

Council Action (continued)

- * Voted to take no further action leading toward the installation of any light improvements in the 200 block of West St. unless there is an affirmative reaction from the majority of the residents fronting on this street in favor of the improvements. This vote in no way supersedes previous Council action to install certain lights on Ayr Hill, Glyndon, etc.
- * Adopted a Resolution of Condolence upon the passing of Mr. William McKinley Carter.
- * Voted to forward to the General Assembly two amendments to the Town Charter, one concerning filling vacancies in the office of Mayor and the other concerning dog licenses.
- * Granted a franchise to the Chesapeake and Potomac Telephone Co.
- * Approved a request by Epiphany United Methodist Church to be permitted to pay water connection fees based on the fee schedule in effect prior to Sept. 13, 1977, for a new parsonage. The total cost to the church will be \$207.
- * Granted a waiver to Edna J. and Robert W. Kearney of certain subdivision requirements, namely, those on Marshall Rd. between the rear property line of Lot 3 facing on Ware St. through the rest of Lot 12. This waiver in no way negates future responsibility for the Kearneys to install required curb, gutter and sidewalk as required when the remaining portion of this property is subdivided. The waiver was granted because the requirements would impose on the developer an unreasonable financial burden and most of the improvements would likely have to be torn out at a later date when the remainder of the property is subdivided.
- * Approved an ordinance amending the Town Code relative to erosion and siltation control.
- * Authorized the Director of Public Works to require a cash bond in the amount he deems necessary to cover the cost of repair and/ or replacement of town - owned facilities as a result of repairs or replacements to individually owned water and sewer lines and to hold this bond for six months following completion of the job.
- * Approved the request of Long Fence Co. for an extension of time for the completion of the property yard fence to January 31, 1978.
- * Adopted an ordinance amending the Town Code relative to relief from town auto tax for totally disabled persons effective immediately, as an emergency.
- * Voted to support the Virginia Municipal League brief in the case of Cash vs. Staunton, pending before the Virginia Supreme Court, in an amount of our pro rata share with those who are contributing to that support, up to \$250.
- * Voted to advise county officials that the town lacks any type of disposal area for sludge from the Blue Plains treatment plant. Requested the county to continue to handle and dispose of the town's sludge. Voted to send a letter of appreciation to the County Executive for the action of the county on our behalf.
- * Voted to withhold installation of No Parking signs on Lewis St. in the area of the Amphora Restaurant until Council has had a chance to query, once and for all, the affected property owners as to their wishes in regard to the placement of these signs.
- * Voted to draft a resolution reiterating Council's position in favor of the Tysons Corner Metro station rather than the Vienna station, to be submitted at the Washington Metropolitan Area Council of Governments meeting on December 21.

**COMING NEXT MONTH:
A LOOK AT THE CANDIDATES**

Metro (continued from front page)

Oakton-Vienna-Dunn Loring area. By 1990 an estimated 6,721 patrons would use the station each weekday.

The Tysons Corner alternative assumes 2,000 all-day parking spaces and 53 peak-hour buses in Vienna at the site where the Vienna station would have been built, and by 1990 an estimated 6,647 patrons would use these park-and-ride facilities each weekday.

According to an environmental impact statement prepared by the U.S. Department of Transportation and the Washington Metropolitan Area Transit Authority, "Development of the Vienna station on both sides of I-66 will involve topographic changes to accomodate parking facilities and will negatively affect the rural, rolling landscape. The natural drainage system of the site will be altered by relocation and channelization of the stream channel and drainage swales. Topographic alterations will also cause the loss of a large amount of mature woodland located on both sides of I-66."

No environmental impact study has yet been made for the Tysons Corner alternative.

The Final Selection

The final selection of the Metro station location will be made by the Washington Metropolitan Council of Governments (COG), COG's Transportation Planning Board and the Washington Metropolitan Area Transit Authority. The town is not an official participant in the selection process, but has indirect input through the Fairfax County Board of Supervisors and the county's transportation office.

For more than 15 years Vienna's Town Council has tried to prevent high-density development in the vicinity of the Vienna station and to have the station relocated to a site further west. The Council's latest action was a resolution passed on December 19 urging selection of the Tysons Corner station and reaffirming its opposition to the Vienna location as a terminal station because of the likelihood of high-density land development in the area and the resulting traffic impact on the town's residential streets.

