

RESOLUTION NO. 34

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

WHEREAS, one of the conditions imposed by the Alexandria City Council stated that the area within the perimeter of the tracks of the yard may be up to 36 acres provided that WMATA, (1) provides at least 200 feet of decking over the "loop" tracks at both the eastern and western ends of the yard, (2) that the decking meets or exceeds specifications for H-20 loading, and (3) that the actual surface area used for yard purposes shall not exceed 24 acres; and

WHEREAS, the Alexandria City Council also stated as part of its approval that WMATA should acquire only the rights necessary to the transit needs and will facilitate and encourage air rights development in the yard area; and that if acquisition of other than surface rights becomes necessary, WMATA will advise the City of Alexandria Council and will provide reasons therefor prior to such acquisition; and

WHEREAS, at its recessed meeting of May 3, 1973 held on May 9, 1973, the Alexandria City Council amended the condition requiring 200 feet of decking over the loop tracks at both the eastern and western ends of the yard so as to require at least a total of 600 feet of decking over the loop tracks at the ends of the yard, and if economically feasible based on the enclosed acreage to support the cost, will provide additional decking if such decking should be necessary or desirable from a design point of view; and

WHEREAS, recent WMATA studies show that the present value of the land cannot justify the present estimated cost of the 300 feet of decking at the west end of the yard because of the reduction in developable land within the west loop due to the yard access road, the installation of a traction power sub-station and the necessary allowances for a future rapid transit station and its related entrance facilities; and

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

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

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

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

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

1. WMATA agrees that it will make all reasonable efforts to coordinate its activities so as to accommodate such development of the Eastern Loop area as may occur prior or subsequent to the construction of the Service and Inspection Yard.
2. WMATA will design the track alignments for the Service and Inspection Yard and the Backlick-Franconia line so as to accommodate a future Quaker Lane Station and, in the event funding is made available at other than System's cost, WMATA agrees to provide for the construction of this proposed station concurrent with the construction of the Service and Inspection Yard and the rail line.
3. The area within the perimeter tracks of the Yard may be up to 36 acres provided
 - (a) That WMATA provides at least a total of 300 feet of decking, or its equivalent (to the satisfaction of the City), over the "loop" track at the eastern end of the Yard and, if economically feasible based on the ability of the enclosed acreage to support the cost, will provide additional decking, or screening, if such should be necessary or desirable from a design point of view;
 - (b) That the decking meets or exceeds specifications for H-20 loading.
 - (c) That WMATA does not acquire over 30 acres in fee without further approval of the City Council of the City of Alexandria and,
 - (d) That WMATA does not sever the eastern area loop by fee acquisition from the remainder of the property of which it is a part.
4. The tracks entering the Yard at its eastern extremity shall be moved from the location proposed by WMATA to a point approximately 2100 feet west of Telegraph Road. This point is 600 feet west of the location proposed in WMATA's March 1, 1973 report for Site 4(d).
5. Except for the land enclosed by the east "loop" of the Yard, subject to the provision of Paragraph 3c, WMATA may acquire all land necessary for the construction of the Yard in fee.
6. All reasonable efforts shall be made by WMATA to relocate, within Alexandria, all Alexandria businesses which are displaced by rail transit.
7. Provided economics and material prove suitable, WMATA will utilize the future Cameron Run Channel as a borrow area for the filling at the WMATA yard site and the relocation of this portion of the Channel must be coordinated with the City.
8. Final design approval of the Service & Inspection Yard by the City will be dependent upon receipt of the satisfactory agreement from WMATA which will provide that WMATA will relocate a portion of the Cameron Run Channel made necessary by the

installation of the transit facilities to improve this portion of the Channel to accommodate 100-year flood. WMATA shall provide for adjustments to existing sewers which are necessary in order to relocate the channel.

9. The points of vehicle access from Eisenhower Avenue to the Yard shall meet the approval of the City and be constructed by WMATA.
10. WMATA acknowledges that the City in its final Cameron Valley Plan does not intend to make provisions for private, competitive development on the 30 acres of land acquired by WMATA in fee.

Adopted November 12, 1974

Beverly Snedeker, Acting City Clerk