

Ordinance No. 1128

AN ORDINANCE TO PROVIDE FOR THE EXTENSION OF THE CORPORATE LIMITS OF THE CITY OF ALEXANDRIA, VIRGINIA, PURSUANT TO THE PROVISIONS OF ARTICLE 1, CHAPTER 8 OF THE TITLE 15 OF THE CODE OF VIRGINIA, 1950, AS AMENDED, BY THE ANNEXATION OF CERTAIN TERRITORY IN THE COUNTY OF FAIRFAX, VIRGINIA.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

FIRST: That the City Council of the City of Alexandria, Virginia, a municipal corporation, in furtherance of the health, safety and welfare of the said City, hereby declares that it desires to annex, pursuant to the provisions of Article 1, Chapter 8, of Title 15 of the Code of Virginia, 1950, as amended, certain territory lying in the County of Fairfax, which territory is adjacent to the present corporate limits of the City of Alexandria.

SECOND: The metes and bounds of the territory proposed to be acquired from the County of Fairfax are described as follows:

BEGINNING at a point, common to the Arlington County, Virginia limits, the present corporate limits line of the City of Alexandria, Virginia and the Fairfax County, Virginia limits lines, the said point also being located in accordance with the provisions of Sec. 55-287 thru Sec. 55-297, inclusive, of the Code of Virginia (1950) as amended, by Virginia Co-ordinate System, North Zone, as north 432,009.67 feet east 2,395,715.98 feet as determined from the position of U S. Coast and Geodetic Survey Triangulation Station "Temple 1934", (all courses and distances and coordinates herein described are determined in accordance with the requirements of the Virginia Co-ordinate System, North Zone), and running thence with the present Corporation line of the City of Alexandria, and more particularly with the following courses and distances to points hereinafter described by coordinates, south 09° 13' 10" west, 481.67 feet to a point, whose coordinates are N 431,534.22 E 2,395,638.81; thence south 55° 50' 10" west, 69.09 feet to a grey granite stone whose coordinates are N 431,495.42 E 2,395,581.64, which stone also lies in the southwesterly line of Leesburg Turnpike (Route 7); thence south 67° 46' 46" west 3212.84 feet to a point whose coordinates are N 430,280.43 E 2,392,607.40; thence north 14° 20' 17" west, 403.14 feet to a point whose coordinates are N 430,671.01 E 2,392,507.57; thence north 12° 16' 17" west, 13.61 feet to a point whose coordinates are N 430,684.31 E 2,392,504.67 which point also lies in the northeasterly line of Seminary Road; thence south 75° 05' 43" west 828.84 feet to a point whose coordinates are N 430,471.12 E 2,391,703.72; thence north 14° 54' 17" west 189.75 feet to a point whose coordinates are N 430,654.49 E 2,391,654.91; thence south 50° 51' 43" west 402.33 feet to a point whose coordinates are N 430,400.54 E 2,391,342.85; thence south 39° 08' 17" east, 144.68 feet to a point whose coordinates are N 430,288.32 E 2,391,434.17; thence south 50° 51' 43" west, 62.74 feet to a point whose coordinates are N 430,248.72 E 2,391,385.51; thence south 29° 56' 17" east 271.30 feet to a point whose coordinates are N 430,013.62 E 2,391,520.91; thence south 70° 17' 13" west 255.57 feet to a

point whose coordinates are N 429,927.41 E 2,391,280.32; thence south 19° 42' 47" east, 184.04 feet to a point whose coordinates are N 429,754.16 E 2,391,342.40; thence south 32° 25' 44" east 542.51 feet to a point in the southwesterly line of Davis Avenue as established by deed of dedication of Block 7, Dowden Terrace Subdivision, the coordinates of said point being N 429,296.25 E 2,391,633.32; thence south 73° 27' 40" west, 891.67 feet to a point whose coordinates are N 429,042.42 E 2,390,778.54; thence north 66° 05' 42" west, 38.45 feet to an iron pipe whose coordinates are N 429,058.17 E 2,390,743.36; thence south 32° 56' 06" west 858.19 feet to a point whose coordinates are N 428,337.90 E 2,390,276.77; thence south 38° 47' 41" west, 776.64 feet to a point whose coordinates are N 427,732.59 E 2,389,790.18; thence south 67° 50' 58" west, 1208.64 feet to a point in the meanders of Holmes Run, the coordinates of said point being N 427,276.80 E 2,388,670.74 feet; thence with the meanders of said Holmes Run, south 16° 34' 20" east, 277.85 feet to a point whose coordinates are N 427,010.49 E 2,388,749.99; thence south 8° 43' 00" east, 226.30 feet to a point whose coordinates are N 426,786.80 E 2,388,784.27; thence leaving said Holmes Run and running south 60° 41' 50" west, 200.95 feet to a point whose coordinates are N 426,688.45 E 2,388,609.00; thence south 45° 52' 50" west 485.48 feet to a point whose coordinates are N 426,350.48 E 2,388,260.48; thence south 57° 04' 50" west, 162.21 feet to a point whose coordinates are N 426,262.33 E 2,388,124.32; thence south 44° 15' 50" west, 510.18 feet to a point whose coordinates are N 425,896.97 E 2,387,768.23; thence south 50° 23' 50" west, 245.25 feet to a point whose coordinates are N 425,740.63 E 2,387,579.27; thence south 57° 39' 50" west, 227.74 feet to a point whose coordinates are N 425,618.82 E 2,387,386.85; thence south 52° 24' 50" west, 131.76 feet to a point whose coordinates are N 425,538.45 E 2,387,282.44; thence south 54° 11' 50" west, 232.45 feet to a point whose coordinates are N 425,402.47 E 2,387,093.91; thence south 16° 05' 50" west, 208.59 feet to a point whose coordinates are N 425,202.06 E 2,387,036.07; thence south 33° 25' 50" west, 399.44 feet to a point whose coordinates are N 424,868.71 E 2,386,816.01; thence south 8° 23' 10" east, 314.43 feet to a point whose coordinates are N 424,557.63 E 2,386,861.87; thence south 16° 25' 50" west, 366.68 feet to a point whose coordinates are N 424,205.92 E 2,386,758.15; thence north 87° 52' 22" east, 1034.30 feet to a point whose coordinates are N 424,244.31 E 2,387,791.74; thence south 24° 27' 19" east, 943.48 feet to a point whose coordinates are N 423,385.47 E 2,388,182.32; thence south 42° 45' 41" west, 970.60 feet to a point whose coordinates are N 422,672.87 E 2,387,523.33; thence south 46° 53' 40" east, 441.98 feet to a point in the southwesterly line of old Lincolnia Road (Route 613), the coordinates of said point are N 422,370.85 E 2,387,846.02; thence south 42° 44' 00" west, 222.36 feet to a point whose coordinates are N 422,207.52 E 2,387,695.13; thence south 25° 42' 00" west, 482.02 feet to a point whose coordinates are N 421,773.18 E 2,387,436.10; thence north 62° 02' 37" west, 125.98 feet to a point whose coordinates are N 421,832.24 E 2,387,374.82; thence south 27° 57' 23" west, 40.00 feet to a point whose coordinates are N 421,796.91 E 2,387,356.07; thence north 62° 02' 37" west 283.93 feet to a point in the northerly line of Little River Turnpike (State Route 236), the coordinates of said point are N 421,930.03 E 2,387,105.25; thence south

