

ORDINANCE NO. 1462

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 25, TITLE 15.1 OF THE CODE OF VIRGINIA, BY ANNEXATION OF CERTAIN TERRITORY IN THE COUNTY OF FAIRFAX, VIRGINIA; TO DECLARE THE POLICY WITH RESPECT THERETO; TO SET FORTH THE NECESSITY AND THE EXPEDIENCY THEREOF; TO DEFINE THE METES AND BOUNDARIES AND AREA OF THE TERRITORY SOUGHT TO BE ANNEXED; AND, TO PRESCRIBE THE GENERAL TERMS AND CONDITIONS UPON WHICH ANNEXATION IS SOUGHT AND PROVISIONS PLANNED FOR FUTURE MANAGEMENT AND IMPROVEMENT OF THE ANNEXED TERRITORY.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

FIRST: The Council of the City of Alexandria, Virginia, a municipal corporation of the Commonwealth of Virginia, hereby declares that the City of Alexandria desires to annex certain territory in the County of Fairfax adjacent to the corporate limits of the City in order to preserve and promote the general welfare of the City and the area sought to be annexed and the safety, health, peace, prosperity, good order, comfort and convenience of the inhabitants thereof all pursuant to the provisions of Article 1, Chapter 25 of Title 15.1 of the Code of Virginia.

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

BEGINNING at a point on the westerly line of the Potomac River at the mouth of Hunting Creek, said point being at the intersection formed by the City of Alexandria corporate limits line as extended southerly and westerly March 22, 1915 as recorded among the land records of Fairfax County in Deed Book W-7 on page 251, and the boundary line between the Commonwealth of Virginia and the State of Maryland; thence with said boundary line in a southerly direction approximately 6,700 feet to a point; thence departing from the aforementioned boundary line between the Commonwealth of Virginia and the State of Maryland on a line perpendicular thereto in a westerly direction approximately 3,660 feet to the northeasterly corner of the First Addition to Westgrove Subdivision as recorded in Deed Book 1307 on page 108; thence with the northerly lines of said subdivision in a westerly direction approximately 1,650 feet to a point in the easterly right-of-way line of Fort Hunt Road (State Route 629), said point being also the northwesterly corner of lot 17 of said subdivision; thence with the aforementioned easterly right-of-way line in a southerly direction approximately 1,100 feet to a point in the easterly extension of the southerly line of lot 1, block 1 of the Guylen Heights Subdivision, as recorded in Deed Book 1185 on page 24; thence westerly with said extension, crossing the aforementioned Road, and continuing with the southerly and westerly lines of the aforementioned subdivision in a westerly and northwesterly direction approximately 3,700 feet to a point in the southerly right-of-way line of Belle View Boulevard, also known as Beacon Hill Road (State Route 1510), said point being also the most westerly corner of lot 1, block 8 of the aforementioned subdivision; thence with the extension of the westerly line of said lot crossing said Boulevard in a northwesterly direction approximately 60 feet to a point in the northerly right-of-way line of the aforementioned Boulevard; thence with said right-of-way line in a westerly direction approximately 4,400 feet to a point in the easterly right-of-way line of Richmond Highway (U.S. Route 1), said point being also the southwest corner of the land now or formerly of the Dixie Pig Barbeque, Inc.; thence with said line of the aforementioned Highway in a northerly direction approximately 1,500 feet to the northwesterly corner of the land now or formerly of the Groveton Baptist Church; thence, crossing said Highway, in a westerly direction approximately 100 feet to the northeasterly corner of lot 7, block 2, of the Fair View Subdivision as recorded in Deed Book G-9 on page 512; thence with the northerly line of said lot 7 and continuing with the southerly and westerly lines of the aforementioned subdivision in a westerly and northerly direction approximately 1,400 feet to a point in the southerly right-of-way line of Franklin Street (State Route 631), being also the northwesterly corner of lot 17, block 2 of said Fair View Subdivision; thence with said right-of-way line, generally curving to the right, in a northwesterly direction approximately 200 feet to a point in the southeasterly right-of-way line of South Kings Highway (State Route 633); thence crossing said Highway perpendicular to the centerline thereof in a northwesterly direction approximately 60 feet to a point in the northwesterly right-of-way line of said Highway; thence with said right-of-way line in a northeasterly direction approximately 1,100 feet to the easterly corner of the land now or formerly of Mount Comfort Cemetery Inc.; thence with a northeasterly line of said land, being also the southwest line of the land now or formerly of Jesse Lee and Violette Stephens and of the land now or formerly of Bernice A. and Jane D. Baxley, in a northwesterly direction approximately 900 feet to a northerly corner of said land of Mount Comfort Cemetery Inc.; thence with a northerly line of said land, being also the southerly line of the land

