

9
10-19-19

Gloria Sitton

From: Karl Moritz
Sent: Friday, October 18, 2019 6:02 PM
To: City Council; Mark Jinks; Emily Baker; Gloria Sitton
Cc: Yon Lambert; Nathan Randall; William Skrabak; Joanna Anderson; Christina Brown
Subject: Proposed additional condition language for the Virginia Paving SUP

Mayor Wilson, Vice Mayor Bennett-Parker, and members of the City Council:

While staff continues to recommend closure of the Virginia Paving plant in November 2022, if the City Council selects a later date, staff would recommend the addition of a condition which would limit emissions of a particular pollutant, PM2.5. This would ensure that nearby development is not affected by PM2.5 emissions.

Virginia Paving has agreed to this condition.

The condition is not proposed if the staff recommended sunset date is selected by Council.

As discussed in the staff report, Virginia Paving has been voluntarily producing asphalt at levels well below its maximum capacity according to both its Special Use Permit and state air quality operating permit approvals. However, if the plant were to increase its production to maximum levels, the potential exists that the asphalt plant could negatively impact air quality in such a way that future buildings around the site may not be able to achieve their maximum heights as recommended in the Eisenhower West and Landmark-Van Dorn Small Area Plans. The potential air quality issue from Virginia Paving has been identified based on a City-led air quality study and is primarily concerned with levels of particulate matter smaller than 2.5 microns, which is known as PM2.5.

Staff continues to recommend closure of the plant in November 2022, which is three years. However, in the event that City Council chooses to allow plant operations to continue beyond three years, staff recommends amendments to Condition #2 as shown below in order to address the potential air quality issue. The conditions would require stricter production and PM2.5 limits and would be triggered approximately three years after the approval of this SUP.

Condition #2

Virginia Paving shall limit its hot asphalt production rate to a maximum of 1,000 tons per hour and 8,000 tons in any daily period, not to exceed 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 to a maximum of 600 tons per hour and 5,500 tons in any daily period, not to exceed 4000 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) (~~SUP#2005-0042~~)

Thank you -- see you tomorrow.

Karl

Karl Moritz
Director
Alexandria Department of Planning and Zoning
301 King Street, Alexandria, Virginia 22314
703-746-3804

9
10-19-19



**Alexandria Chamber
of Commerce**

The Honorable Justin Wilson
Mayor, City of Alexandria
301 King Street
Alexandria, Virginia 22314

October 18, 2019

Mayor Wilson and Members of Council:

These are exciting days for our City with many plans in the works to make Alexandria an even more desirable place to work and live than it currently is. But with change comes growing pains and it is important for us as a City to ensure we are facing challenges in the best way possible for all parties concerned.

As the voice of business in the City, we are writing to you today to encourage you to support the Planning Commission's unanimous recommendation that Virginia Paving's sunset clause of seven years begin on January 1, 2020.

The seven-year sunset for Virginia Paving beginning January 1, 2020 is a thoughtful compromise that makes the best out of a very challenging situation. Furthermore, we believe to shut the plant down any sooner would be a mark against Alexandria's business friendliness, which in turn could potentially hurt the entire business community.

Additionally, there is nothing that suggests this decision would be detrimental to the City or to the future plans for Eisenhower West, all it does is provide a smooth departure for a good neighbor.

Thank you for the opportunity to comment on this business community matter.

Sincerely,

Charlotte A. Hall
2019 Chair of the Board
Alexandria Chamber of Commerce

Joe Haggerty
President & CEO
Alexandria Chamber of Commerce

CC:

Mark Jinks, City Manager
Karl Moritz, Director of Planning & Zoning

Gloria Sitton

From: website <noreply@surveygizmo.com>
Sent: Thursday, October 17, 2019 3:10 PM
To: Gloria Sitton
Subject: City Council speaker's form submission received

Meeting Date: 10/19/2019
Docket Item# 9

Speaker's Name: Mary Catherine Gibbs
Phone #: 703-836-5757
Email: mcgibbs@wiregill.com
Address: 700 N. Fairfax St., Suite 600

Representing self? No
If representing other: Virginia Paving Co.

