

RESOLUTION NO. 420

WHEREAS, on April 24, 1973 the City Council of the City of Alexandria adopted certain conditions relating to the relocated Service and Inspection Yard; and,

WHEREAS, the Alexandria City Council at its recessed meeting of May 8, 1973 held on May 9, 1973 and again at its regular meeting of November 12, 1974, amended the conditions relating to the relocated Service and Inspection Yard; and,

WHEREAS, a recent study of the entire Cameron Valley points out that if the entire Valley is developed at maximum density, development will far outstrip the City of Alexandria's ability to provide adequate supporting services;

NOW THEREFORE, be it resolved by the City Council of the City of Alexandria, Virginia, that:

The Council concurs that there is a need to modify the conditions imposed on WMATA as part of the relocation of the Service and Inspection Yard; and,

BE IT FURTHER RESOLVED that the conditions of approval as adopted on April 24, 1973 and amended on May 9, 1973 and on November 12, 1974, be revised to read as follows:

Subject to the conditions described below, the Alexandria City Council approves and designates Site 4(d) for use by WMATA as a Service and Inspection Yard:

1. WMATA will design the track alignments for the Service and Inspection Yard and the SPRINGFIELD line so as to accommodate a future Quaker Lane Station and, in the event funding is made available at other than System's cost, WMATA agrees to provide for the construction of this proposed station concurrent with the construction of the Service and Inspection Yard and the rail line.
2. The area within the perimeter tracks of the Yard may be up to 36 acres.
3. WMATA SHALL not acquire over 36 acres in fee without further approval of the City of Alexandria.
4. The tracks entering the Yard at its eastern extremity shall be moved from the location proposed by WMATA to a point approximately 2100 feet west of Telegraph Road. This point is 600 feet west of the location proposed in WMATA's March 1, 1973 report for Site 4(d).
5. Subject to the provision of Paragraph 3, WMATA may acquire all land necessary for the construction of the Yard in fee.

6. All reasonable effort shall be made by WMATA to relocate, within Alexandria, all Alexandria businesses which are displaced by rail transit.
7. Provided economics and material prove suitable, WMATA will utilize the future Cameron Run Channel as a borrow area for the filling at the WMATA yard site and the relocation of this portion of the Channel must be coordinated with the City.
8. Final design approval of the Service and Inspection Yard by the City will be dependent upon receipt of the satisfactory agreement from WMATA which will provide that WMATA will relocate a portion of the Cameron Run Channel made necessary by the installation of the transit facilities to improve this portion of the Channel to accommodate 100 year flood. WMATA shall provide for adjustments to existing sewers which are necessary in order to relocate the Channel.
9. The points of vehicle access from Eisenhower Avenue to the Yard shall meet the approval of the City and be constructed by WMATA.
10. WMATA acknowledges that the City in its final Cameron Valley plan does not intend to make provision for private, competitive development on the land acquired by WMATA in fee.

Adopted September 9, 1975

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Mrs. Helen Holleman, Clerk of the  
City of Alexandria, Virginia