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February 23, 2015

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Karl Moritz, Director
Department of Planning & Zoning
City Hall, Room 2100
Alexandria, VA 22314

Re: Eisenhower West Small Area Plan

Dear Mr. Moritz:

This letter is written to comment on three items related to the current proposed Eisenhower West Small Area Plan as presented to the community on February 9, 2015. As you're aware, our firm represents the Virginia Paving Company, a division of Lane Construction Company, with respect to their use of the property at 5601 Courtney Avenue where the currently existing Virginia Paving Plant sits. This letter sets out three specific matters which Virginia Paving wants to comment on related to the 'Concept Plan - Land Use' and the 'Multi-Modal Bridge Options' as presented at that meeting. Copies of what was presented at the Community Meeting on February 9th are enclosed with this letter for easier reference.

The plan continues to make great progress in recognizing that we need to maximize our utilization of the Van Dorn Metro Station, and determining how we accomplish that goal while creating a revitalized community in this area of Alexandria. However, three things need to be addressed as the Plan moves forward.

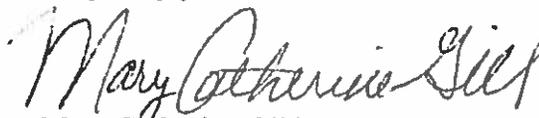
- 1) The City cannot designate the majority of the Virginia Paving site as a park as is shown the current Concept Plan – Land Use presented to the community. The City would be required to pay Virginia Paving the full fair market value for this property at its highest and best, most valuable, privately owned use if it were so designated, and that can't be the goal at this time of constricting budgets in our City. While a large part of the property may sit in the 100 year floodplain, that doesn't mean no development is permitted in that area of their property. As you are well aware, many of the redevelopment projects on the Waterfront are in the floodplain and while certain measures must be taken to ensure compliance with the floodplain ordinance, development can still occur on property in the floodplain. More importantly, the density associated with any property in the floodplain is not lost whether it is built in the floodplain itself, or consolidated on the part of the property outside the floodplain.

- 2) The Multi-modal Bridge Options as shown at the Community Meeting should be amended to remove Option 1, as that option bisects Virginia Paving's property and again, would result in the City having to pay the full fair market value for the highest and best use of the property. Option 2 seems to have shifted slightly west where it is now shown to bisect the area where Virginia Paving has its the rock crusher and rap pile, towards the eastern end of the Virginia Paving property. Again this will cause the City to have to incur increased costs for land acquisition. Option 3 or a modified version of Option 2 moving the bridge to the eastern edge of Virginia Paving's site, should be considered the most viable options for the City, both in terms of cost efficiency as well as being closer to more residents in Cameron Station who would be seeking to utilize the more direct route to the Metro.

- 3) Virginia Paving and several others in the community have raised an implementation tool on a regular basis throughout the planning process for Eisenhower West that the City has yet to discuss at any of our four Community meetings or any of our 9 previous Steering Committee meetings. Transferrable Development Rights or "TDRs" should be authorized in this area, with properties designated as donor areas and other designated as receiving areas to permit those properties that the City would like to remain open and usable space to transfer their development rights to some other property closer to the Van Dorn Metro Station. The Virginia State Code authorized this in Va. Code §§ 15.2-2316.1 and 15.2-2316.2 and is should be implemented in Alexandria. A model TDR Ordinance has also been developed and a link to the same can be found at <http://www.vdacs.virginia.gov/preservation/pdf/Model%20TDR%20Ordinance.pdf>,

Virginia Paving continues to seek to have positive input in the Eisenhower West Small Area Plan process and would be happy to discuss these matters at your convenience. We look forward to continuing to work with you to resolve these issues and to create a vibrant and desirable place to be in Eisenhower West.

Very truly yours,



Mary Catherine Gibbs

cc: Mr. Michael Cuilik and Mr. David Horton, Virginia Paving Company