



Eisenhower West Industrial Land Use Study

City of Alexandria, Department of Planning and Zoning and
Department of Transportation and Environmental Services

<http://alexandriava.gov/industrialstudy>

COMMUNITY MEETING #2 SUMMARY NOTES

May 13, 2009

6:30 PM - 8:30 PM

Patrick Henry Elementary School

Study Process and Public Involvement

- a. How did the Consultant Team use the information gathered in the stakeholder interviews?

The stakeholder interviews assisted the Consultant Team in becoming familiar with the issues in Alexandria and it helped frame the study. The transcripts from the stakeholder meetings will remain confidential. The Consultant Team assured the individuals being interviewed that their responses would not be shared with the City or the public. However, a summary of the findings from the interviews will be included in the report. The Consultant Team will present them in broad themes with basic information.

- b. The information gathered from the stakeholder interviews in addition to the list of people interviewed should be made available to the public.

The information will be included in the draft report. The Consultant Team will present them in broad themes with basic information. The Consultant team assured individuals being interviewed that their answers would remain confidential.

- c. How long were the stakeholder interviews?

The stakeholder interviews averaged 45 minutes each.

- d. What are the next steps? Will the public have an opportunity to comment?

The draft report will be available in June. The public will have the summer to review and submit comments and questions. The City and Consultant Team will post all of the comments and questions on the City's website. The report will go to Planning Commission and City Council in September.

Industrial Uses Operations

- a. What is the Capital expenditure cost of the Covanta Plant?

The original cost of the plant was \$60 million in the 1980's. The air pollution control equipment that was recently added cost \$50 million. The cost to build a new facility of comparable size is approximately \$330 million.

- b. The residents knew the industrial uses were there when they moved in. What happens if all the industries remain, but are there ways to make them look better?
The City and the Consultant Team will discuss examining a baseline scenario with improvements to determine if there are things that can be done to improve the air quality, appearance, and life safety issues surrounding these uses. This could include recommendations for actions and policies to integrate the uses.
- c. Does the Covanta Plant break even?
The Covanta Plant is a profitable business.
- d. The information presented is misleading and seems inaccurate. For example, Virginia Paving does not have 130 employees unless contractors are included, the aggregate arrives on rail so there is no actual transfer between the Vulcan and Virginia Paving sites, and although 100% of the City streets are paved by Virginia Paving, the City is not Virginia Paving's only customer. Thank you for your comment. Virginia Paving has 180 fulltime employees and 17 haulers. The Consultant Team has citations for all the information presented.
- e. Virginia Paving should consider a blast barrier to protect the residents of Cameron Station from any blast from the ethanol transloading facility.
Thank you for your comment.
- f. Norfolk Southern Ethanol Transloading should be shutdown. Has the Consultant Team spoken to Norfolk Southern?
Norfolk Southern has declined to participate in this study.

Market Analysis/Findings

- a. Who would want to develop residential or retail on these properties with other options available for redevelopment in the city? Can we realistically expect any development in the next 20 years?
None of the sites can be considered particularly attractive compared to other development opportunities in the City. The Vulcan Materials property is the most attractive of all of the industrial sites, and the site that will most likely be the first to face redevelopment pressure. Based on the preliminary findings, redevelopment of the entire area is not likely to occur for more than 20 years.
- b. It appears that the City wasted time preparing the Landmark/Van Dorn Corridor Plan. The two areas are linked. Landmark/Van Dorn will not develop as long as these industrial uses remain.
There is a lot the City can do to encourage development in the Landmark/Van Dorn plan if the industrial uses remain. Vulcan has the most potential for redevelopment in the future. The City and the Consultant Team will discuss examining if there is a negative impact of the industrial uses on the implementation of the Landmark/Van Dorn Corridor Plan.

- c. The analysis needs to consider the disincentive to other businesses in Eisenhower West with the industries there.
The marketing and branding of this area can be addressed in a narrative in the report.
- d. What is the impact of the industrial uses on the rest of the Eisenhower West area?
The industrial uses have no impact to the Eisenhower West area. The area is zoned industrial. The impact will be evaluated during the Eisenhower West planning process.
- e. What is the value of having a diverse economic base?
The value of a diverse economic base is hard to quantify. Opinions differ on the topic and there is no consensus about how a community should value economic diversity.