now or formerly of Cemetery Capitol of Prince Georges County, Maryland, in a westerly direction approximately 1,350 feet to a point in the easterly right-of-way line of Florence Lane (State Route 891); thence continuing with the aforementioned northerly line of Mount Comfort Cemetery Inc. crossing said Lane approximately 40 feet to a point in the westerly right-of-way line of said Lane; thence with said right-of-way line in a northerly direction approximately 2,800 feet to a point in the southeasterly right-of-way line of Telegraph Road (State Route 611), being also the northerly corner of the land now or formerly of James H. McGowan et al; thence crossing said Road in a northwesterly direction approximately 70 feet to a point in the northwesterly right-of-way line of said Road, said point being also the southerly corner of the Marjorie Howard Subdivision as recorded in Deed Book 1142 on page 423; thence with said northwesterly right-of-way line of Telegraph Road in a northeasterly direction approximately 1,600 feet to a point in the southerly right-of-way line of Franconia Road (State Route 644); thence with said southerly right-of-way line in a westerly direction approximately 6,800 feet to a point in the northwesterly line of lot 3 of Section Five of the Ridge View Subdivision as recorded in Deed Book 2578 on page 261; thence crossing said Road perpendicular to the centerline thereof in a northerly direction approximately 90 feet to the southeasterly corner of Herby's Clermont Subdivision as recorded in Deed Book 586 on page 66; thence with the easterly line of said subdivision in a northerly direction approximately 2,500 feet to the northeasterly corner of said subdivision; thence with the northerly line of said Herby's Clermont Subdivision and extension thereof crossing Clermont Drive (State Route 997) in a southwesterly direction approximately 350 feet to a point in the westerly right-of-way line of said Drive, said point being also the easterly corner of lot 70, Section One, Clermont Subdivision as recorded in Deed Book 444 on page 60; thence with said right-of-way line in a northerly direction approximately 700 feet to the southeasterly corner of lot 46 of said subdivision; thence with the southerly line of said lot in a westerly direction approximately 350 feet to the southwesterly corner of said lot 46, thence with the westerly lines of lot 46, lot 45 and lot 57 of said subdivision in a northerly direction approximately 650 feet to a point in the southerly right-of-way line of Glenwood Drive (State Route 996), said point being also the northwesterly corner of the aforementioned lot 57; thence crossing said Drive in a northwesterly direction approximately 50 feet to the southerly corner of lot 60 of Section Two, Clermont Subdivision, as recorded in Deed Book 525 on page 43; thence with the westerly lines of lots 60 and 60A of said subdivision in a northwesterly direction approximately 500 feet to a point in the southerly right-of-way line of the Washington Circumferential Highway (Interstate Route 495); thence crossing said Highway perpendicular to the centerline thereof in a northerly direction approximately 300 feet to a point in the northerly right-of-way line of said Highway; thence with the meanders of said northerly right-of-way line in a westerly direction approximately 6,200 feet to a point in the easterly right-of-way line of South Van Dorn Street (State Route 613), said point being also the westerly corner of lot 9 of Oakwood Subdivision as recorded in Deed Book C-13 on page 3; thence crossing said Street in a northwesterly direction approximately 80 feet to a point in the westerly right-of-way line of said Street being also the northeasterly corner of lot 6, of the aforementioned subdivision, as recorded in Deed Book 2883 on page 14; thence with said westerly right-of-way line in a southerly direction approximately 160 feet to the southeasterly corner of the aforementioned lot 6, being also a point on the northerly right-of-way line of the aforementioned Washington Circumferential Highway; thence continuing with the meanders of said northerly right-of-way line in a westerly direction approximately 4,900 feet to a point on the southeasterly line of the land of the Richmond, Fredricksburg and Potomac Railroad Company; thence with a line crossing said land of the Railroad Company in a westerly direction

