:

```
<!--  
/* Font Definitions */  
@font-face  
    {font-family:"Cambria Math";  
    panose-1:2 4 5 3 5 4 6 3 2 4;}  
@font-face  
    {font-family:Calibri;  
    panose-1:2 15 5 2 2 2 4 3 2 4;}  
/* Style Definitions */  
p.MsoNormal, li.MsoNormal, div.MsoNormal  
    {margin:0in;  
    margin-bottom:.0001pt;  
    font-size:11.0pt;  
    font-family:"Calibri",sans-serif;}  
a:link, span.MsoHyperlink  
    {mso-style-priority:99;  
    color:#0563C1;  
    text-decoration:underline;}  
a:visited, span.MsoHyperlinkFollowed  
    {mso-style-priority:99;  
    color:#954F72;  
    text-decoration:underline;}  
p.msonormal0, li.msonormal0, div.msonormal0  
    {mso-style-name:msonormal;  
    mso-margin-top-alt:auto;  
    margin-right:0in;  
    mso-margin-bottom-alt:auto;  
    margin-left:0in;  
    font-size:11.0pt;  
    font-family:"Calibri",sans-serif;}  
span.EmailStyle18  
    {mso-style-type:personal;  
    font-family:"Calibri",sans-serif;
```

```
        color:windowtext;}
span.EmailStyle20
    {mso-style-type:personal-reply;
    font-family:"Calibri",sans-serif;
    color:windowtext;}
.MsoChpDefault
    {mso-style-type:export-only;
    font-size:10.0pt;}
@page WordSection1
    {size:8.5in 11.0in;
    margin:1.0in 1.0in 1.0in 1.0in;}
div.WordSection1
    {page:WordSection1;}
-->
```

Yes it works, but why are we meeting? I am recusing myself from Galena's case and I really don't need to meet on Va Paving.

From: Mary Catherine Gibbs <mcgibbs@wiregill.com>

Sent: Tuesday, October 01, 2019 8:29 PM

To: mindyllyle <mindyllyle@comcast.net>

Subject: Re: odors are back this afternoon

3 p.m. My office. That still work for you? I'm flying in tonight because bad storms are coming through Chicago and I don't want to get stuck at OHare again for an entire day.

Hart & Gibbs, PC

700 N. Fairfax St., Suite 600

Alexandria, VA. 22314

(703) 836-5757 - office

(703) 835-1922 - mobile

Confidentiality Notice: This email and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed and may contain confidential and privileged information protected by law. If you received this email in error, any review, use, dissemination, distribution or copying of the email is strictly prohibited. Please notify the sender immediately return email and delete all copies from your system.

From: mindyllyle <mindyllyle@comcast.net>
Sent: Tuesday, October 1, 2019 7:27:52 PM
To: Mary Catherine Gibbs <mcgibbs@wiregill.com>
Subject: Re: odors are back this afternoon

What are we meeting on tomorrow

Sent via the Samsung Galaxy A10e, an AT&T 4G LTE smartphone

----- Original message -----

From: Mary Catherine Gibbs <mcgibbs@wiregill.com>

Date: 10/1/19 6:34 PM (GMT-05:00)

To: Mindy Lyle <mindylyle@comcast.net>

Cc:
david.horton@eurovia.us, cody.sullivan@eurovia.us

Subject: Re: odors are back this afternoon

Mindy, Cody confirmed the following for today:

Confirmed - no production and no AC deliveries after 3 p.m. today. (I received your email below at 3:05 pm Central time, so 4:05 your time).

As far as operations this morning, the plant began production around 6:30 a.m. and ran continuously until at least 12:30 p.m. We received four loads of AC before noon; the first around 6:00 a.m., the second around 8:30 a.m., and the other two sometime after that. Nothing out of the ordinary during production.

Thanks so much for continuing to notify Va. Paving when you have an issue.

See you tomorrow.

MC

Sent from my iPhone

On Oct 1, 2019, at 3:05 PM, Mindy Lyle <mindylyle@comcast.net> wrote:

Mindy Lyle
5235 Tancreti Lane
Alexandria, VA 22304
571-212-4735

This email is for the use of the intended recipient(s) only and is not for distribution or publication. If you have received this email in error, please notify the sender immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission. The information contained in this communication may be confidential.

Lee Janezic
Area Vice President
Lodging Development

7750 Wisconsin Ave. Dept. 51/514.01 Bethesda, MD 20814
(301) 525-3915 mobile
lee.janezic@marriott.com



June 15, 2026

The Honorable Alyia Gaskins
Mayor, City of Alexandria
and Members of the City Council
301 King Street
Alexandria, Virginia 22314

Subject: Support for the Mixed-Use Master Plan of the Vulcan Property

Dear Mayor Gaskins and Members of the Alexandria City Council,

I am writing on behalf of Marriott International regarding the proposed master plan for the Vulcan property. Having consulted with Potomac Land Group II, Lennar Homes, and Concord Hotels, we are enthusiastic about the vision for this mixed-use development in Alexandria.

