

ORDINANCE NO. 441

AN ORDINANCE to amend Section 1, Chapter 8, of The Code of the City of Alexandria, Virginia, enacted as a whole July 2, 1940 and made effective August 5, 1940, relating to the number and boundaries of wards.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ALEXANDRIA, VIRGINIA, AS FOLLOWS:

Section 1. That Section 1, of Chapter 8, of the Code of the City of Alexandria, Virginia, enacted as a whole July 2, 1940 and made effective August 5, 1940, be and the same is hereby amended so as to read as follows:

Section 1. Number and boundaries of wards.

The territory of the City of Alexandria shall be divided into six wards bounded as follows:

First Ward. The first ward shall be bounded by starting at the intersection of the center line of Washington Street with the south corporate line in Hunting Creek, then with the center line of Washington Street and Mt. Vernon Memorial Highway northwardly to the north corporate line, then eastwardly with the corporate line to the Potomac River and the east corporate line, then with the east corporate line and the Potomac River southwardly to Hunting Creek and the corporate line therein, and then west with the corporate line to the center of Washington Street.

Second Ward. The second ward shall be bounded by starting at the northwest corner of the city, then southwardly with the corporate line to the south line of Parkfairfax, then southeastwardly with the south line of Parkfairfax to the center line of Kenwood Avenue, then with the center line of Kenwood Avenue produced northeastwardly to the west line of the Delaney tract, then with the Delaney line northwardly then eastwardly and the same extended to the center line of Cameron Mills Road, then with the center of Cameron Mills Road southwardly to the center line of Braddock Road, then with the center of Braddock Road southeastwardly to the center line of Lloyd's Lane, then with the center of Lloyd's Lane eastwardly to the center line of Russell Road, then with the center of Russell Road northwardly to the center line of Mt. Vernon Avenue, then with the center of Mt. Vernon Avenue to the north corporate line, then with the corporate line westwardly to the northwest corner of the city.

Third Ward. The third ward shall be bounded by starting at the intersection of the center line of Washington Street with the center line of King Street, then westwardly with the center line of King

Street to the west side of the south-bound track of the Richmond, Fredericksburg and Potomac Railway Company, then with the west side of the south-bound track of the Richmond, Fredericksburg and Potomac Railway Company northwardly to the north corporate line, then eastwardly with the corporate line to the center line of the Mt. Vernon Memorial Highway, and then southwardly with the center line of the Mt. Vernon Memorial Highway and Washington Street to the center line of King Street.

Fourth Ward. The fourth ward shall be bounded by starting at the intersection of the center line of King Street with the center line of Washington Street, then westwardly and northwestwardly with the center line of King Street and King Street to Braddock Road and the corporate line, then westwardly with Braddock Road and the corporate line to Quaker Lane then southwardly with Quaker Lane and the west corporate line to Duke Street and the south corporate line, then with the south corporate line to Roberts' Lane to Hunting Creek to the center line of Washington Street, then with the center line of Washington Street northwardly to the center line of King Street.

Fifth Ward. The fifth ward shall be bounded by starting at the intersection of the center line of King Street and the west side of the south-bound track of the Richmond, Fredericksburg and Potomac Railway Company, then westwardly and northwestwardly with the center line of King Street and King Street Road to Braddock Road and the west corporate line, then with Braddock Road and the corporate line eastwardly to Seminary Road, then northwardly with Seminary Road and the corporate line to the south line of Parkfairfax, then with the south line of Parkfairfax southeastwardly to the center line of Kenwood Avenue, then with the center of Kenwood Avenue produced northeastwardly to the west line of the Delaney tract, then with the Delaney line northwardly then eastwardly and the same extended to the center line of Cameron Mills Road, then with the center of Cameron Mills Road southwardly to the center line of Braddock Road, then with the center of Braddock Road to the center line of Lloyd's Lane, then with the center of Lloyd's Lane and Bellefonte eastwardly to the west side of the south-bound track of the Richmond, Fredericksburg and Potomac Railway Company, and then with the west side of the south-bound track of the Richmond, Fredericksburg and Potomac Railway Company southwardly to the center line of King Street.

Sixth Ward. The sixth ward shall be bounded by starting in the north corporate line where it is intersected by the west side of the south-bound track of the Richmond, Fredericksburg and Potomac Railway Company, then with the west side of the south-bound track of the Richmond, Fredericksburg and Potomac Railway Company southwardly to the center line of Bellefonte Avenue, then with the center of Bellefonte Avenue westwardly to the center line of Russell

Road, then with the center of Russell Road northwardly to the center line of Mt. Vernon Avenue, then with the center of Mt. Vernon Avenue northwardly to the north corporate line, then with the corporate line eastwardly to the west side of the south-bound track of the Richmond, Fredericksburg and Potomac Railway Company.

Section 2. That this ordinance shall become effective on January 1, 1946, except that the present members of the City Council elected from each of the six wards as heretofore bounded shall continue to represent their respective areas until September 1, 1946.

William T. Wilkins,
Mayor.

August 28, 1945.