approximately 700 feet to a southeasterly corner of the land now or formerly of Elizabeth L. B. Howell, said corner being also in the northerly right-of-way line of the aforementioned Highway; thence continuing with the meanders of said northerly right-of-way line in a westerly direction approximately 5,400 feet to a point in the southerly line of the land of the Southern Railway Company; thence crossing said land in a northerly direction approximately 260 feet to a point common to the land of said Railway Company and the southeasterly right-of-way line of Henry G. Shirley Memorial Highway (Interstate Route 95); thence continuing with said right-of-way line in a northerly direction approximately 180 feet to a southwesterly corner of the land now or formerly of the State Planter's Bank of Commerce and Trusts, said corner being marked by an iron rail; thence continuing with said right-of-way line of the aforementioned Shirley Highway in a westerly direction approximately 220 feet to the most westerly corner of the aforementioned land of the Planter's Bank; thence continuing with the meanders of the aforementioned right-of-way line in a northeasterly direction approximately 4,800 feet to a point in a westerly line of the land now or formerly of Bren Mar Associates; thence with said line and the extension thereof, crossing Edsall Road (State Route 648), in a northwesterly direction approximately 150 feet to a point in the northwesterly right-of-way line of said Road; thence with said right-of-way line and continuing with the southeasterly right-of-way line of the aforementioned Shirley Highway in a westerly and northeasterly direction approximately 4,200 feet to the northeasterly corner of the land now or formerly of Sol J. Taishoff; thence crossing the aforementioned Highway in a northwesterly direction approximately 650 feet to a southeasterly corner of Section Two of Lincolnia Park as recorded in Deed Book 763 on page 501; thence with the easterly lines of said subdivision in a northerly direction approximately 1,600 feet to a point in the easterly right-of-way line of Chowan Avenue (State Route 2241); thence with said right-of-way line in a northeasterly direction approximately 400 feet to the southwesterly corner of the land now or formerly of Lynch Brothers, Inc.; thence with the southerly line of said land of Lynch Brothers, being also the northerly line of the land now or formerly of Albert F. and Mabel W. Hopkins, Jr., in an easterly direction approximately 50 feet to a southeasterly corner of the aforementioned land of Lynch Brothers; thence with the easterly lines of said land of Lynch Brothers and continuing with the westerly lines of the land now or formerly of Lincolnia Limited Partnership, being also the easterly lines of Section Two of the Weyanoke Subdivision as recorded in Deed Book 642 on page 256, in a northerly direction approximately 1,250 feet to the southerly corner of lot 3 of said subdivision; thence continuing with the westerly lines of the aforementioned land of the Lincolnia Limited Partnership, being also the easterly lines of the land now or formerly of Sam R. Grant, in a northerly direction approximately 600 feet to a point in the southerly right-of-way line of Little River Turnpike (State Route 236); thence crossing said Turnpike in a northeasterly direction approximately 200 feet to the northerly right-of-way line of said Turnpike, being also a southwesterly corner of the land now or formerly of Robert H. Smith and Marvin Dekelbaum; thence with the westerly lines of said land and continuing with the easterly lines of the Pincrest Subdivision as recorded in Deed Book T-12 on page 567 in a northerly direction approximately 3,000 feet to the southerly corner of the land now or formerly of the Grace Baptist Church of Fairfax County; thence with the southeasterly line of said land of the Church, being also the northwesterly lines of the lands now or formerly of Anthony L. and Martha D. Cermele, in a northeasterly direction approximately 600 feet to a point in the southwesterly right-of-way line of Lincolnia Road (State Route 613); thence crossing said Road with the extension of said southeasterly line of the aforementioned land of the Church in a northeasterly direction approximately 50 feet to a point in the northeasterly right-of-way line of