Position on the item: For the Planning Commission\'s Recommendation

Nature of interest: Attorney

Are you being compensated? Yes

Cameron Station Civic Association
200 Cameron Station Blvd.
Alexandria, VA 22304

October 9, 2019

Via Email

Mr. Mayor and Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

Re: Virginia Paving SUP Condition #75 (Sunset Provision)

Dear Mr. Mayor and Members of City Council:

The Board of the Cameron Station Civic Association ("CSCA Board") respectfully requests that City Council support the findings of City Staff and the recent unanimous findings by the Planning Commission that Virginia Paving's heavy industrial use at its asphalt plant located at 5601 & 5603 Courtney Avenue and 720, 730 & 750 South Van Dorn Street in Alexandria ("Virginia Paving") is inconsistent with the Eisenhower West SAP ("EWSAP") and with the ensuing and foreseeable development and redevelopment in the West End of Alexandria.

Executive Summary

What Virginia Paving's Special Use Permit ("SUP") sunset provision #75 ("Sunset Provision") is all about is the City's vision for the future of much of the West End as described in the EWSAP. This SUP provision poses only two questions that are determinative as to whether or not the plant should be required to move its operations and those are as follows: (1) is the current heavy industrial use inconsistent with the EWSAP?; and, (2) is the current heavy industrial use inconsistent with the ensuing and foreseeable development and redevelopment in the area? *Considerations beyond these two are not relevant for purposes of invoking the Sunset Provision.* It is evident that Virginia Paving's current heavy industrial use is inconsistent with the EWSAP and with ensuing and foreseeable development and redevelopment in the area:

1. City Staff noted in its report to the Planning Commission for the October 3, 2019 public hearing of the Commission ("10/3 City Staff Report") that "the asphalt plant is not consistent with either the recommendations of the Eisenhower West Small Area Plan or the ensuing/foreseeable redevelopment of the area..." The Planning Commission agreed with this conclusion at its October 3 public hearing by a vote of 7-0. City Staff presentations to the Eisenhower West – Landmark Van Dorn Implementation Advisory Group on both May 22 and September 11 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; and,

2. As noted directly above, the 10/3 City Staff Report states that the asphalt plant is not consistent with ensuing/foreseeable development and the Planning Commission agreed with this conclusion by a vote of 7-0. City Staff also noted in presentations to the Eisenhower West – Landmark Van Dorn Implementation Advisory Group on both May 22 and September 11 that, given ensuing and foreseeable development projects (e.g. Cameron Park, Edsall Shell, Greenhill North and South, Modera Tempo and Public Storage, Vulcan and Victory Center), the current heavy industrial use by Virginia Paving is inconsistent with the ensuing and foreseeable development and redevelopment in the area.

While considerations beyond the two noted in SUP #75 are not relevant for purposes of determining whether or not invoke this SUP provision and requiring Virginia Paving to close its facility, there are additional facts that justify requiring Virginia Paving to cease its heavy industrial uses:

- Virginia Paving's product is no longer in high demand as evidenced by the fact that its annual output has been less than 250,000 of the permitted 980,000 tons in the last several years.
- Virginia Paving's site is on the preferred location for the multimodal bridge and its continued presence will impede the building of same as will as redevelopment in the area.
- Redevelopment of Virginia Paving's site would result in an annual net financial benefit to the City of almost \$700,000 after taking into account the combined total in savings to the City from buying asphalt from Virginia Paving or collecting taxes from it.
- While Virginia Paving has apparently not violated federal or state environmental regulations since 2011, the fact remains that Virginia Paving's operations generate toxic substances which pollute our water and air (e.g. volatile organic compounds, nitrogen oxides, sulfur dioxides and small particulates (i.e. PM2.5 and PM10)).
- Virginia Paving had a long history of violating federal state and local environmental and other laws. Since 2004, Virginia Paving has been cited for 29 such violations and it is still encroaching on over 36,000 square feet on a public right of way.