NEWSLETTER

Mayor
Charles A. Robinson, Jr.
Council

E. Ross Buckley Wanda C. Pellioiotto
Raymond E. Hicks Donald E. Upchurch
Vincent J. Olson Neil M. Walp

Vienna Town Hall
127 Center Street, South
Vienna, Virginia 22180

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Town of Vienna

NEWSLETTER

Vol. LXXXVIII, No. 3

Vienna, Virginia

March 1978

Express Your Views

**Should Metro Go
To Vienna or Tysons ?**

Location of the K Route Metrorail terminal station will be on the Town Council's agenda for March 20. All interested citizens are invited to attend this meeting and express their preference for either a Vienna or a Tysons Corner location.

The K Route originally was planned to terminate at the Vienna station in the median of I-66 some 1,500 feet west of its intersection with Nutley Road. An alternative Tysons Corner station would be located in the median of the Dulles Airport Access Road about 1.25 miles west of I-495 near Spring Hill Road.

The Vienna Station

The Vienna station would have a 600-foot long center platform with an enclosed pedestrian bridge over I-66 to 2,000 off-street parking spaces on both sides of the Interstate. The station would be served by 24 peak-hour buses, with feeder bus service from Vienna, Fairfax City and developments along I-66. By 1990 an estimated 9,745 patrons would use the station each weekday.

Five entrances into the station are planned, but neither Metro nor the Virginia Department of Highways and Transportation has agreed to build direct access ramps from I-66 to the station. Without such ramps all station traffic would be carried on existing streets in the Vienna area. Street improvements would be made on Nutley Road, Lee Highway, Blake Lane, Sutton Road, Five Oaks Road and Hunter Mill Road. A full cloverleaf at Nutley and I-66 is planned, and Pickett Road would be expected to serve as a main route to the station from the south and east.

The Tysons Corner Station

The Tysons Corner station would be built in the Dulles Access Road median with access by pedestrian overpasses from parking lots on both sides of Spring Hill Road south of the station. One thousand parking spaces and 38 peak-hour buses would serve the station, while shuttle buses would connect the station with the Tysons Corner-Westpark-Westgate area. Express buses would run from Wolftrap Farm Park, Reston, Dulles Airport and the

(continued on address panel)

Meet the Candidates

The Vienna Chamber of Commerce will sponsor "Candidates Night" for Town Council and Mayor on April 6 at Westwood Country Club. Cocktail hour will begin at 6:30 p.m., dinner at 7:30 and the program at 8:30. Keynote speaker and panel moderator will be Joseph McCaffrey. \$12.50 per person. Reservations on a first come, first served basis. Call the Chamber office 281-1333 for reservations between 9 a.m. and 2 p.m. All town residents and businessmen are cordially invited.

Comment from the Council Table:

Some Questions on Metro

by E. Ross Buckley

Vienna Town Councilman

Periodically in this column (meaning every seventh month) I have urged greater citizen participation and/or attendance at our Council sessions, to practically no avail; citizens by and large still only appear when they have business coming before Council or when some matter is up for consideration in which they have a particular interest. So it behooves those of us who want a larger attendance to see to it that items of broad general interest are placed regularly on the Council's agenda.

Having reached that conclusion several months ago, I cast about for suitable topics to bring before Council, and to bring to your attention. Fortunately, that same conclusion must also have occurred to some higher authority than myself. (I don't know whether it was the Town Manager or someone even higher, perhaps a voter.)

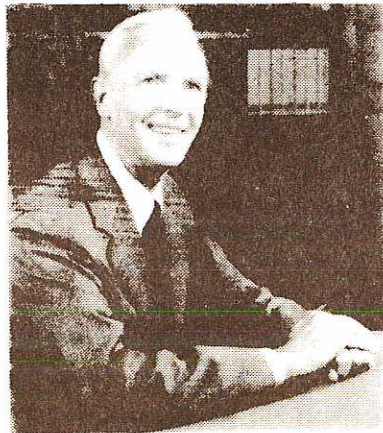
Be that as it may, fortuitous circumstance has put just such an item before us, and I hasten to report it to you: the proposed location of Metro's Vienna terminal station.