30° 03' 50" west 1380.81 feet to a point whose coordinates are N 420,734.98 E 2,386,413.51; thence south 29° 37' 57" east, 40.65 feet to a point whose coordinates are N 420,699.65 E 2,386,433.61; thence with the arc of a curve to the left whose radius is 33,347.20 feet, whose chord bearing and chord are south 60° 19' 52" west, and 48.90 feet respectively a distance of 48.90 feet to a point in the northwesterly line of the Henry G Shirley Memorial Highway (Route 350) the coordinates of said point are N 420,675.45 E 2,386,391.12; thence crossing said Shirley Memorial Highway and Service Road No. 4 of said highway south 1° 31' 56" west, 451.39 feet to a concrete right-of-way monument marking the southeasterly line of said Service Road No. 4, the coordinates for which are N 420,224.19 E 2,386,379.07; thence south 1° 55' 30" west, 893.17 feet to a stone corner whose coordinates are N 419,331.55 E 2,386,349.05; thence south 79° 03' 55" west, 149.77 feet to an iron pipe whose coordinates are N 419,303.14 E 2,386,202.00; thence south 11° 24' 13" east, 1748.59 feet to an iron pipe whose coordinates are N 417,589.06 E 2,386,547.73; thence north 77° 19' 38" east, 251.16 feet to a point in the southerly line of the Edsall Road (Route 648) the coordinates of said point are N 417,644.16 E 2,386,792.77; thence south 21° 07' 03" east, 2150.01 feet to a point whose coordinates are N 415,638.51 E 2,387,567.39; thence north 70° 25' 23" east, 605.71 feet to a point whose coordinates are N 415,841.50 E 2,388,138.08; thence south 3° 48' 44" east, 945.93 feet to a point in the northerly right-of-way line of the Richmond-Fredericksburg and Potomac Railroad, the coordinates of said point are N 414,897.63 E 2,388,200.98; thence north 79° 03' 40" east, 3302.03 feet to a point whose coordinates are N 415,524.26 E 2,391,443.00; thence north 4° 17' 00" west, 30.20 feet to a point whose coordinates are N 415,554.38 E 2,391,440.74; thence north 79° 03' 40" east, 1025.13 feet to a point whose coordinates are N 415,748.91 E 2,392,447.24; thence along the arc of a curve to the left whose radius is 8484.00 feet and whose chord bearing and chord are north 78° 08' 57" east and 270.06 feet respectively, a distance of 270.09 feet to a point whose coordinates are N 415,804.37 E 2,392,711.54; thence south 12° 45' 46" east 35.00 feet to a point on a curve to the left, the coordinates of said point are N 415,770.23 E 2,392,719.27; thence along the arc of a curve to the left whose radius is 8518.99 feet whose chord bearing and chord are north 71° 34' 58" east and 1678.69 feet respectively, a distance of 1681.42 feet to a point whose coordinates are N 416,300.59 E 2,394,311.98; thence north 0° 31' 40" west, 5.43 feet to a point on a curve to the left, the coordinates of said point are N 416,306.02 E 2,394,311.93; thence along the arc of said curve to the left whose radius is 8513.99 feet and whose chord bearing and chord are north 59° 55' 14" east and 1777.95 feet respectively a distance of 1781.18 feet to an iron bar whose coordinates are N 417,197.13 E 2,395,850.45; thence north 36° 04' 22" west, 15.00 feet to point whose coordinates are N 417,209.25 E 2,395,841.62; thence along the arc of a curve to the left whose radius is 8499.00 feet, and whose chord bearing and chord are north 52° 48' 09" east and 333.65 feet, respectively a distance of 333.67 feet to a point, whose coordinates are N 417,410.96 E 2,396,107.39; thence north 51° 40' 40" east 663.73 feet to a point in the northerly line of the Richmond, Fredricksburg and Potomac Railroad right-of-way, the coordinates of

said point are N 417,822.53 E 2,396,628.11; thence north 81° 55' 50" east, 53.41 feet to a point, whose coordinates are N 417, 830.03 E 2,396,680.99; thence south 34° 33' 20" east, 128.71 feet to a point, whose coordinates are N 417,724.03 E 2,396,753.99; thence south 50° 51' 50" east 318.44 feet to a point, whose coordinates are N 417,523.04 E 2,397,000.99; thence south 82° 43' 20" east, 323.61 feet to a point whose coordinates are N 417,482.04 E 2,397,321.99; thence south 83° 36' 00" east 323.01 feet to a point, whose coordinates are N 417,446.03 E 2,397,642.99; thence north 83° 48' 10" east 176.03 feet to a point, whose coordinates are N 417,465.03 E 2,397,817.99; thence north 47° 55' 10" east, 138.78 feet to a point, whose coordinates are N 417,558.04 E 2,397,920.99; thence north 76° 08' 40" east, 308.99 feet to a point, whose coordinates are N 417,632.04 E 2,398,220.99; thence north 30° 31' 20" east 200.83 feet to a point; whose coordinates are N 417,805.04 E 2,398,322.99; thence south 89° 21' 00" east, 88.01 feet to a point, whose coordinates are N 417,804.04 E 2,398, 410.99; thence north 49° 32' 20" east, 134.06 feet to a point, whose coordinates are N 417,891.04 E 2,398,512.99; thence south 81° 07' 40" east 207.48 feet to a point, whose coordinates are N 417,859.04 E 2,398,717.99; thence south 66° 49' 40" east 279.55 feet to a point, whose coordinates are N 417,749.04 E 2,398,974.99; thence south 47° 42' 30" east 209.54 feet to a point, whose coordinates are N 417,608.04 E 2,399,129.99; thence south 56° 37' 40" east, 249.07 feet to a point, whose coordinates are N 417, 471.03 E 2,399,337.99; thence south 54° 18' 40" east 533.12 feet to a point, whose coordinates are N 417,160.02 E 2,399,770.99; thence south 65° 22' 00" east 477.45 feet to a point, whose coordinates are N 416,961.01 E 2,400,204.99; thence north 23° 17' 00" east 179.63 feet to a point; whose coordinates are N 417, 126.01 E 2,400,275.99; thence north 43° 41' 00" east 246.14 feet to a point, whose coordinates are N 417,304.01 E 2,400,445.99; thence north 55° 51' 50" east, 142.56 feet to a point, whose coordinates are N 417,384.01 E 2,400,563.99; thence north 66° 38' 50" east, 295.18 feet to a point, whose coordinates are N 417,501.02 E 2,400,834.99; thence south 63° 37' 30" east, 407.41 feet to a point, whose coordinates are N 417,320.03 E 2,401,199.99; thence south 41° 55' 40" east 145.16 feet to a point, whose coordinates are N 417,212.03 E 2,401,296.99; thence north 87° 01' 20" east, 346.47 feet to a point, whose coordinates are N 417,230.03 E 2,401,642.99; thence south 83° 47' 50" east, 231.35 feet to a point, whose coordinates are N 417,205.03 E 2,401, 872.99; thence south 30° 04' 10" east 109.77 feet to a point, whose coordinates are N 417,110.03 E 2,401,927.99; thence north 87° 04' 50" east 294.38 feet to a point, whose coordinates are N 417,125.02 E 2,402,221.99; thence north 38° 08' 40" east, 242.86 feet to a point, whose coordinates are N 417,316.02 E 2,402,371.99; thence north 58° 46' 10" east, 109.93 feet to a point, whose coordinates are N 417,373.02 E 2,402,465.99; thence south 30° 40' 10" east 100.00 feet to a point, whose coordinates are N 417,287.01 E 2,402,517.00; thence south 56° 47' 10" east 266.55 feet to a point, whose coordinates are N 417,141.01 E 2,402, 740.00; thence south 27° 10' 50" east, 207.97 feet to a point whose coordinates are N 416,955.01 E 2,402,835.00; thence south 61° 57' 10" east 138.23 feet to a point, whose coordinates are N 416,891.01 E 2,402,957.00; thence south 4° 21' 20" west, 197.57