A. The Conditions for Invoking Virginia Paving's Sunset Provision Have Been Met

Virginia Paving's Sunset Provision states, in pertinent part, that "City Council shall review this SUP, conduct a public hearing, and determine if the continued operation of this use is inconsistent with the Eisenhower West Small Area Plan (SAP) and implementing zoning amendments, anticipated for adoption in 2009, and with the ensuing and foreseeable development and redevelopment in the area. Such public hearing shall be held, and determination made, on or about three years after adoption of the SAP....In the event Council determines that the continued operation of the use is inconsistent with such SAP, implementing zoning and development or redevelopment, the use, and all related tenant operations on or within the site after expiration of the current lease (which is 2016), shall terminate at such time as the Council shall determine, which shall not be sooner than seven years after the adoption of the SAP or longer than the applicable amortization period under Zoning Ordinance Section 12-214 as demonstrated by the Applicant...."

The Sunset Provision is designed to protect the City's vision for the West End as set forth in the EWSAP. SUP provision #75 requires a straightforward two-pronged analysis: (1) is the current heavy industrial use inconsistent with the EWSAP?; and, (2) is the current heavy industrial use inconsistent with the ensuing and foreseeable development and redevelopment in the area? The answer to both questions is a simple, "Yes". Both City Staff and the Planning Commission are in agreement with this conclusion. Considerations beyond these two are not relevant for purposes of this straightforward analysis.

1. Virginia Paving's Heavy Industrial Use is Incompatible With the EWSAP

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. Neither plan envisions more heavy industrial uses within their respective planning areas. 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 its report to the Planning Commission for the October 3, 2019 public hearing of the Commission that "the asphalt plant is not consistent with either the recommendations of the Eisenhower West Small Area Plan or the ensuing/foreseeable redevelopment of the area...the asphalt plant use is inconsistent with the Plan, which specifically recommends the redevelopment of the plant along with other heavy industrial sites in the area. The Plan recommends a mix of residential, office, and institutional uses for the project site [and] a variety of Plan-wide improvements that involve the use of part of the site. Such improvements include the establishment of a linear park along Backlick Run and the construction of a multimodal bridge in the vicinity of the asphalt plant." The Planning Commission agreed that the asphalt plant is inconsistent with the EWSAP at its October 3 public hearing by a vote of 7-0.

In addition, the presentations by City Staff at the May 22, 2019 Eisenhower West – Landmark Van Dorn Implementation Advisory Group meeting as well as at the September 11, 2019 Eisenhower West – Landmark Van Dorn Implementation Advisory Group meeting (“City Staff May 22, 2019 Presentation” and “City Staff September 11, 2019 Presentation”, respectively), both noted that the “EWSAP recommends the redevelopment of this site and other heavy industrial uses to a more compatible land-use.” The City Staff September 11, 2019 Presentation further stated that the “Staff concludes that asphalt plant is NOT CONSISTENT with – Eisenhower West SAP recommendations [or] – Ensuing and foreseeable area development.” (Emphasis in original)

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

Virginia Paving is one of only three remaining heavy industrial uses in the EWSAP study area. It is directly across the street from Vulcan Materials site (a former heavy industrial use) which is slated for redevelopment. In fact, Ken Wire, counsel for the current owner of the site, gave a presentation on the current conceptual plans for redevelopment at the Vulcan Materials site at the September 11, 2019 Eisenhower West – Landmark Van Dorn Implementation Advisory Group meeting. The location of the Vulcan Materials and the Virginia Paving sites so close to the Van Dorn Metro and to each other would seem to make them good candidates for mixed-use development as envisioned under the EWSAP.