On the front page of this *Newsletter* you will see announced and discussed in detail the alternative locations that Metro has proposed. Several months ago, this matter was considered by Council. Particularly, we were concerned with the impact any of the locations would have on our already heavily congested Maple Avenue and on our residential streets. It was the conclusion of the Council at that time

that less adverse impact would be felt on our streets in supporting the location of the terminal at what is generally referred to as "Tysons Corner." Actually, it's not Tysons Corner as you and I know it that is proposed as an alternative location of the terminal. What has been proposed is a terminal at the Dulles Airport Access Road northeast of Route 7 (Leesburg Pike) near the intersection of Spring Hill Road. Under this proposal, the Metro route would leave I-66 at West Falls Church and would follow the proposed route of the Dulles Access Road. The other two alternatives before us for consideration were (1) to terminate the line at West Falls Church (near the intersection of Haycock and proposed I-66) and (2) to terminate the line at Nutley Road (at I-66).

Let me digress for a moment to make it clear that it is not Vienna's nor its Council's decision to make on this matter. The decision will ultimately be made by Metro. What this Council can do is merely express the consensus of the views of Vienna's residents. And that was what we thought we were doing when we opted for the Spring Hill Road (Tysons Corner) location. Metro, of course, will also take into consideration the expression of many other views before making a final determination. At this point there is no final proposal.

At any rate, Council voted at its regular meeting on November 19, 1977, to recommend the Spring Hill terminal. However, in January one of our citizens urged that we reconsider our vote and take up the matter again, submitting that, in fact, our proposed option would increase traffic on Maple



E. Ross Buckley

Vienna Town Councilman

Avenue, particularly on Maple Avenue East, noting that a survey taken in 1972 showed a majority of citizens favoring the Nutley terminal, and pointing out that our November consideration of the matter had not been adequately publicized. Accordingly, the Council plans to consider the question again at its regular meeting on March 20. I hope that you will plan to be present to give us your opinions and recommendations.

I would like to call to your attention, for your consideration in reaching your conclusions, some of the factors that ought to be weighed. There is, of course, a danger in doing this: that by selecting the factors I think are primarily important I may appear to be advocating one position over another. The danger is not only that I may appear to be abusing my use of the *Newsletter*, but also that the reader may draw an inference as to my preference that is unintended and, in fact, incorrect. But, as the saying goes, "Fools rush in where angels fear to tread," and so I will accept the risk.

Briefly, and assuming that the only two alternatives are the Nutley terminal and the Spring Hill Road (Tysons Corner) terminal, the factors that weigh most heavily are:

1. Traffic
2. Cost
3. Future expansion
4. Time
5. Intermediate stations

Intermediate stations. I assume that West Falls Church would be a station under either option. If Nutley is the terminus, with the route along I-66, an additional intermediate stop will be located at Dunn Loring (intersection of I-66 and Gallows Road). If the terminus is at Spring Hill Road, with the route along the proposed Dulles Access Road extension, there will be no intermediate stops between West Falls Church and Spring Hill. But there will be parking facilities at Dunn Loring and Vienna and bus shuttle service to West Falls Church.

Time. By "time" I mean how soon will the terminal be built? This factor is closely related to the cost factor. Plans, impact statements, land acquisition, etc. have already been completed for the Nutley terminal, with the possible exception of automobile ingress and egress ramps. The Spring Hill Road terminal, on the other hand, is still in a very early formulation stage. No land has been acquired for the route or the terminal station or parking area, no environmental impact statement has been drafted, no plans drawn. Will the route have to be underground? How far away, in time, is a Nutley terminal? How far a Spring Hill terminal?

Future expansion. A line ending at Nutley can eventually be expanded along I-66 to Fairfax City at Route 123 or beyond, to Centerville or Manassas. A line ending at Spring Hill can be expanded along the Dulles Access Road to Reston, Herndon and Dulles Airport. Neither Nutley nor Spring Hill precludes future inclusion of the other at some future time. Which is more beneficial to Vienna in terms of future expansion?

Cost. Except for actual construction, most costs related to land acquisition and planning have already been incurred for a Nutley terminal. The route is proposed to be in the median of I-66, minimizing land acquisition costs. No costs have as yet been incurred with relation to a Spring Hill Road terminal. But since the route would be along the uncompleted segment of the Dulles Access Highway, which is owned by FAA, will land acquisition costs have to be borne by Metro, or will the federal government through the Department of Transportation or FAA bear the cost? Which is going to cost the most? Under which proposal will the taxpayer's burden be heaviest?