said Lincolnia Road; thence with said northeasterly right-of-way line in a northwesterly direction approximately 50 feet to the southwesterly corner of the land now or formerly of Grace M. Humble; thence with the northwesterly line of said land of Humble, being also the southeasterly line of the land now or formerly of the Peace Evangelical Lutheran Church, in a northeasterly direction approximately 500 feet to the northerly corner of said land of Humble; thence with the northerly line of said land in a southeasterly direction approximately 250 feet to the southerly corner of lot 112 of the Lincolnia Heights Subdivision as recorded in Deed Book 440 on page 442; thence with the southerly lines of lots 112 through 117, inclusive, of said subdivision in an easterly direction approximately 700 feet to a point in the westerly right-of-way line of Sano Street (State Route 2903); thence with said westerly right-of-way line, the extension thereof crossing Hillcrest Place (State Route 963) and continuing with the easterly line of the land now or formerly of Robert L. and Veronica D. Boyles, being also the westerly line of the land now or formerly of Isadore Parzow and James Juliano, in a northerly direction approximately 750 feet to a point in the southerly line of lot 3 of the Glenview Heights Subdivision as recorded in Deed Book 1099 on page 240; thence with the southerly and easterly lines of said subdivision and continuing with the easterly and southerly lines of the Parklawn Subdivision as recorded in Deed Book 1365 on page 267 in an easterly, northerly and easterly direction approximately 2,200 feet to the southwesterly corner of lot C, block T, Section Three of said subdivision; thence with the westerly lines of said lot C in a northerly direction approximately 1,200 feet to a northeasterly corner of lot 58, block T, of said Parklawn Subdivision; thence running through the aforementioned lot C of said subdivision in a northeasterly direction approximately 200 feet to the most southerly corner of the land now or formerly of the Alexandria Water Company; thence with the easterly lines of said land of the Water Company in a northerly direction approximately 800 feet to a northwesterly corner of the Sylvan Hills Subdivision as recorded in Deed Book 2260 on page 420; thence with the northerly lines of said subdivision in a northeasterly direction approximately 750 feet to a point in the southwesterly line of the Reservoir Heights Subdivision as recorded in Deed Book 564 on page 99; thence with the southwesterly and southeasterly lines of said subdivision and continuing with the northwesterly line of the land now or formerly of Raymond B. and Virginia C. Hammer, being also the southeasterly lines of the land now or formerly of Milton James Sheppard et al and the land now or formerly of Edward L. White, in an easterly and northeasterly direction approximately 1,200 feet to the most westerly corner of block 13 of the Dowden Terrace Subdivision as recorded in Deed Book 1103 on page 96; thence with the northwesterly line of said subdivision in a northeasterly direction approximately 400 feet to a northerly corner of lot 91 of said subdivision, being also a point in the southwesterly right-of-way line of Lacy Boulevard (State Route 1026); thence crossing said Boulevard in a northeasterly direction approximately 30 feet to the northeasterly right-of-way line, being also the southerly corner of lot 23 of the Springdale Subdivision as recorded in Deed Book 394 on page 422; thence with the southeasterly line of said subdivision in a northeasterly direction approximately 800 feet to the easterly corner of lot 12 of said subdivision; thence with the northeasterly line of said subdivision and continuing with the southwesterly line of the land now or formerly of Joseph Miller in a northwesterly direction approximately 580 feet to the westerly corner of said land of Miller; thence with the northwesterly line of said land, being also the southeasterly line of the land now or formerly of the Loyal Order of Moose, Arlington Lodge 1315, in a northeasterly direction approximately 600 feet to a point in a southwesterly line of the Sunset Manor Subdivision as rerecorded in Deed Book 1194 on page 377; thence with said line in a northwesterly direction approximately 1,000 feet to a westerly corner of said subdivision; thence