The 10/3 City Staff Report states that “[s]ince the [Sunset Provision] condition was written in 2006, several redevelopment projects have been built or approved, or considered in the area around the Virginia Paving site [such as]...Modera Tempo...and the three phase Cameron park development... The following projects have received City Council approval in recent months: the Greenhill North CDD, Greenhill South CDD, Public Storage CDD, and Victory Center. In addition, plans to redevelop the Vulcan site directly across...from Virginia paving are in the early stages of staff review...Although redevelopment may not occur at any of the CDD projects in the near term given that DSUPs still need to be approved prior to the construction of any new buildings, these approvals nonetheless represent ‘foreseeable redevelopment’ in the area in the near future...All of the specific redevelopment projects referenced above are either majority residential or have a significant residential component to them. Heavy industrial uses such as an asphalt plant are not generally compatible with residential uses given their potential for specific land-use impacts such as noise, odors or aesthetics.”

Accordingly, a heavy industrial use such as Virginia Paving’s is obviously inconsistent with “foreseeable development and redevelopment in the West End of Alexandria.” As noted above, the Planning Commission is also in unanimous agreement with this conclusion.

B. Relevant Background on Virginia Paving

There are many other compelling reasons for City Council to invoke the Sunset Provision of Virginia Paving’s SUP provision #75. However, these are not reasons contemplated under SUP #75 and are set forth below solely as useful background information.

1. Virginia Paving's Product is no Longer in High Demand

Unlike the other two remaining heavy industrial uses (Covanta Energy to Waste and the Norfolk Southern Railroad Ethanol Transloading Facility), the need for Virginia Paving's product is diminishing as evidenced by its low production output in 2017 and 2018 (an average of 240,954 tons of its allowable annual output of 980,000 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 Company, Forestville Asphalt Company and/or Senate Asphalt).

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

The 10/3 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."

Further and as noted in both the City Staff May 22, 2019 Presentation and the City Staff September 11, 2019 Presentation, the City's "[p]referred option for the multimodal bridge would bisect the site [i.e. Virginia Paving's property]." Norfolk Southern has also indicated the same preference for locating this multimodal bridge with some slight modifications. Locating the multimodal bridge at the site preferred by the City as well as by Norfolk Southern becomes impossible if Virginia Paving remains at its current location. It is also worth noting that Greenhill Properties has repeatedly made it clear publicly that it will not go forward with its two huge projects unless a multimodal bridge is built.

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

At the September 11 meeting of the Eisenhower West – Landmark Van Dorn Implementation Advisory Group, Virginia Paving made much of the fact that the City saved money by buying its asphalt from the plant and the fact that it collected taxes from the plant. Virginia Paving's presentation at the September 11 Advisory Group meeting indicated that the combined total of such taxes and savings on asphalt are \$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 10/3 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 10/3 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.

4. Virginia Paving’s Operations Emit Water and Air Pollutants

The October Intergovernmental Panel on Climate Change Climate Report noted that we have a climate emergency and that we must take immediate action to reduce greenhouse gas emissions in half by 2030. On July 9, 2019, City Council passed the Environmental Action Plan 2040 which commits the City to building net-zero energy public buildings, to cut in half all City-wide emissions by 2030, and reducing community greenhouse gas emissions by 80 to 100% by 2050. While Virginia Paving apparently has not violated federal or state environmental laws since 2011, the fact remains that Virginia Paving’s operations result in the emission of pollutants such as but not limited to volatile organic compounds, nitrogen oxides, sulfur dioxides and small particulates (i.e. PM2.5 and PM10). Eliminating pollution from heavy industrial uses like Virginia Paving would send a positive message that City Council continues to be serious about protecting our environment.

