

WHEREAS, the City Planning Commission, on July 1, 1969, and the Alexandria City Council, on July 29, 1969, approved the location of the King Street Transit Station and the alignment of the Huntington Transit Line from the North City Limit to the South City Limit, as shown on the ARS-68 plan, as amended, and requested that the Washington Metropolitan Area Transit Authority provide track grades and alignments suitable for the possible future construction of a station to serve the area North of Monroe Avenue; and

WHEREAS, the Alexandria City Council, on October 10, 1972, reaffirmed its previous approvals of the alignment of the Huntington Transit Line from the King Street Station to the North City Limit as shown in the ARS-68, as amended, provided that appropriate agreements can be obtained from WMATA to ensure: (1) the provision of adequate noise suppressant measures, including a buffer strip, at system cost; (2) the assumption by the Authority of any resulting relocation and, if necessary, replacement housing costs, at system costs; (3) that the design of the transit system anticipate and, to the extent now practicable, provide for the possible future relocation of U. S. 1 to parallel the rail transit system; and (4) that the scheduled recomputations of capital contributions include a detailed review and where necessary a revision of the base data utilized in projecting 1990 ridership and population for each of the participating jurisdictions; and

WHEREAS, the City Planning Commission, on November 27, 1972, and the Alexandria City Council, on November 28, 1972, approved the relocation of the Monroe Avenue Station to a site just North of Braddock Road at West Street provided that the City not be obligated to pay any additional amounts of money to WMATA as a result of the relocation and provided that if the City Council determines that there has been an adverse impact on any residents on the East side of West Street to the North of Braddock Road, that WMATA would give the same relocation assistance to those occupants as is provided for the residents in the "buffer strip," so long as the occupants may agree; and

WHEREAS, WMATA has indicated that it wishes a reaffirmation of the City Council's previous approval of the alignment of the Huntington Transit Line and approval of the proposed relocation of the Telegraph Road Transit Station and the Service and Inspection Yard shown on the ARS-68 plan, as amended;

NOW, THEREFORE, BE IT RESOLVED BY the City Council of the City of Alexandria that, subject to the conditions described above, the City Council reaffirms its approval of the alignment of the Huntington Line from Duke Street to the Southern boundary of the City of Alexandria, including the location of the Braddock Road and King Street Stations; and

BE IT FURTHER RESOLVED that the City Manager and Alexandria's WMATA Representative be directed to work with WMATA to resolve the questions concerning the relocation of the Telegraph Road Station and that, if at all possible, this matter be docketed for consideration by the City Planning Commission and the Alexandria City Council in January of 1973; and .

BE IT FURTHER RESOLVED that the City Council of the City of Alexandria does hereby express its disinterest in having the Service and Inspection Yard located on the Alexandria Scrap Corporation property or anywhere within the boundaries of the City, and requests WMATA to secure some other location for said Service and Inspection Yard.

Adopted December 12, 1972

Mrs. Helen Vickers, City Clerk
and Clerk of Council