with the southwesterly line of the land now or formerly of Gladys Norris, being also the northeasterly lines of the land now or formerly of Oakland Manor Apartments as recorded in Deed Book 2460 on page 478, of another parcel of land now or formerly of said Gladys Norris, and of the land now or formerly of Sandy Norris, in a northwesterly direction approximately 400 feet to a southerly corner of the land now or formerly of J. W. and Ida Smith; thence with the westerly lines of the said land of Smith, being also easterly lines of the aforementioned land of Sandy Norris, in a northerly direction approximately 250 feet to the northwesterly corner of the aforementioned land of Smith; thence with the northerly line of said land of Smith, being also the southerly lines of the land now or formerly of James D. Dean et al and of the land now or formerly of Ida Powell, in an easterly direction approximately 450 feet to a point in the westerly line of Line Road; thence crossing said Road in an easterly direction approximately 30 feet to a southwesterly corner of the Dowden Center Subdivision as recorded in Deed Book 998 on page 294; thence with the southeasterly line of said subdivision and extension thereof, crossing Seminary Road (State Route 716), in an easterly direction approximately 950 feet, to a point in the northeasterly right-of-way line of said Road; thence with said right-of-way line in a northwesterly direction approximately 50 feet to a southerly corner of the land now or formerly of the J. B. O'Shaughnessy Estate; thence with the easterly lines of said land of the O'Shaughnessy Estate and the land now or formerly of Harry E. and Sallie E. Alward, being also a westerly line of the unrecorded subdivision of Rock Terrace, in a northeasterly direction approximately 450 feet to a point in the southwesterly right-of-way line of Leesburg Pike (State Route 7); thence crossing said Pike perpendicular to the centerline thereof in a northeasterly direction approximately 80 feet to a point in the northeasterly right-of-way line of said Pike; thence with said northeasterly right-of-way line in a southeasterly direction approximately 550 feet to the southeasterly corner of the land now or formerly of Paul W. and Helen B. Harpold; thence with the southeasterly line of said land in a northeasterly direction approximately 150 feet to the easterly corner of said land of Harpold; thence with the northeasterly line of said land in a northwesterly direction approximately 80 feet to a point in a northeasterly line of the Rock Spring Subdivision as recorded in Deed Book 57 on page 507; thence with said line in a northeasterly direction approximately 950 feet to a point in the southwesterly line of the land now or formerly of Suffolk Properties, Inc.; thence with said line in a southeasterly direction approximately 60 feet to the southerly corner of said land; thence with the southeasterly line of said land of Suffolk Properties, Inc., in a northeasterly direction approximately 650 feet to a point in a southerly direction 45 feet, radially, from the centerline of Columbia Pike (State Route 244); thence with a line 45 feet from and parallel to said centerline, said line lying within the median between the southerly service road and the eastbound lane of said Pike, crossing Carlyn Spring Road (State Route 1845) and continuing in an easterly direction approximately 500 feet to a point in the boundary line between Arlington County and Fairfax County; thence with said boundary line in a southeasterly direction approximately 4,400 feet to a point; thence continuing with the line of the aforementioned boundary, being also a former line of the City of Alexandria corporate limits line, in a southerly direction approximately 500 feet to a point in the existing City of Alexandria corporate limits line as extended January 1, 1952, said point being also in the northerly right-of-way line of Leesburg Pike (State Route 7); thence continuing with said corporate limits line and the meanders thereof in a generally southwesterly and easterly direction to a point in the City of Alexandria corporate limits line as extended southerly and westerly March 22, 1915 and previously referenced; thence with said 1915 corporate limits line in a generally easterly direction to the point of beginning; containing approximately 5320 Acres or 8.31 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 lies in one of the most thriving and rapidly growing areas in the Commonwealth. Its present size is approximately 15.25 square miles and contains approximately 9,760 acres. Living within the corporate limits, according to the 1960 census, were 91,023 people. This was an increase of 29,236 over the population of 61,787 established by the 1950 census. The present estimated population of the City is approximately 120,000 people, which means an increase of nearly 30,000 people since the 1960 census. The tremendous increase in population within the City during the last 15 years has been accommodated without any increase of its corporate boundaries. Moreover, this growth has so reduced the vacant land in the City that present and prospective residents have little or no choice for location, expansion or change of location within the corporate limits. Neither does business, commerce and industry have any reasonable options or choices of sites for a location within the City, and those already here are critically restricted in any desire they may have to expand or relocate within the present corporate line. The economic and social virility of the City in the long range will be drastically and adversely affected unless it be permitted to grow and expand its corporate limits as it has with a series of annexations extending over its corporate life. The State of Virginia has recognized the need for city growth, and state policy since the turn of the century has provided by law methods of accomplishing same. It is this policy and the implementing statutes that the City invokes in these proceedings to relieve its present boundary restrictions.

2.

