

land within this area, would have reached major proportions by 1970. It was for the purpose of accelerating the title to this riparian accretion that the Commonwealth of Virginia proceeded with the enactment of this legislation at the time when the Commonwealth may have had or properly did have color of title.

Fortunately, the Commonwealth could justly receive compensation.

Also, for the general convenience of the owner, that this was proceeded with, the legislature, at the request of the owner, and with the consent of the Governor, carried this forward.

Now, as to the present zoning of this land, the fast land is now generally zoned CC-Residential, which is the density that permits 54.8, approximately, units to the acre, not to exceed a building height of 150 feet in this location.

There is a small area at the southwest corner of this property now zoned C-2 commercial. C-2 commercial is a type of zoning which the city is no longer approving because C-2 commercial also permits multifamily residential developments and some type of commercial development along with it.

At this particular moment, we are in the process of hearings before the planning commission and the city council of Alexandria, definitely establishing the limits of the C-2 area.

It is assumed that within the next 30 to 60 days, we will have a delineation of this particular area, but for the sake of the record, it is my opinion that it is 2 acres.

I have made, as briefly as I could, a description of the status of the title and chronological history of the title.

If you have any questions, of course, I will be happy to answer them. I think I can summarize my statement briefly by saying, in the opinion of myself as a title attorney and the two different title insurance companies which have insured loans on this land, title is good. It has riparian rights and the land once accreted, once it is fast land, becomes insurable by title companies.

A portion of this land now encompassed by this application is now, in my opinion, close to fast land and insurable. How much that is, of course, I am not in a position to say, not being an engineer.

STATEMENT OF EDWARD S. HOLLAND ON BEHALF OF THE APPLICANT

Mr. HOLLAND. Colonel Rhea, gentlemen, my name is Edward S. Holland. I am a professional engineer. I operate a business known as Holland Engineering at 110 North Royal Street. I have maintained a business in civil engineering and surveying in this city since 1939.

I would bore you with reading my experience record because I am going to presume to make statements of a technical and professional nature.

I would like to be certain that you are aware of my past experience and possible qualifications.

I was educated in the public school system in Washington, D.C., graduating from Western High School in 1928.

I graduated from the University of Maryland, receiving a bachelor of science degree in civil engineering in 1933. I was in responsible charge of engineering operations pertaining to bulkheading, dredging and shore erosion control in 1931 on the shores of the Chesapeake Bay and its tributaries.

I continued with engineering and surveying work from graduation until 1936. During this period, I was engaged in projects relating to hydrology in connection with hydroelectric plans in West Virginia, and waterfront development projects in the Potomac River and Chesapeake Bay areas.

I was employed for 3 years with the Federal Government as an engineer to do mapping and surveying which related to soil conservation and erosion control in both the Resettlement Administration and Agricultural Adjustment Administration.

In 1939, I opened my professional offices in Alexandria and have had branch offices from time to time in Hampton, Va., Leonardtown, Md., Washington, D.C. and Fairfax City.

I have generally been engaged in municipal engineering and surveying, including design, specifications, supervision of streets, sewers, utility lines, sewerage pumping stations and sewerage treatment works, highway design, special drainage structures, structural foundation and piling, route surveys, property location and right-of-way selection for cross-country trunklines and new road locations.