5. Virginia Paving’s Past and/or Recent Environmental and Other Violations

The City should not forget that it took enormous efforts from 2004 through 2006 by the Cameron Station Civic Association and numerous other civic associations (located throughout the City) to get Virginia Paving to become somewhat compliant and make necessary environmental upgrades to stop it from continuing to violate numerous environmental standards. All these violations were occurring while the Samuel W. Tucker Elementary School was (and still is) less than 200 feet from the plant. During the time Virginia Paving was seeking to modify its SUP in order to more than double its annual production (i.e. from 2004 to 2006), it was found to be in violation of a combined total of twenty-four 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;
- Fifteen 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 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). The City Staff May 22, 2019 Presentation noted that there continue to be citizen complaints related to both noxious smells and noise. At the same meeting, City Staff stated that there are "encroachment issues" by Virginia Paving on a "public right of way." 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.

C. Conclusion

The continued heavy industrial uses at Virginia Paving's asphalt plant are inconsistent with the EWSAP and with the ensuing and foreseeable development and redevelopment in the West End of Alexandria. A huge rap pile and an asphalt plant are simply not the vision for the future contemplated under the EWSAP and both City Staff and the Planning Commission agree. In short, we urge City Council to do the same and invoke the Sunset Provision.

If there are any questions concerning these comments, please contact the undersigned at aimpastato54@gmail.com, or by phone at (703) 567-5075.

Sincerely,

/s/

Arthur A. Impastato
President
Cameron Station Civic Association

cc: Karl Moritz
Nathan Randall

Gloria Sitton

From: Karl Moritz
Sent: Monday, October 07, 2019 1:31 PM
To: Nathan Randall
Subject: FW: Sunset Provision on Virginia Paving - October 19th.

Karl W. Moritz
Planning Director | City of Alexandria
Room 2100 | 301 King Street | Alexandria, VA 22314
Desk: 703-746-3804 | Cell: 571-329-3052

From: MICHAEL FLORES <pbvd@aol.com>
Sent: Sunday, October 06, 2019 7:51 PM
To: Karl Moritz <Karl.Moritz@alexandriava.gov>; Mark Jinks <Mark.Jinks@alexandriava.gov>
Cc: rlandis@gwmail.gwu.edu
Subject: Sunset Provision on Virginia Paving - October 19th.

Dear Mayor Wilson & Members of City Council:

I am an Alexandria resident who support the City Staff's determination and the Planning Commission's recommendation that Virginia Paving's heavy industrial use at its asphalt plant located at 5601 & 5603 Courtney Avenue and 720, 730 & 750 South Van Dorn Street in Alexandria ("Virginia Paving") is inconsistent with the Eisenhower West Small Area Plan and with the ensuing and foreseeable development and redevelopment in the West End of Alexandria. There are additional facts that justify requiring Virginia Paving to cease its heavy industrial uses: (1) Virginia Paving's product is no longer in high demand as evidenced by the fact that its annual output has been less than 250,000 of the permitted 980,000 tons in the last several years; (2) Virginia Paving's site is on the preferred location for the multimodal bridge and its continued presence will impede the building of same.; (3) Redevelopment of Virginia Paving's site would result in an annual net financial benefit to the City of almost \$1 million even after taking into consideration the combined total in savings to the City from buying asphalt or collecting taxes from it.; (4) While Virginia Paving has not violated environmental regulations since 2011, the fact remains that Virginia Paving's operations generate pollutants such as volatile organic compounds, nitrogen oxides, sulfur dioxides and small particulates (i.e. PM2.5 and PM10).; (5) Virginia Paving has a long history of violating federal state and local environmental and other laws. Since 2004, Virginia Paving has been cited for 29 such violations and it is still encroaching on over 36,000 square feet on a public right of way. In light of the foregoing, I urge you to invoke the sunset provision contained in item #75 of Virginia Paving's Special Use Permit at your public hearing on October 19th.