The abnormal growth of Northern Virginia in recent years has stemmed mostly from the activities of the federal government in the Washington area. The influx of great numbers of people that have come from all sections of the country have found their residences where land and housing were readily available and where services, both private and public, were adequate and more convenient. The City of Alexandria with a modern and well-organized system of government which over a good number of years has been attractive to large numbers of people and businesses who sought to locate within its boundaries or around its periphery, especially in the area sought to be annexed, when a reasonable choice of locations was not available in the City of Alexandria due to the scarcity of land in the City. The contiguosity of the area sought to be annexed to the City of Alexandria was an important factor in the development of that portion of Fairfax County.

3.

The City of Alexandria has a present population density of 12.4 persons per acre which, according to recent information, is the highest of any city in the Commonwealth of Virginia. The only relief from the present crowded conditions is by the annexation of more territory. Experience indicates that cities tend to stagnate when they are not afforded the opportunity to grow.

4.

The jurisdiction of the urban area involved in this case is divided between the City of Alexandria and Fairfax County. The divided jurisdiction

of the City and the County retards the orderly development of the lands under a comprehensive and a unified plan. It would be better from the standpoint of the orderly growth, planning and development that same come under the single urban control of the City of Alexandria because of its closeness to the City and the community of interests that are common to the people in the area and to the City.

5.

The City of Alexandria in a very real way is the center of the urban community surrounding it, and many of the people living in the area sought for annexation have their commercial, social, recreational, civic, church, school and other interests in the City of Alexandria and are frequent users of its streets and public facilities. The interest and welfare of these people are common with the interest and welfare of the residents of the City of Alexandria. The proposed annexation would bring them together under one government so as to best promote the community of interests between a homogeneous people that are now separated by a corporate boundary line.

6.

The City of Alexandria has provided for the establishment under law of a sanitation authority which owns and operates facilities for the collection, distribution, treatment and disposal of sewage within the City. This system, under a contractual agreement, also disposes of sewage from certain parts of Fairfax County.

7.

The City has excellent fire protection service with modern equipment, fire stations with full-time, paid personnel, rescue and ambulance service and a modern fire prevention bureau. The people in the area sought to be annexed are dependent upon the services of a volunteer fire department, which by nature has concerning limitations to adequately serve an urban area such as that involved in this case. The City proposes to extend the benefits and protections of its fire protection service when annexation becomes effective, and when this is done, the people in the area will benefit by reduced fire insurance rates.

8.

The area which the City of Alexandria seeks to annex, together with the City, forms a compact body of land. The total area proposed to be annexed contains approximately 5,320 acres or approximately 8.31 square miles with an estimated population of approximately 30,000 people. This represents approximately eight percent of the present population of Fairfax County and less than two percent of its area.

9.

The land which the City of Alexandria seeks to annex will be needed in the near future for residential, industrial and commercial development. That part of the proposed area which is not presently developed is readily adaptable to urban development and improvements which can be done more expeditiously as a part of the City of Alexandria. The overall general welfare of the area sought will be furthered by having available to it in close proximity all of the municipal services now available in the adjacent City of Alexandria.

10.

The present annexation would leave Fairfax County with approximately 98% of its present area, and the County will be left, as required by the laws of the Commonwealth, with sufficient area, population and sources of revenue adequate to support the County government and its schools. The financial effect on Fairfax County will be insignificant since it will be relieved of the ever-increasing cost of providing services to the people in the area.

11.

The residents of the proposed annexation area will have the benefit of excellent municipal services rendered by an efficient government with officials and those charged with the administrative responsibilities thereof close at hand for communication and assistance.

12.

The City of Alexandria disposes of trash and garbage by modern incinerators which have ample capacity to serve the area proposed for annexation. The City will immediately, upon effective date of annexation, extend its trash and garbage collection to the annexed area, the cost of which will be borne by the general government, thus, relieving the residents of the area to be annexed from special taxes for the purpose or from dependence upon and the payment to private collectors for the performance of this service.

13.

The area proposed for annexation needs improved street lighting and traffic control devices. These benefits will be extended by the City as needed upon annexation.

14.

The residents in the area to be annexed will receive more prompt and better maintenance, repair and needed reconstruction of existing streets than they are now receiving from the State Highway Department. In addition, there will be snow removal and sanding of streets during times of snow and ice. They will also receive regular and adequate street cleaning service and leaf collection service. All of these services will be provided by the City government and its administrative staff which is in close proximity to the people to be served, and the cost of which will be borne out of the general revenues of the City.