Redevelopment Alternatives

- a. Alternative D is presented as having more intense development than the other alternatives; however, the FAR is similar to Alternative A. Is this an error?
Alternative D has more intense development near the Metro station. The FAR varies by each individual property. The Consultant Team will check the numbers in addition to presenting the FAR by parcel for each alternative.
- b. The alternatives assume the Ethanol Transloading Facility can move to Springfield industrial area with a special use permit. How can Fairfax County require a special use permit if the City could not require one?
The Consultant Team was referring to the other industrial uses. Those uses could operate in the industrial area with a special use permit. The local jurisdiction cannot require a special use permit for the Ethanol Transloading Facility.
- c. Do the alternatives include the probability of a blast or fire at the transloading facility and the impact on property damage?
There is a variety of risks associated with industrial uses. Quantifying that risk is outside the scope of this study. The purpose of this study is to determine if there is a market for redevelopment and the benefits and costs associated with redevelopment.
- d. Prior to the Covanta Plant being built there was an option of sending the garbage by rail to West Virginia. The alternatives just say the garbage will be sent 100 miles away. Will it be sent to a landfill?
It is not likely that the garbage will be sent to a landfill as that is inconsistent with the principles of the City's Eco-City Charter. The options are to replace the physical energy from waste plant at another location or examine other disposal alternatives.

- e. For Alternatives A and C, the Vulcan and Virginia Paving site need to be separate. It is misleading to analyze them together, since Vulcan is really the only financially feasible site.
The report will show the Vulcan and Virginia Paving sites analyzed separately.
- f. If Covanta is breaking even, then waste management picking up the trash should be cheaper than having it incinerated at the plant. It seems that Covanta is worthless to the City.
Covanta is a profitable business and it is not worthless to the City. The final analysis will include the cost to the City to pay for hauling solid waste somewhere other than Covanta.

Financial/Fiscal Impacts

- a. Does the fiscal impact information on slide 36 depict the net gains to the City? Does it extract out the cost of services to the City?
The fiscal impact is the net gain to the City. It is the revenues from taxes minus the costs to the City to provide services to the new development, such as roads, sewer, and water. It does not include the increase in cost of services to the City, such as solid waste hauling or asphalt.
- b. Will the analysis include tax revenues from increased property values of existing residents surrounding the industrial uses, because the industrial uses would be gone?
The analysis will include the increase in tax revenue from the redevelopment of the four industrial sites. It will not include tax revenue from an increase in property value of properties outside the four sites.
- c. In Alternative B, wouldn't there be a fiscal impact of having a park on the Virginia Paving site. What is the difference between the fiscal impact and financial impact?
The fiscal impact to the City is the tax revenues minus the cost to provide services. The financial impact looks at the financial feasibility of redeveloping the site. In Alternative B it is not financially feasible for a developer to redevelop the site. The fiscal impact does not include the cost to the City to maintain, however the next iteration of analysis will include that cost.
- d. Does the cost of the City to provide services include building a new school?
The analysis includes an average capital cost per student, but it does not include a new building on site.

Environmental Impacts

- a. There are toxins such as lead that are being emitted from the Covanta Plant and Virginia Paving that are not included on the air quality slide. Will these be

included into the study? Will the study also factor in the value of removing these uses?

Several environmental factors will be included in the final analysis. Based on the data on reported levels of air emissions, this area is comparable to other mixed-use communities in the county. The Consultant Team has not seen evidence of Virginia Paving or Covanta affecting the health of nearby communities. The report will include an analysis of toxins, greenhouse gas, and criteria pollutant emissions.

- b. The slide shows the Air Quality Baseline data as 2005, which is prior to the ethanol transloading operation and Virginia Paving's extended hours. The 2005 inventory is the most complete and consistent data set. The Consultant Team has the 2008 data, which will be included in the report.
- c. On the slide that has the emissions for the City it seems that onroad mobile sources are the biggest source of pollution. Will the analysis for the redevelopment scenarios include emissions from new cars? The analysis will include additional cars on the road generated from new development. In addition, the Consultant Team will provide all assumptions used for the analysis.