We have closely followed the evolution of this corridor and believe the transition from heavy industrial use to a cohesive, lifestyle-driven mixed-use community is vital. The proposed blend of residential units, restaurants, boutique retail, and hospitality will create a vibrant "live-work-play" destination for the city.

Our data shows that current hotels in this area serve a diverse and robust clientele, including business travelers, medical professionals, government contractors, and military personnel. To meet this growing demand, we are proud to support the inclusion of two distinct Marriott brands in this master plan:

- **AC Hotels by Marriott:** Founded in Madrid and launched as a joint venture with Marriott in 2011, this brand offers an upscale, urban-inspired experience that fits perfectly with Alexandria's modernizing aesthetic.
- **Residence Inn by Marriott:** As the pioneer of the extended-stay category for over 40 years, Residence Inn provides essential infrastructure for the business and government travelers who drive our local economy.

We are also pleased to highlight our partnership with Concord Hotels, a premier management and development firm. Their expertise ensures that these properties will be operated at the highest standards, contributing to the long-term success of the Vulcan redevelopment.

We believe this project creates a powerful "cohesive story" for Alexandria's future, and Marriott International is fully committed to supporting this lifestyle brand integration. Thank you for your time and for your dedication to the growth of our city.



Lee Janezic
Area Vice President
Lodging Development

7750 Wisconsin Ave. Dept. 51/514.01 Bethesda, MD 20814
(301) 525-3915 mobile
lee.janezic@marriott.com



Best regards,

A handwritten signature in blue ink, appearing to read "Lee Janezic".

Lee Janezic, Area Vice President, Marriott International



POTOMAC LAND GROUP II, LLC

12210 Fairfax Towne Center, Suite 900
Fairfax, VA 22033
Phone: 703-615-2244 | Email: brad@klineassoc.com

June 5, 2026

The Honorable Alyia Gaskins
Mayor, City of Alexandria
and Members of the City Council
301 King Street
Alexandria, Virginia 22314

Subject: Vulcan Hotel and Mixed use Property

Dear Mayor Gaskins and Honorable Members of the City Council:

I am writing on behalf of Potomac Land Group II, LLC and Lennar Homes Inc to update on our progress on development the Vulcan property.

We are approved for 255 room dual brand hotel and on the former Vulcan property. We have selected Marriott Hotel and Concord Hotels out of Raleigh North Carolina will Manage the Hotel. Concord has developed over 150 Hotels and is a preferred developer and manager for Marriott and Hilton Hotels. The approvals call for a restaurant and roof top bar.

Lennar homes is developing and building 323 luxury condominiums and townhouse in the residential portion of the mixed-use project. Lennar Homes is the second largest builder in the country that is known for quality homes in mixed use developments.

Together we are developing in alignment with the Eisenhower West small area plan. The plan emphasizes mixed-use throughout the corridor with development of the existing industrial uses. We have worked together with Lennar to mitigate the Vulcan Site and are looking forward being a big part of the redevelopment of the entire area. An important part of the plan and was the approved Sunset of the heavy industrial special use permit to encourage mixed use adjacent to the metro.

I have retained Municap to generate a study on the significant increase in tax revenues that this project is projected to bring to the City of Alexandria. Municap produced the analysis and underwriting that successfully funded the Tiff to help finance the redevelopment of the Landmark Mall. The tax revenues and job creations from your current mixed-use planning of the area will dwarf the current tax revenues from heavy industrial uses.

Please feel free to contact me if you would like additional information or wish to discuss this matter further.

Respectfully submitted,

Brad Kline 
Managing Member



Jeff Minich,, Division Land President Lennar Homes
Lennar Homes



[EXTERNAL]No extension for Virginia Paving

From Zack DesJardins <ZacharyDesJardins@gmail.com>

Date Mon 6/22/2026 6:24 PM

To PlanComm <PlanComm@alexandriava.gov>

You don't often get email from zacharydesjardins@gmail.com. [Learn why this is important](#)

Hi Members of the Planning Commission,

I do not support an extension of Virginia Paving's stay in the West End. I recall them refusing to make their entrance pedestrian friendly when the last 7 year extension was planned. It is time we moved onto to a higher and better use of our public land and bolster our tax base.

<https://www.alxnow.com/2026/06/22/virginia-paving-asks-for-five-year-extension-of-west-end-asphalt-plants-2027-closing-deadline/>

Sincerely,

Zack DesJardins

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.