15.

The residents of the area proposed to be annexed will be benefited by becoming a vital part of a much smaller, local government which will give them a more effective voice in the government and the control of their affairs. It is not possible to have the same responsiveness and influence in a government of nearly 400,000 people serving an area of nearly 400 square miles. Annexation will result in more intimacy with the local governmental process with a feeling of closer involvement in the decision making at both the policy and the administrative levels.

16.

The City of Alexandria is a well-managed and progressive city but is greatly hampered in planning its future because of its restricted boundaries. Among the services provided for its citizens is an excellent school system which is large enough to provide all of the modern techniques and facilities to its citizens but yet small enough to engender a feeling of togetherness both with the teachers, the administrative officials and the school board, which is difficult if not impossible in a system of the size to serve an area nearly 400 square miles and the children among the population of nearly 400,000.

17.

The City has an up-to-date and modern police department, together with necessary facilities. Immediately upon annexation, the service of the department will be extended to the annexed area, thus, measurably improving police protection.

18.

The annual physical examinations now available to citizens in the City by its Health Department, which service has been taken by many of the residents in the area sought by annexation, will upon annexation be made fully available to all of the people in the area.

19.

The City last annexed 7.65 square miles of Fairfax County, which became effective at midnight on December 31, 1951. The terms and conditions of the final decree in that case have been fully complied with.

20.

The City of Alexandria is in sound financial condition and is able to finance such reasonable obligations as are undertaken or imposed as a condition to the 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.

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.

2.

The City of Alexandria, as soon as annexation becomes effective, will provide additional police officers and police vehicles and furnish adequate and prompt police protection to the people residing in the area.

3.

That the City will, with all reasonable dispatch, arrange for the installation of adequate fire hydrants in the area so as to bring the said area up to the standards of modern fire protection.

4.

The City will, upon the effective date of annexation, furnish to the annexed territory an adequate system of garbage and trash collection and disposal, the cost of which will be borne by the City.

5.

The City will take over the roads and streets within the area to be annexed and will repair, maintain and reconstruct said streets and roads where necessary to bring them up to the quality of the streets within the present City and with reasonable dispatch.

6.

The City will, as soon as annexation takes place, provide the streets and roads of the area proposed to be annexed with snow removal, street sanding service, regular cleaning and leaf collection.

7.

The City will, with all reasonable dispatch, provide an adequate system of street lighting for the presently developed part of the area proposed to be annexed and will provide this service to other parts of the area as it becomes needed, the cost of which will be borne by the City.

8.

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

9.

That generally the City will, with reasonable dispatch, bring the level of services in the area proposed to be annexed to the level presently existing within the City of Alexandria.

10.

That the Planning Commission of the City of Alexandria will move promptly upon the effective date of annexation to formulate a master plan covering the territory proposed to be annexed with that of the present City of Alexandria and will implement the same in accordance with policy established by those who are elected and represent the citizens of both the present City and those proposed to be annexed.

11.

The City of Alexandria will provide for the education of the children of the annexed area in the same manner and with the same quality of services and facilities that are found in the present City.

12.

That the City of Alexandria will make all necessary financial adjustments and settlement with the County of Fairfax as required by law and/or as may be determined by the annexation court, as it balances the equities between the parties involved herein.

13.

That after annexation of the territory sought, the management, improvement and government thereof will be under the supervision and control of the 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 are maps of the area sought to be annexed, indicating general subdivisions, industrial areas, farm areas and vacant and other areas.

SIXTH: That the City Attorney, the City Manager, and Horace H. Edwards, Special Counsel for the City, be and they are hereby instructed to institute and prosecute in the name of the City of Alexandria any and all legal proceedings 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 herein before described and upon the terms and conditions herein above set forth. The City Manager and the City Attorney are hereby authorized to employ such special technical and expert assistance as is necessary to perform the duties enjoined upon them in this Ordinance.

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, to wit, December 16, 1967.

APPROVED: _____

Charles E. Beatley, Jr.
Mayor

FINAL PASSAGE: December 16, 1967