Respectfully,
Mike Flores and Rebecca Landis
501 Cameron Station Blvd
Alexandria, VA 22304

Gloria Sitton

From: Karl Moritz
Sent: Monday, October 07, 2019 1:31 PM
To: Nathan Randall
Subject: FW: Virginia Paving Company

Karl W. Moritz
Planning Director | City of Alexandria
Room 2100 | 301 King Street | Alexandria, VA 22314
Desk: 703-746-3804 | Cell: 571-329-3052

From: Sarbartha Bandyopadhyay <sbandyxyz@gmail.com>
Sent: Monday, October 07, 2019 9:26 AM
To: Justin Wilson <justin.wilson@alexandriava.gov>; Elizabeth Bennett-Parker <elizabeth.bennettparker@alexandriava.gov>
Cc: Karl Moritz <Karl.Moritz@alexandriava.gov>; Mark Jinks <Mark.Jinks@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; Amy Jackson <Amy.Jackson@alexandriava.gov>; Mo Seifeldein <Mo.Seifeldein@alexandriava.gov>; Del Pepper <Del.Pepper@alexandriava.gov>
Subject: Virginia Paving Company

Dear Mayor Wilson & Members of City Council:

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Sincerely,

Sarbartha Bandyopadhyay
424 Stabler Ln
Alexandria, VA 22304

Gloria Sitton

From: Karl Moritz
Sent: Monday, October 07, 2019 1:30 PM
To: Nathan Randall
Subject: FW: Virginia Paving

Karl W. Moritz
Planning Director | City of Alexandria
Room 2100 | 301 King Street | Alexandria, VA 22314
Desk: 703-746-3804 | Cell: 571-329-3052

From: Amy Billing <amy.billing@gmail.com>
Sent: Monday, October 07, 2019 12:58 PM
To: Justin Wilson <justin.wilson@alexandriava.gov>; Elizabeth Bennett-Parker <elizabeth.bennettparker@alexandriava.gov>
Cc: Karl Moritz <Karl.Moritz@alexandriava.gov>; Mark Jinks <Mark.Jinks@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; Amy Jackson <Amy.Jackson@alexandriava.gov>; Mo Seifeldein <Mo.Seifeldein@alexandriava.gov>; Del Pepper <Del.Pepper@alexandriava.gov>
Subject: Virginia Paving

Dear Mayor Wilson & Members of City Council:

I am an Alexandria resident who support the City Staff's determination and the Planning Commission's recommendation that Virginia Paving's heavy industrial use at its asphalt plant located at 5601 & 5603 Courtney Avenue and 720, 730 & 750 South Van Dorn Street in Alexandria ("Virginia Paving") is inconsistent with the Eisenhower West Small Area Plan and with the ensuing and foreseeable development and redevelopment in the West End of Alexandria. There are additional facts that justify requiring Virginia Paving to cease its heavy industrial uses: (1) Virginia Paving's product is no longer in high demand as evidenced by the fact that its annual output has been less than 250,000 of the permitted 980,000 tons in the last several years; (2) Virginia Paving's site is on the preferred location for the multimodal bridge and its continued presence will impede the building of same.; (3) Redevelopment of Virginia Paving's site would result in an annual net financial benefit to the City of almost \$1 million even after taking into consideration the combined total in savings to the City from buying asphalt or collecting taxes from it.; (4) While Virginia Paving has not violated environmental regulations since 2011, the fact remains that Virginia Paving's operations generate pollutants such as volatile organic compounds, nitrogen oxides, sulfur dioxides and small particulates (i.e. PM2.5 and PM10).; (5) Virginia Paving has a long history of violating federal state and local environmental and other laws. Since 2004, Virginia Paving has been cited for 29 such violations and it is still encroaching on over 36,000 square feet on a public right of way. In light of the foregoing, I urge you to invoke the sunset provision contained in item #75 of Virginia Paving's Special Use Permit at your public hearing on October 19th.

Sincerely,

Amy Billing
424 Stabler Ln
Alexandria, VA 22304