feet to a point, whose coordinates are N 416,694.01 E 2,402,942.00; thence south 53° 00' 00" east 264.20 feet to a point; whose coordinates are N 416,535.01 E 2,403,153.00; thence south 37° 32' 22" east, 359.42 feet to a point, whose coordinates are N 416,250.01 E 2,403,372.00; thence south 64° 21' 30" east, 83.19 feet to a point, whose coordinates are N 416,214.01 E 2,403,447.00; thence south 28° 48' 00" east 217.96 feet to a point, whose coordinates are N 416,023.01 E 2,403,552.00; thence south 41° 36' 40" east, 215.34 feet to a point, whose coordinates are N 415,862.01 E 2,403,695.00; thence north 85° 39' 00" east, 92.27 feet to a point, whose coordinates are N 415,869.01 E 2,403,787.00; thence north 17° 10' 30" east 115.13 feet to a point, whose coordinates are N 415,979.01 E 2,403,821.00; thence south 67° 02' 20" east, 412.70 feet to a point, whose coordinates are N 415,818.01 E 2,404,201.00; thence north 74° 52' 00" east, 164.71 feet to a point, whose coordinates are N 415,861.01 E 2,404,360.00; thence due east 105.00 feet to a point, whose coordinates are N 415,861.01 E 2,404,465.00; thence south 25° 30' 50" east, 146.26 feet to a point, whose coordinates are N 415,729.01 E 2,404,528.00; thence north 81° 52' 10" east 127.28 feet to a point, whose coordinates are N 415,747.01 E 2,404,654.00; thence south 38° 56' 30" east, 127.28 feet to a point, whose coordinates are N 415,648.01 E 2,404,734.00; thence south 73° 04' 20" east 312.54 feet to a point, whose coordinates are N 415,557.01 E 2,405,033.00; thence north 69° 34' 00" east, 54.42 feet to a point, whose coordinates are N 415,576.01 E 2,405,084.00; thence south 81° 09' 30" east, 273.25 feet to a point, whose coordinates are N 415,534.01 E 2,405,354.00; thence south 42° 03' 50" east, 110.45 feet to a point, whose coordinates are N 415,452.01 E 2,405,428.00; thence north 81° 42' 10" east, 97.02 feet to a point, whose coordinates are N 415,466.01 E 2,405,425.00; thence south 65° 22' 40" east, 79.20 feet to a point, whose coordinates are N 415,433.01 E 2,405,596.00; thence south 87° 43' 50" east 227.18 feet to a point, whose coordinates are N 415,424.01 E 2,405,823.00; thence south 55° 22' 30" east 102.08 feet to a point, whose coordinates are N 415,366.01 E 2,405,907.00; thence south 2° 57' 20" east 155.21 feet to a point, whose coordinates are N 415,211.01 E 2,405,915.00; thence south 45° 35' 10" east, 138.60 feet to a point, whose coordinates are N 415,114.01 E 2,406,014.00; thence south 85° 23' 40" east 149.48 feet to a point, whose coordinates are N 415,102.01 E 2,406,163.00; thence south 47° 15' 00" east 234.23 feet to a point, whose coordinates are N 414,943.01 E 2,406,335.00; thence south 15° 56' 40" west 138.32 feet to a point, whose coordinates are N 414,810.01 E 2,406,297.00; thence south 39° 12' 30" east, 49.04 feet to a point, whose coordinates are N 414,772.01 E 2,406,328.00; thence north 87° 48' 30" east, 209.15 feet to a point, whose coordinates are N 414,780.01 E 2,406,537.00; thence south 81° 56' 00" east 128.27 feet to a point, whose coordinates are N 414,762.01 E 2,406,664.00; thence north 61° 14' 00" east, 290.90 feet to a point, whose coordinates are N 414,902.00 E 2,406,919.00; thence north 42° 44' 40" east, 89.87 feet to a point, whose coordinates are N 414,968.00 E 2,406,980.00; thence north 27° 39' 40" east, 163.71 feet to a point, whose coordinates are N 415,113.00 E 2,407,056.00; thence north 17° 31' 30" east, 239.10 feet to a point, whose coordinates are

N 415,341.00 E 2,407,128.00; thence north 50° 41' 40" east, 249.43 feet to a point, whose coordinates are N 415,499.00 E 2,407,321.00; thence with the meanders of Cameron Run north 49° 00' 10" east, 455.78 feet to a point, whose coordinates are N 415,798.00 E 2,407,665.00; thence continuing with said meanders north 6° 18' 30" east, 112.04 feet to a point in the middle of the present channel of the aforesaid Cameron Run, the coordinates of said point being N 415,909.36 E 2,407,677.31, and which point also lies in the southward extension of the east line of Roberts Lane, south 7° 02' 21" east, 1987.90 feet from a stone located in the southerly line of Little River Turnpike (Duke Street extended) and the easterly line of said Roberts Lane; thence continuing with the meanders of Cameron Run and with the meanders of Hunting Creek north 52° 56' 52" east, 317.00 feet to a point whose coordinates are N 416,100.00 E 2,407,930.00; thence south 72° 28' 22" east, 398.50 feet to a point whose coordinates are N 415,980.00 E 2,408,310.00; thence south 49° 23' 55" east, 460.98 feet to a point whose coordinates are N 415,680.00 E 2,408,660.00; thence south 69° 34' 02" east, 544.24 feet to a point, whose coordinates are N 415,490.00 E 2,409,170.00; thence south 26° 07' 52" east 590.34 feet to a point whose coordinates are N 414,960.00 E 2,409,430.00; thence south 7° 07" 30" east, 483.74 feet to a point whose coordinates are N 414,480.00 E 2,409,490.00; thence south 59° 17' 56" east 1,196.73 feet to a point which lies in the centerline of Manderville Avenue extended and in the centerline of Hunting Creek, the coordinates of said point being N 413,869.28 E 2,410,519.79; thence continuing with the meanders of said Hunting Creek south 50° 45' 49" east, 909.47 feet to a point 100.00 feet northwest of the old centerline of the bridge in U. S. Highway No. 1, the coordinates of said point are N 413,293.71 E 2,411,224.62; thence with said meanders south 54° 00' 32" east, 135.11 feet to a point whose coordinates are N 413,214.31 E 2,411,333.94; thence south 57° 08' 32" east, 1000.00 feet to a point, whose coordinates are N 412,671.76 E 2,412,173.96; thence south 59° 14' 04" east 777.71 feet to a point on the east curb of the centerline of the bridge over Hunting Creek, on the George Washington Memorial Highway, the coordinates of said point being N 412,273.94 E 2,412,842.22; thence with the waters of Hunting Creek south 63° 07' 31" east 827.36 feet to a point, whose coordinates are N 411,900.00 E 2,413,580.00; thence south 78° 28' 35" east, 1051.19 feet to a point, whose coordinates are N 411,690.00 E 2,414,610.00; thence south 60° 53' 02" east, 904.27 feet to a point in the meanders of Hunting Creek, the coordinates of said point being N 411,250.00 E 2,415,400.00; thence south 85° 56' 41" east 537.35 feet to a point in the boundary line, between the State of Maryland and the Commonwealth of Virginia as defined by the reference monuments numbered 57 and 58 of the said Maryland and Virginia Boundary Monument as same are located along the westerly shores of the Potomac River throughout the portion of said state boundary embodied in this description, the coordinates of said point being N 411,212.44 E 2,415,935.94; thence with the said Maryland and Virginia Boundary south 0° 59' 34" west, 12,428.21 feet to a point whose coordinates are N 398,786.09 E 2,415,720.60; thence leaving said Maryland and Virginia Boundary and running with the north line

of the land of Nicholson, crossing the George Washington Memorial Highway and continuing with the south line of Section Five, Villamay Subdivision as recorded in Deed Book 2005, Page 449, to the southwesterly corner of said Subdivision and thence continuing with the said south line of said Villamay Subdivision extended and crossing Fort Hunt Road, north 80° 32' 41" west, 4655.32 feet to a point whose coordinates are N 399,550.86 E 2,411,128.53; thence through the land of Merle Thorpe, north 10° 42' 10" west, 622.23 feet to the southwest corner of Parcel A, Section One, Hollin Hills Subdivision, whose coordinates are N 400,162.28 E 2,411,012.97; thence generally with the southerly line of Hollin Hills Subdivision and more particularly with the following courses and distances, south 80° 30' 55" west, 2437.72 feet to a concrete monument whose coordinates are N 399,760.59 E 2,408,608.57; thence south 68° 57' 52" west, 359.22 feet to a concrete monument whose coordinates are N 399,631.65 E 2,408,273.29; thence south 23° 52' 27" west, 292.91 feet to a pipe whose coordinates are N 399,363.80 E 2,408,154.74; said pipe marking the southeast corner of Section 7-A of said Hollin Hills Subdivision; thence north 77° 17' 30" west, 358.76 feet to a point whose coordinates are N 399,442.72 E 2,407,804.76; thence north 68° 04' 10" west, 360.02 feet to a point, whose coordinates are N 399,577.17 E 2,407,470.79; thence north 16° 55' 50" east, 334.65 feet to a point whose coordinates are N 399,897.32 E 2,407,568.24; thence north 33° 34' 10" west 154.84 feet to a point, whose coordinates are N 400,026.33 E 2,407,482.62; thence with the south line of Section Ten, Hollin Hills Subdivision, north 51° 04' 10" west, 512.37 feet to a point, whose coordinates are N 400,348.29 E 2,407,084.04; thence with the west line of said Section Ten, Hollin Hills Subdivision, north 18° 36' 28" east, 65.29 feet to a point, whose coordinates are N 400,410.17 E 2,407,104.87, said point being the northeast corner of the land of Alexander Biondi, et. al.; thence leaving the lines of Hollin Hills Subdivision and running with the north line of Alexander Biondi, et. al north 79° 40' 00" west, 696.08 feet to a point, whose coordinates are N 400,535.03 E 2,406,420.08; thence north 0° 54' 20" east, 961.26 feet to a point whose coordinates are N 401,496.17 E 2,406,435.27; and thence north 77° 22' 50" west, 140.97 feet to a point whose coordinates are N 401,526.97 E 2,406,297.71, said point being in the easterly line of Calvert Park Subdivision; thence with the said line of Calvert Park Subdivision, south 15° 23' 37" west, 175.09 feet to a point whose coordinates are N 401,358.16 E 2,406,251.23; thence generally with the southerly line of Calvert Park Subdivision and more particularly with the following courses and distances, north 65° 09' 00" west, 90.23 feet to a point whose coordinates are N 401,396.08 E 2,406,169.36; thence north 55° 30' 20" west, 101.12 feet to a point, whose coordinates are N 401,453.35 E 2,406,086.01; thence north 69° 20' 42" west, 96.63 feet to a point, whose coordinates are N 401,487.44 E 2,405,995.59; thence with the arc of a curve to the left whose radius is 442.00 feet and whose chord bearing and chord are south 19° 01' 09" west and 25.24 feet respectively for a distance of 25.24 feet to a point, whose coordinates are N 401,463.58 E 2,405,987.36; thence north 72° 37' 00" west, 239.00 feet to a point, whose coordinates are N 401,534.99 E 2,405,759.28; thence south 19° 28' 10" west,

84.84 feet to a point, whose coordinates are N 401,455.00 E 2,405,731.00; thence south 73° 54' 30" west, 54.12 feet to a point, whose coordinates are N 401,440.00 E 2,405,679.00; thence north 66° 54' 50" west 198.93 feet to a point, whose coordinates are N 401,518.00 E 2,405,496.00, and thence north 30° 06' 20" west, 137.56 feet to a point, whose coordinates are N 401, 637.00 E 2,405,427.00, said point being a corner of the land of Henry J. Rolfs; thence through the said land of Henry J. Rolfs, north 87° 14' 00" west, 240.96 feet to the southeasterly corner of Fairfax County School Board property (Groveton High School), the coordinates of said point being N 401,648.63 E 2,405,186.32; thence with the southerly line of said Fairfax County School Board property north 74° 23' 00" west, 906.50 feet to a point, whose coordinates are N 401,892.66 E 2,404,313.28; thence with the westerly line of the said Fairfax County School Board property, north 15° 34' 40" east 300.00 feet to a point in the north line of Grand View Drive, said point being the southeast corner of the land of the Saint Louis Catholic Church School property and whose coordinates are N 402,181.64 E 2,404,393.84; thence generally with the north line of Grand View Drive and the south line of the said Saint Louis Catholic Church School property and more particularly with the following courses and distances, north 74° 23' 00" west, 31.91 feet to a point, whose coordinates are N 402,190.23 E 2,404,363.11; thence with the arc of a curve to the right whose radius is 912.80 feet and whose chord bearing and chord are north 62° 43' 00" west and 369.17 feet, for a distance of 371.73 feet to a point, whose coordinates are N 402,359.45 E 2,404,035.01; thence north 51° 03' 00" west, 281.35 feet to a point, whose coordinates are N 402,536.32 E 2,403,816.21; thence with the arc of a curve to the right whose radius is 335.05 feet and whose chord bearing and chord are north 37° 09' 45" west and 160.83 feet respectively, for a distance of 162.42 feet to a point, whose coordinates are N 402,664.49 E 2,403,719.06; thence north 23° 16' 30" west, 176.92 feet to a point whose coordinates are N 402,827.01 E 2,403,649.15; and thence north 23° 22' 30" west, 57.29 feet to a point in the east line of the Richmond-Washington Highway (U. S. Highway No. 1), the coordinates of said point being N 402,879.60 E 2,403,626.42; thence with the said east line of the Richmond-Washington Highway with the arc of a curve to the right whose radius is 2,252.01 feet and whose chord bearing and chord are north 7° 53' 50" east and 368.64 feet respectively, for a distance of 369.05 feet to a point whose coordinates on the Virginia Co-ordinate System, North Zone, are N 403,244.74 E 2,403,677.07; thence westerly across said Richmond-Washington Highway (80 feet wide), to the southeast corner of lot 67 of the Valley View Subdivision as recorded in Plat Book 2, Page 9; thence through the Valley View Subdivision with the southerly line of said lot 67, to the southeast corner of lot 94; thence with the southerly line of said lot 94, to a point in the easterly line of lot 93 to the southeast corner of said lot 93; thence with the southerly lines of lots 93, 92, 91, 90, 89, 88 and 87 to the southwesterly corner of lot 87; thence with the southwesterly line of said lot 87 to a point in the easterly line of lot 80; thence with the said easterly line of lot 80 to the southeast corner of said lot 80 said point being in the northerly line of

Spring Drive; thence with the said line of Spring Drive and the southerly lines of lots 80, 81, 82, 83, 84 and 85 to the southwest corner of said lot 85 and the easterly line of Ridge Road; thence with the said easterly line of Ridge Road and the westerly lines of lots 85 and 86 to the northwest corner of said lot 86; thence across Ridge Road to the southeasterly corner of lot 150 and the westerly line of Ridge Road; thence with the southerly line of said lot 150 to the southwest corner of said lot 150; thence with the westerly lines of lots 150, 149, 148 and 147 to the northwesterly corner of lot 147 and the southeasterly line of lot 156; thence with the southeasterly lines of lots 156 and 155 to the southwest corner of lot 154; thence with the southwest line of lot 154 to the northwesterly corner of said lot 154 and the southeasterly line of Grove Road; thence across Grove Road to a point of curvature marking the southeasterly corner of lot 165, said point being in the northwesterly line of Grove Road; thence with the southeasterly lines of lots 165 and 166 and the northwesterly line of Grove Road to the northeast corner of lot 169; thence with the north line of said lot 169 and the south lines of lots 166, 167 and 168 to the southwest corner of lot 168, said point being in the west line of the entire Valley View Subdivision; thence with the west line of said Valley View Subdivision and more particularly with the west lines of lot 168, Collard Street and lot 33, to the northwest corner of lot 33, and the said Valley View Subdivision; thence easterly with the north line of lot 33 to the southwest corner of Groveton Heights Subdivision, the coordinates of said point being N 403,987.44 E 2,401,623.10; (all courses and distances and coordinates herein described are determined in accordance with the requirements of the Virginia Co-ordinate System, North Zone, as determined from the position of U. S. Coast and Geodetic Survey Triangulation Station "Temple 1934"); thence leaving the Valley View Subdivision and running generally with the west line of Groveton Heights Subdivision and more particularly north 7° 04' 56" east 491.02 feet to a point whose coordinates are N 404,474.71 E 2,401,683.64; thence with the southerly line of Kings Highway Subdivision north 83° 06' 54" west, 823.22 feet to a point whose coordinates are N 404,573.40 E 2,400,866.36; thence with the westerly line of said Kings Highway Subdivision north 0° 57' 04" west 118.43 feet to a point whose coordinates are N 404,691.81 E 2,400,864.39; thence with the southerly line of the First Addition to King's Colony Subdivision, south 89° 02' 56" west 691.93 feet to a point whose coordinates are N 404,680.32 E 2,400,172.56; thence with the westerly line of the said First Addition to King's Colony Subdivision north 15° 33' 56" east 352.30 feet to a point whose coordinates are N 405, 019.70 E 2,400,267.10; thence generally with the lines of Country Club Estates Subdivision and more particularly with the following courses and distances, north 74° 26' 04" west 138.11 feet to a point whose coordinates are N 405,056.76 E 2,400,134.05; thence north 15° 33' 56" east 209.27 feet to a point whose coordinates are N 405,258.35 E 2,400,190.22; thence north 74° 26' 04" west 297.49 feet to a point whose coordinates are N 405, 338.18 E 2,399,903.64; thence south 4° 54' 04" east 190.00 feet to a point whose coordinates are N 405,148.87 E 2,399,919.87; thence north 88° 42' 04" west 313.00 feet to a point whose coordi-

nates are N 405,155.97 E 2,399,606.95; thence north 2° 44' 14" east 109.70 feet to a point whose coordinates are N 405,265.54 E 2,399,612.19; thence north 6° 31' 54" west 128.45 feet to a point whose coordinates are N 405,393.16 E 2,399,597.58 and thence north 32° 30' 04" east 113.69 feet to a point whose coordinates are N 405,489.04 E 2,399,658.67; thence leaving said Country Club Estates Subdivision and running with a line parallel to and approximately 200 feet southerly from Kings Highway (State Route No. 633), south 74° 02' 10" west 1085.42 feet to a point whose coordinates are N 405,190.52 E 2,398,615.11; thence crossing said Kings Highway and running with the westerly line of the land of the Protestant Episcopal Church north 16° 08' 00" west, 549.41 feet to a point whose coordinates are N 405,718.29 E 2,398,462.44; thence with the southwestwesterly line of the land of the Fairfax County School Board (Virginia Hills Elementary School) north 62° 58' 10" west 539.57 feet to a point whose coordinates are N 405,963.51 E 2,397,981.81; thence leaving said land and running north 61° 52' 56" west 1095.07 feet to a point whose coordinates are N 406,479.60 E 2,397,015.98; thence south 27° 42' 05" west 208.50 feet to a point whose coordinates are N 406,295.00 E 2,396,919.06; thence south 83° 15' 40" west 1000.00 feet to a point whose coordinates are N 406,177.66 E 2,395,925.96; and thence north 65° 18' 10" west 250.39 feet to a point near the southerly line of Telegraph Road, the coordinates on the Virginia Co-ordinate System, North Zone, of said point being N 406,282.28 E 2,395,698.47; thence across Telegraph Road to the southwestwesterly corner of lot 41, block B Section One, Rose Hill Farm Subdivision as recorded in Deed Book 1199, page 150; thence with the westerly and southerly lines of Section One, Rose Hill Farm to the westerly corner of the southerly terminus of Cottonwood Drive as set forth on the aforesaid plat of Section One, Rose Hill Farm Subdivision, which point is also the southeasterly corner of lot 44, Section One, Rose Hill Park as recorded in Deed Book 1746 Page 481; thence with the southerly line of said lot 44 to the southwestwesterly corner of said lot 44 of the aforesaid Section One, Rose Hill Park Subdivision; thence with the westerly line of Section One, Rose Hill Park Subdivision to the southwestwesterly corner of lot 7, block C of the aforementioned Section One, Rose Hill Farm Subdivision; thence north with the westerly lines of lots 7 and 6, block C Section One, Rose Hill Farms Subdivision, to the northwestwesterly corner of said lot 6; thence northwestwesterly with the southwestwesterly lines of lots 4, 3, and 2, block C, Section One of the said Rose Hill Farm Subdivision to the southwestwesterly corner of said lot 2; thence with the westerly line of said lot 2, to the southeasterly corner of lot 1, block C, Section One, Rose Hill Farm Subdivision; thence with the southerly line of said lot 1, to a point in the easterly line of Wayside Place (formerly Rose Hill Place); thence across Wayside Place to the southeasterly corner of lot 10, block D, Section One of the aforesaid Rose Hill Farm Subdivision; thence with the southerly line of said lot 10 to the southeasterly corner of lot 49, Section Three, Rose Hill Park Subdivision as recorded in Deed Book 1993, Page 278; thence with the southerly line of said lot 49 to the northeasterly corner of lot 50, Section Three, Rose Hill Park Subdivision; thence with the easterly line of

said lot 50 to the southeasterly corner of lot 51, Section Three, Rose Hill Park Subdivision; thence with the southeasterly line of said lot 51 and the southwesterly lines of lots 51 and 52, Section Three, Rose Hill Park Subdivision to the southeasterly corner of lot 42, Section Four, Rose Hill Farm Subdivision as recorded in Deed Book 1437, Page 120; thence with the southerly lines of lots 42, 43, 44 and the southerly terminus of May Boulevard, Section Four, Rose Hill Farm Subdivision to a point in the westerly line of said May Boulevard; thence northerly with the said westerly line of May Boulevard to the southeasterly corner of the land of the Rose Hill Swimming and Tennis Club, Inc. as recorded in Deed Book 1568, Page 186; thence with the southerly and westerly lines of the said land of the Rose Hill Swimming and Tennis Club, Inc. to a point in the southerly line of lot 21, Section Four of the aforesaid Rose Hill Farm Subdivision; thence with the southerly lines of lots 21, 20, 19, 18 and 17, Section Four, Rose Hill Farm Subdivision to a point in the southeasterly line of Treetop Lane; thence crossing Treetop Lane and running with the southerly line and the northwesterly line of Lot 15, and with the northwesterly line of Lot 14 of Section Four, Rose Hill Farm Subdivision to the northwesterly corner of lot 14 and of Section Four, Rose Hill Farm Subdivision; thence northerly with the westerly line of Section Four Rose Hill Farm Subdivision and its extension northerly to a corner of the land of Rose Hill Development Corporation; thence westerly with an extension eastwardly of the south line of the Guilford Subdivision as recorded in Deed Book 683, Page 117 to a concrete monument set at the southeast corner of lot 20, Section Two of said Guilford Subdivision; thence with the south line of said Section Two of said Guilford Subdivision to the southeast corner of lot 53, said corner being also a point in the northerly line of Woodway Drive and the east line of the Silver Spring Subdivision as recorded in Deed Book Q-14 Page 40; thence southerly across Woodway Drive to the northeast corner of lot 28; thence with the east, south, and west lines of lot 28 to the northwest corner of lot 28, said corner also being the southwest corner of the intersection of Cedar Street and Woodway Drive in the said Silver Spring Subdivision; thence with the west line of Cedar Street to the southwest corner of lot 1, Section Two of the Silver Spring Subdivision as recorded in Deed Book 1707, page 392; thence with the southerly line of lot 1 to the southwest corner of said lot 1; thence with the west line of Section Two, Silver Spring Subdivision and the west line of lots 1, 2, 3, 4, 5, 6, 7, 8 and 9 to a point in the south line of Franconia Road (Route 644) the coordinates of said point on the Virginia Co-ordinate System, North Zone, being N 409,754.08 E 2,389,814.48; thence generally with the southerly right-of-way line of Franconia Road (Route 644), as delineated on Virginia Department of Highways Plans dated November 12, 1947 and more particularly the following courses and distances, south 88° 55' 06" west 206.54 feet to a point whose coordinates are N 409,750.18 E 2,389,607.98; thence south 89° 16' 24" west 844.49 feet to a point whose coordinates are N 409,739.47 E 2,388,763.56; thence with the arc of a curve to the left whose radius is 547.96 feet and whose chord bearing and chord are south 82° 06' 15" west and 136.88 feet respectively, for a dis-

tance of 137.13 feet to a point whose coordinates are N 409.720.68 E 2,388,628.08; thence south 74° 56' 06" west 1,012.85 feet to a point whose coordinates are N 409,457.43 E 2,387,650.04; thence south 75° 54' 36" west 1,594.86 feet to a point, whose coordinates are N 409,069.17 E 2,386,103.16; thence with the arc of a curve to the left whose radius is 2,839.79 feet and whose chord bearing and chord are south 73° 49' 20" west and 206.88 feet respectively, for a distance of 206.94 feet, passing the intersection with Beulah Road, Route 613, at approximately 201 feet to a point whose coordinates are N 409,011.53 E 2,385,904.47; thence south 71° 44' 05" west 216.12 feet to a point whose coordinates are N 408,943.79 E 2,385,699.24; thence with the arc of a curve to the right whose radius is 2,889.79 feet and whose chord bearing and chord are south 73° 24' 47" west and 169.27 feet respectively, for a distance of 169.31 feet, to a point whose coordinates are N 408,895.47 E 2,385,537.01; thence south 75° 05' 30" west 1,069.60 feet, passing the intersection with Route 718 at approximately 1,040.00 feet, to a point whose coordinates are N 408,620.29 E 2,384,503.41; thence with the arc of a curve to the left whose radius is 547.96 feet and whose chord bearing and chord are south 56° 10' 46" west and 355.20 feet respectively, for a distance of 361.74 feet to a point whose coordinates are N 408,422.59 E 2,384,208.32; thence south 37° 16' 03" west 207.01 feet to a point whose coordinates are N 408,257.85 E 2,384,082.97; thence with the arc of a curve to the right whose radius is 741.20 feet and whose chord bearing and chord are south 66° 56' 16" west and 733.80 feet respectively for a distance of 767.65 feet to a point whose coordinates are N 407,970.40 E 2,383,407.81; thence continuing with the said southerly right-of-way line of Franconia Road north 84° 54' 37" west 377.39 feet, intersecting the east line of the land of the Richmond, Fredericksburg and Potomac Railroad at 209.40 feet, to a point whose coordinates are N 408,003.88 E 2,383,031.91; thence continuing westerly through the said land of the Richmond, Fredericksburg and Potomac Railroad with the southerly right-of-way line of Franconia Road north 82° 42' 49" west 422.06 feet to a point whose coordinates are N 408,057.41 E 2,382,613.26; thence with the arc of a curve to the left whose radius is 686.20 feet and whose chord bearing and chord are south 85° 20' 40" west and 268.06 feet respectively for a distance of 269.80 feet, leaving land of said Richmond, Fredericksburg and Potomac Railroad at 36.60 feet to a point whose coordinates are N 408,035.66 E 2,382,346.07; thence continuing with the southerly right-of-way line of Franconia Road, Route 644, south 74° 04' 51" west 189.78 feet to a point whose coordinates are N 407,983.61 E 2,382,163.57; thence south 74° 52' 20" west 361.84 feet to a point whose coordinates are N 407,889.18 E 2,381,814.27; thence with the arc of a curve to the right whose radius is 5,754.58 feet and whose chord bearing and chord are south 75° 52' 37" west and 360.70 feet respectively, for a distance of 360.76 feet to a point, whose coordinates are N 407,801.18 E 2,381,464.48; thence south 77° 40' 22" west 878.54 feet to a point whose coordinates are N 407,613.60 E 2,380,606.14; thence south 77° 10' 15" west 1,166.38 feet to a point whose coordinates are N 407,354.61 E 2,379,468.88; thence with the arc of a curve to the right whose radius

is 1,457.39 feet and whose chord bearing and chord are south 85° 09' 37" west and 405.13 feet for a distance of 406.95 feet to a point whose coordinates are N 407,320.44 E 2,379,065.20; thence north 86° 51' 00" west 1,563.85 feet to a point whose coordinates are N 407,406.37 E 2,379,503.71; thence crossing Franconia Road north 3° 09' 00" east 55.00 feet to a monument marking the southwest corner of lot 1, block 6, Section One of the Springfield Estates Subdivision and the northerly right-of-way line of said Franconia Road, the coordinates of said monument being N 407,461.28 E 2,377,506.74; thence with the northerly right-of-way line of Franconia Road north 86° 51' 00" west 390.42 feet to a point whose coordinates are N 407,482.73 E 2,377,116.91; thence with the arc of a curve to the right whose radius is 1,402.40 feet and whose chord bearing and chord are north 79° 19' 00" west and 367.72 feet respectively, for a distance of 368.78 feet to a point in the right-of-way of the northeast quadrant of the Henry G. Shirley Memorial Highway, Route 350, and Franconia Road, Route 644, interchange, the coordinates of said point being N 407,550.90 E 2,376,755.56; thence leaving the northerly side of Franconia Road and running with said interchange right-of-way north 66° 37' 27" west, 111.17 feet to a point whose coordinates are N 407,595.02 E 2,376,653.52; thence north 69° 38' 52" west 93.76 feet to a point whose coordinates are N 407,627.63 E 2,376,565.61; thence north 35° 40' 50" west, 303.99 feet to a point whose coordinates are N 407,874.56 E 2,376,388.30; thence north 28° 57' 20" west 331.19 feet to a point in the easterly line of Shirley Memorial Highway whose coordinates are N 408,164.35 E 2,376,227.96; thence with the easterly line of the said Highway along the arc of a curve to the right whose radius is 26,631.37 feet and whose chord bearing and chord are north 13° 48' 29.3" east and 807.88 feet respectively, a distance of 807.91 feet to a point, whose coordinates are N 408,948.88 E 2,376,420.78; thence departing from said easterly line and crossing the said Shirley Highway north 75° 19' 22" west 300.00 feet along a radial line to a point in the westerly line of the aforesaid Highway, whose coordinates are N 409,024.89 E 2,376,130.57; thence with the said westerly line of the aforesaid Highway along the arc of a curve to the right whose radius is 26,931.37 feet, and whose chord bearing and chord are north 15° 15' 08" east and 540.54 feet respectively, a distance of 540.55 feet to a point of compound curvature in the said westerly line, whose coordinates are N 409,546.39 E 2,376,272.77; thence continuing on said westerly line along the arc of a curve to the right whose radius is 11,609.16 feet and whose chord bearing and chord are north 17° 49' 28.4" east and 809.23 feet respectively a distance of 809.39 feet to a point whose coordinates are N 410,316.78 E 2,376,520.48; thence departing from the said westerly line of the Shirley Memorial Highway and running along the line of the right-of-way of the Shirley Highway and the Capitol Beltway (State Route 413), Interchange the following courses and distances, north 16° 11' 11" east 410.67 feet to a point whose coordinates are N 410,711.17 E 2,376,634.96; thence with the right-of-way line of said Capitol Beltway, north 27° 30' 03" east 100.48 feet to a point whose coordinates are N 410,800.30 E 2,376,681.36; thence north 16° 16' 48" east 66.50

feet to a point whose coordinates are N 410,864.13 E 2,376,700.00; thence continuing with said right-of-way line, north 0° 40' 50" east 196.81 feet to a point whose coordinates are N 411,060.93 E 2,376,702.34; thence north 85° 52' 50" east 35.74 feet to a point whose coordinates are N 411,063.50 E 2,376,737.91; thence north 2° 31' 02" east 47.68 feet to a point whose coordinates are N 411,111.13 E 2,376,740.00; thence north 6° 38' 42" west 212.34 feet to a point in the said Capitol Beltway right-of-way line and in the northerly line of Lynbrook Subdivision, coordinates of said point being N 411,322.04 E 2,376,715.43; thence with the southerly lines of the Capitol Beltway Highway the following courses and distances, north 28° 11' 50" west 33.92 feet to a point whose coordinates are N 411,351.94 E 2,376,699.40; thence along the arc of a curve to the left whose radius is 1,050.00 feet and whose chord bearing and chord are north 4° 27' 57" east and 92.64 feet respectively, a distance of 92.67 feet to a point whose coordinates are N 411,444.30 E 2,376,706.61; thence north 28° 11' 50" west 630.44 feet to a point whose coordinates are N 411,999.93 E 2,376,408.72; thence north 37° 00' 00" west 397.22 feet to a point whose coordinates are N 412,317.16 E 2,376,169.67; thence north 56° 00' 00" west, 1325.36 feet to a point, whose coordinates are N 413,058.29 E 2,375,088.90; thence north 65° 30' 10" west 558.73 feet to a point in the southerly right-of-way line of said Capitol Beltway, whose coordinates are N 413,289.97 E 2,374,580.47; thence departing from said line and the lines of the Lynbrook Subdivision and crossing the Capitol Beltway right-of-way and continuing thru the land of Hatch north 29° 51' 36" east 1023.71 feet to point whose coordinates are N 414,177.78 E 2,375,090.16, said point being in the northerly line of Hatch, and also in the southerly line of Southern Railroad right-of-way; thence with the southerly line of the Southern Railroad along the arc of a curve to the left whose radius is 2243.18 feet and whose chord bearing and chord are north 66° 32' 37" west and 96.35 feet respectively a distance of 96.35 feet to a point of compound curvature whose coordinates are N 414,216.13 E 2,375,001.77; thence continuing with the said line along the arc of a curve to the left whose radius is 9469.58 feet, and whose chord bearing and chord are north 68° 19' 13" west and 180.51 feet respectively a distance of 180.52 feet to a point, whose coordinates are N 414,282.81 E 2,374,834.02; thence leaving said northerly line of the land of Hatch, crossing the right-of-way of the Southern Railroad and running north 15° 14' 50" east 1572.41 feet to a found pipe whose coordinates are N 415,799.87 E 2,375,247.54, said pipe being a corner to the land of Glenn U. Richard Trustee, as recorded in Deed Book 905, page 287; thence continuing with the line of the land of said Richard, north 15° 14' 50" east 611.92 feet to a pipe whose coordinates are N 416,390.25 E 2,375,408.47, said pipe being the northwest corner of the said land of Richard and also the southwest corner of Section Two, Edsall Park Subdivision; thence continuing with the said westerly line of Section Two, Edsall Park Subdivision, as recorded in Deed Book 1472, page 401, in a northerly direction to the southerly line of Edsall Road, State Route No. 648; thence on the said westerly line of Edsall Park Section Two extended, in a northerly direction approximately

200 feet to a point at which the rear line of lots 1, 2, 21 & 22, block 19, Section Three, Edsall Park extended in a westerly direction would intersect; thence in an easterly direction on the said extension to the rear corner of lots 1 and 22, block 19, Section Three, Edsall Park as recorded in Deed Book 1575, page 265; thence with the westerly line of Edsall Park, Section Three in a northerly direction to the extreme northwest corner of lot 35, block 26, Edsall Park, Section Three; thence on a westerly extension of the northernmost line of the said lot 35 to the point at which a southerly extension of the westerly line of Section One, Tall Oaks Subdivision would intersect; thence northwardly on the said westerly line extended to the southwest corner of Section One, Tall Oaks Subdivision as recorded in Deed Book 1984, page 549; thence with the southerly lines of lot 78 and lot 81 of said Section One, Tall Oaks to a point in the westerly line of Dodson Drive; thence in a southerly direction on the westerly line of Dodson Drive to a point on the extension of the southerly line of lot 1, of the aforesaid Section One, Tall Oaks; thence across Dodson Drive and continuing with the southerly line of lot 1, Section One, Tall Oaks to the easterly line of Section One, Tall Oaks Subdivision, said line also being the westerly line of Braddock Hill Subdivision as recorded in Deed Book 407 page 264; thence with the said westerly line of Braddock Hills in a northerly direction to the northwest corner of said Braddock Hills Subdivision; thence with the northeasterly line of Braddock Hills in a southeasterly direction to a point in the southerly extension of the northwesterly line of Raynes Addition to Willow Run as recorded in Deed Book 577 page 405; thence in a northeasterly direction, passing through the land of Lynch and thence continuing along the northwesterly line of the said Raynes Addition to Willow Run, to a point whose coordinates are N 424,275.40 E 2,377.042.63; thence north 30° 56' 35" east 477.78 feet to a point in the southerly line of Little River Turnpike (Route 236), whose coordinates are N 424,685.18 E 2,377,288.30, thence with the said southerly line of the Little River Turnpike along the arc of a curve to the right whose radius is 2,889.79 feet & whose chord bearing and chord are north 70° 17' 46" west and 206.60 feet respectively for a distance of 206.68 feet to a found highway monument whose coordinates are N 424,754.85 E 2,377,093.76; thence crossing the said Little River Turnpike and continuing north 21° 45' 10" east 620.00 feet to a point, whose coordinates are N 425,330.70 E 2,377,323.53; thence running generally parallel to and 500 feet northerly from the said Little River Turnpike, south 68° 14' 50" east 147.83 feet to a point whose coordinates are N 425,275.91 E 2,377,460.83; thence generally parallel to and 500 feet northwesterly from Old Columbia Pike, north 49° 47' 00" east 2969.35 feet to a point whose coordinates are N 427,193.16 E 2,379,728.25, said point being the rear corner common to lots 18 and 17, Section Two Panoramic Hills Subdivision as recorded in Deed Book 1688, page 137; thence with the southwesterly line of the said Section Two Panoramic Hills Subdivision in a southeasterly direction to the southerly corner of the said Section Two, Panoramic Hills Subdivision, said southerly corner being in the new right-of-way line of Old Columbia Pike as dedicated in

Section One, Panoramic Hills Subdivision as recorded in Deed Book 1588 page 66; thence with the said new right-of-way line in a northeasterly direction to the easterly line of Section Two, Englandboro Subdivision as recorded in Deed Book V-12 page 310 and Plat Book 2 page 67; thence northeasterly with a line through lot 29, across Downing Street and through lots 18, 19, 20, 21, 22, 23, 24, 25, 26 and 1 Section Two, Englandboro Subdivision, said line being approximately 15 feet northwesterly from and parallel to the southeasterly line of said Section Two, Englandboro Subdivision, said southeasterly line being the northwesterly line of Old Columbia Pike (30 feet wide) to a point in the easterly line of said lot 1, said point being in the southwesterly line of Lincolnia Road (State Route 613); thence across the said Lincolnia Road to the intersection of the northeasterly line of Lincolnia Road with the southeasterly line of Columbia Pike (State Route 244), as delineated on Virginia Department of Highways Plans for State Route 244, Project 2529-03, and recorded in Deed Book 874, page 10; thence with the said southeasterly line of Columbia Pike, said line also being the northwesterly line of Parklawn Subdivision and of Barcroft Terrace Subdivision, in a northeasterly direction, and continuing with said southeasterly line of Columbia Pike as delineated on said Virginia Department of Highways Plans and recorded in Deed Book 957 Page 306 and Deed Book 924 page 12 to a point opposite the westerly end of a bridge across Holmes Run; thence across Holmes Run with a line parallel to and 40 feet southerly from the centerline of said bridge to a point in the southeasterly line of Columbia Pike (State Route 244), opposite the easterly end of said bridge across Holmes Run, as delineated on Virginia Department of Highways Plans for State Route 244, Project 2529-04 and recorded in Deed Book 1480 page 509; thence northeastwardly with said southeasterly line of Columbia Pike as recorded in Deed Book 1480 page 509, Deed Book 1468 page 294, Deed Book 1467 page 598 and Deed Book 1686 page 390 to a point in the westerly line of Powell's Lane; thence across Powell's Lane and continuing northeastwardly with the said southeasterly line of Columbia Pike as recorded in Deed Book 1488 page 395, Deed Book 1495 page 42 and Deed Book 1484 page 297 to a point in the westerly line of Madison Lane (State Route 913); thence across Madison Lane and continuing northeastwardly with the said southeasterly line of Columbia Pike as recorded in Deed Book 1484 page 297, Deed Book 1471 page 478, Deed Book 1475 page 353, Deed Book 1462 page 400, and Deed Book 1473 page 101, to a point in the southwesterly line of Maple Street; thence across Maple Street and continuing northeastwardly with the said southeasterly line of Columbia Pike as delineated on said Virginia Department of Highways Plans for State Route 244, Project 2529-04 and recorded in Deed Book 1552 page 510 to a point in the southwardly projection of the southwesterly line of lot 6, block E, Courtland Park Subdivision as recorded in Deed Book X-12 page 303 and Plat Book 2 page 75; thence across Columbia Pike and continuing with the said southwesterly line of lot 6, block E, Courtland Park Subdivision to the westerly corner of said lot 6; thence with the northwesterly lines of lots 6, 5, 4, 3, 2 and 1, block E, Courtland Park Subdivision to a point in the southwesterly line of Oak Street; thence across Oak

Street to the westerly corner of lot 26, block A, Courtland Park Subdivision; thence with the northwesterly lines of lots 26, 25 and 24, block A Courtland Park Subdivision to the westerly corner of lot 23, block A, Courtland Park Subdivision; thence with the southwesterly line of lot 30, block A, Courtland Park Subdivision and continuing with the said line of lot 30 extended across Church Street to a point in the northwesterly line of Church Street; thence with said northwesterly line of Church Street, said line also being the southeasterly line of block B, Courtland Park Subdivision, to the easterly corner of lot 20, block B, Courtland Park Subdivision; thence leaving Church Street and running with the northeasterly line of said lot 20 to the westerly corner of lot 21, block B, Courtland Park Subdivision; thence with the northwesterly line of said lot 21, to a point in the southwesterly line of State Route No. 7, said point being the northerly corner of said lot 21, block B, Courtland Park Subdivision; thence across State Route No. 7, to the westerly corner of lot 1, Dowden Subdivision as recorded in Deed Book D-15 page 509 and also in Plat Book 4, page 111; thence with the northerly lines of said Dowden Subdivision to a point in the westerly line of Moray Lane, said point also being the northeasterly corner of lot 12, Dowden Subdivision; thence across Moray Lane perpendicular to the centerline of said Moray Lane, 50 feet to a point; thence southwardly with a line 50 feet eastwardly from and parallel to the westerly line of Moray Lane as delineated by said Dowden Subdivision to a point in the westwardly extension of the northerly line of the Division of the Estate of John L. Klein, as recorded in Deed Book 582 page 284; thence eastwardly with said line to Spring Lane and continuing with said line across Spring Lane and with said northerly line of said Division of the Estate of John L. Klein to a point in the Arlington County-Fairfax County line; thence with the said Arlington-Fairfax County line, south 45° 53' 52" east, 1,930 feet more or less, to a stone monument whose coordinates are N 434,419.29 E 2,393,229.72; thence continuing with the said Arlington-Fairfax County line south 45° 53' 52" east, 3,462.37 feet to the point of beginning, containing approximately 13,651 Acres or 21.330 Square Miles.

THIRD: That it is both necessary and expedient that the territory described above be annexed to the City of Alexandria for the following reasons:

1.

The historic City of Alexandria was incorporated in the year 1749 and now contains an area of 9,741 acres or 15.22 square miles.

The population of Alexandria increased at a relatively slow rate during the first part of this century, but doubled in the decade between 1940 and 1950, the City going from 33,523 people in 1940 to a figure of 61,787 in 1950. This rapid rate of increase began to slow down as the land available for development within the City limits decreased, with the result that the 1960 Federal census gives the City a population of 91,023.

The City is now almost completely built up, there being little or no land within the present City limits available for the normal

growth and expansion of the City. It is a necessity that additional land be acquired by the City for its future growth.

2.

Although the pressure of population growth in Northern Virginia results generally from the existence and activities of the Federal government in the Washington area, the presence of the City of Alexandria was the major factor in the development of that area in Fairfax County which surrounds the city. Despite its being the primary cause of the growth of the surrounding area, the City of Alexandria presently has to exist within its unduly contracted corporate limits. The City now has a density of population of 9.33 persons per acre, the second highest density of any City in Virginia. No relief is possible from this crowded condition except through the presently requested annexation. It has been determined from experience that cities must either grow or they tend to stagnate, and provision for the extension of the boundaries of cities has therefore been prescribed by mandate of the Constitution of Virginia.

3.

At present the jurisdiction of the urban area of which the City of Alexandria is the nucleus is divided between the City of Alexandria and Fairfax County, the two parts being separated only by an artificial political line. The divided jurisdiction of the City and County prevent the land within the corporate limits and the area sought to be annexed from being developed under a comprehensive and unified plan. From the standpoint of health and of orderly growth planning and development, it is both desirable and necessary that the City and the area around it be under the single urban control of the City of Alexandria.

4.

As has been heretofore stated the City of Alexandria is the center of the urban community surrounding it and many of the people living in the areas sought for annexation have their commercial, social, recreational, civic, church, school and other interests in the City of Alexandria and frequently use its streets and other public facilities; the interests and welfare of these people are identical with interests and welfare of the residents of the City. The City of Alexandria and its residents, together with the areas proposed for annexation and their residents, constitute in fact one community which can be more completely, efficiently and economically governed, administered and serviced with the fairest distribution of cost by being under the same local government. This can only be accomplished through the proposed annexation.

5.

The City, through its Sanitation Authority, owns and operates its own system for the collection, distribution and disposal of sewage in the City. This system also disposes of the sewage from certain parts of Fairfax County under a contractual agreement.

6.

The City has excellent fire protection service with up-to-date equipment, fire stations with full-time paid personnel, and a modern Fire Prevention Bureau, but the people in the area are dependent upon the services of volunteer fire departments which are inadequate in an urban area.

7.

The area which the City of Alexandria seeks to annex forms, together with the City, a compact body of land. The total area proposed to be annexed contains 13,651 acres or 21.330 square miles, with an estimated population of 51,058 people.

8.

The land which the City of Alexandria seeks to annex will be needed in the near future for residential and commercial development. That part of the proposed area which is not presently developed is readily adaptable to urban development and improvements, but there is little chance that the said area will ever be developed properly except by the City of Alexandria. The overall health, safety and welfare of the said undeveloped area will clearly be furthered by having the City make its municipal services, including garbage and trash collection, police and fire protection, available to the area.

9.

It is estimated that the area proposed to be annexed by the City of Alexandria will be completely developed by the City within five years from the effective date of the annexation.

10.

The proposed annexation will not cause Fairfax County to be reduced below an area of sixty square miles and the said annexation will, in all other respects, conform to the laws of the Commonwealth of Virginia and the County will not otherwise be insufficient in area, population and sources of revenue adequate to support the County government and schools.

In addition to serving the best interests of the City of Alexandria, the proposed annexation will not have any significant effect on the financial situation of Fairfax County. In fact, the location of the City of Alexandria has been responsible for much of the development in that part of the County and has caused a tremendous rise in the property valuations on the County tax rolls.

11.

The residents of the area requested to be annexed will be benefited by the proposed annexation. Among these benefits will be better municipal services, free garbage and trash collection, and reduced fire insurance rates.

12.

Some of the proposed area has trash and garbage collection, for which a special tax is levied, and other parts of the area must depend on private collectors. The City of Alexandria will furnish the area annexed with free trash and garbage collection and owns and operates one of the finest incinerators in Northern Virginia.

13.

An adequate system of street lighting, street signs and traffic control signs is a necessity for any developed area, yet much of the area proposed for annexation is without these benefits. If annexation is allowed, these benefits will be extended by the City, as needed, to the annexed area.

14.

In addition, the said residents after annexation will receive more prompt and efficient maintenance, repair and needed reconstruction of existing streets than they are now receiving from the State Highway Department, as well as snow removal and sanding of streets during times of snow and ice. They will also receive regular street cleaning service which is not now provided by the County. They will receive much more police protection than is now provided by the County. All of the foregoing services will be provided to the residents of the area proposed to be annexed at no cost to such residents, other than payment of City taxes.

15.

The residents of the area proposed to be annexed will further benefit by becoming part of a concentrated municipal government and thereby obtaining a more direct voice in the government and control of their affairs than is presently possible.

16.

The City of Alexandria is a virile, well-managed and progressive City, with its planning for the City's future hampered only by its constricted boundaries. The City has an excellent school system and has a modern City Hall, which is presently being completely remodeled and air-conditioned, as well as a splendid City Library which is available to and serves the people in the proposed area as well as those in the City.

17.

The City has a new police station and jail; it has furnished free annual physical examinations in its Health Department, which examinations have been taken by many residents of the area sought for annexation.

18.

The City contributes substantially to the Alexandria Hospital, which now has a new building under construction, and which is used by many residents of the area.

19.

The City last annexed 7.65 square miles of Fairfax County in 1950 (the opinion of the Supreme Court of Appeals of Virginia being dated December 3, 1951) and the terms and conditions of the final decree of the annexation court were complied with long before the time set out in said decree.

20.

The City of Alexandria is in sound financial condition and is well able financially to undertake the proposed annexation.

FOURTH: The City of Alexandria hereby sets forth the terms and conditions upon which it desires to make the proposed annexation, and the provisions for the future management and improvement of the annexed territory as follows:

1. That if the requested annexation is granted, the annexed area will be attached to the present City of Alexandria and become a part thereof, and the citizens of the said area shall become citizens of the City of Alexandria.

2. That the City will, as soon as reasonably practicable, construct or have constructed a sewer collection and distribution system to serve the presently undeveloped portion of the annexed area.

3. That the City of Alexandria will, as soon as annexation is accomplished, provide additional police officers and police vehicles to furnish adequate police protection to the people residing in the said area.

4. That the City will, with all reasonable dispatch, install a system of fire hydrants in the said area, to the extent necessary to bring the said area into conformity with City fire safety standards.

5. That the City will, with all reasonable dispatch, furnish to the annexed territory a system of free garbage and trash collection and disposal.

6. That the City will take over the road and street system within the area to be annexed, and will maintain, repair and reconstruct the said streets and roads where necessary to bring them up to the quality of the streets within the present City.

7. That the City will, as soon as annexation is accomplished, provide the streets and roads of the area proposed to be annexed with snow removal and street sanding service, and will provide the equipment necessary for this service. The City will also provide regular cleaning of the streets in the said area.

8. That the City will, with all reasonable dispatch, provide and install a system of street lighting for the presently developed part of the area proposed to be annexed and will provide such street lighting to other parts of the said area as they become sufficiently developed.

9. That the City will, with all reasonable dispatch, furnish and install street signs and necessary traffic signs in the area proposed to be annexed.

10. That generally, the City will, within five years from the effective date of the proposed annexation, bring the level of utilities and provision of services in the developed part of the said area up to that level presently existing within the City of Alexandria.

11. That the Planning Commission of the City of Alexandria will, with all reasonable dispatch, formulate a master plan of development integrating the territory proposed to be annexed with the present City of Alexandria and providing for the equal development of said territory with the territory of the present City; and the City will provide a system of zoning for the said territory.

12. That the City of Alexandria will provide for the education of the children of the annexed area and will make with Fairfax County any adjustment, financial or otherwise, of the type set forth in Code Section 15-152.12, that may be required by the facts pertaining to the proposed annexation.

13. That after the annexation of such territory the management, improvement and government thereof will be under the supervision and control of the City Council of the City of Alexandria,

and will be managed, governed and improved in like manner as that part of the City which is within its present corporate limits, except as such territory and the residents thereof are accorded special rights and privileges as a result of this annexation, and that all of the laws and ordinances of the present City now in existence or to be hereafter adopted shall apply as far as applicable to the territory proposed to be annexed.

FIFTH: Attached to this ordinance and specifically incorporated therein by reference is a map of the area sought to be annexed, indicating generally subdivisions, industrial areas, farm areas, and vacant and other areas.

SIXTH That V. Floyd Williams, City Attorney, and Robert J. McCandlish, Jr., Special Counsel for the City, be and they hereby are instructed to institute and prosecute, in the name of and for the City of Alexandria, any and all legal proceedings necessary to annex to the City of Alexandria by proper decree or judgment of the Circuit Court of Fairfax County, to be constituted in the manner prescribed by law, the territory hereinbefore described, upon the terms and conditions hereinabove set forth.

SEVENTH: That this ordinance shall be published in a newspaper of general circulation in the City not later than five days following its introduction together with a notice containing the time and place for a public hearing. The Clerk of the Council shall note the date of introduction and first reading, the date of publication, the date of the public hearing, and the date of the second reading and final passage in the minutes of the meeting. This ordinance shall become effective the date of its final passage.

/s/

LEROY S. BENDHEIM

Mayor

Final Passage: June 27, 1961