Traffic. How and where will the traffic flow? Undoubtedly, the communities off of Route 123 south and west of Vienna will take I-66 or Nutley to a Nutley station and, absent that station, will probably take I-66 to the West Falls Church station. Is that traffic, then, a factor in choosing between the two alternatives? What route will the traffic from the communities west of Vienna, off of Old Courthouse Road, take? If the terminal is at Nutley, will

it go through Vienna to the Nutley terminal, or will it go north of Vienna to Gallows Road and the Dunn Loring station, or to Route 7 and the West Falls Church station? If the terminal is at Spring Hill Road, will that traffic be a factor?

Where will the traffic from the communities west of Vienna, off of Beulah Road, go? If the terminal is at Nutley, will it go there or will it go to the Dunn Loring stop? What routes will it take to either? Maple to Nutley? Park to Tapawingo (or Kingsley) to Nutley? Follin Lane to Electric Avenue to Gallows Road? Maple Avenue East to Old Courthouse Road to Gallows Road?

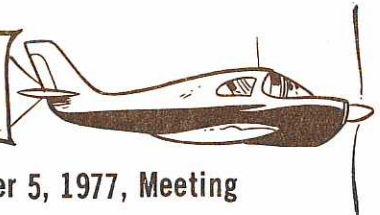
Where will the traffic from the communities west of Vienna, off of Lawyers Road, go? What routes will it take?

If the terminal is placed at Spring Hill Road, where will the commuter traffic from Beulah Road and Lawyers Road go? To the Spring Hill terminal? To the West Falls Church station? To the Dunn Loring parking area (to connect to the West Falls Church station by shuttle bus)? What routes will it take? Is there any plan for connecting those communities directly to Route 7 (Leesburg Pike), bypassing Vienna?

Under either option, will the traffic tend to filter through our residential streets? What hazard would that present to our residents and children? And are those residential streets built to sustain that increased traffic? What costs will Vienna incur in increased street repair, maintenance or reinforcement? Can we expect Metro -- or the county or the state -- to assume any of such costs attributable to the increased traffic resulting from the terminal station -- either of them?

These, very briefly, are the factors I see. You may see others. You weigh them and reach your conclusion as to which terminal will be more beneficial and less costly to Vienna in terms of its streets, traffic congestion and our peace of mind as well as to you individually. Then let Council hear from you so that it can express your collective views to Metro. Better still, be at the meeting on March 20.

Council Action



Results of Town Council's December 5, 1977, Meeting

* Accepted the report by Mr. Phillip L. Radoff of his study of the traffic on Nutley Rd. for laying a basis for getting a traffic light at Nutley and Tapawingo Rd. The report is to be forwarded to the state Department of Highways and Transportation.

* Reconsidered a previous decision to purchase a Xerox machine for the town. Authorized the purchase of a Xerox 4500 at a price of \$19,000 plus a maintenance agreement contract at a cost of \$142.50 per month plus 0.0034¢ a copy above 5,160 copies.

* Authorized acceptance of that property known as the Bennett Kiln Sub-division, the land to be added to Northside Park.

* Adopted an ordinance amending the Town Code relative to noise.

* Took no action on requesting our delegation to support funding of public transit from the "wellhead tax" on crude oil.

* Reappointed Mr. Gerald W. Miller to the Highway Safety Commission for a two - year term, Mr. Charles Appleby for a one - year term, and Mr. Richard L. Fisher for a one - year term, terms beginning January 1, 1978.

* Designated the antechamber in the lobby on the second floor of Town Hall as a smoking area.

Results of Town Council's December 19, 1977, Meeting

* Directed the Town Clerk and the Clerk to the Planning Commission to send copies of all legal notices to all civic associations on our mailing list.

(over)

SPRING ANTIQUE

SHOW & SALE!

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March 3-4-5

at Community Center

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Doors open at

Noon each day

★ ★ ★ ★ ★ ★ ★ ★

Admission \$2

\$1.50 with ticket

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Food & Drink

Available



March Calendar



- 1 -- Newspaper Pickup Day.
- 2 -- Voter registration at Patrick Henry Library, 7-9 p.m.
- 3 - 5 -- Antique Show & Sale at the Community Center, noon-10 p.m. Friday and Saturday, noon-6 p.m. Sunday.
- 6 -- Bloodmobile at the Community Center, 10 a.m.-4 p.m. Town Council meeting, 8 p.m. at Town Hall.
- 8 -- Planning Commission meeting, 8 p.m. at Town Hall.
- 9 -- Voter registration at Patrick Henry Library, 7-9 p.m.
- 11 -- Vienna Woman's Club Health Fair at the Community Center, 10 a.m.-4 p.m.
- 14 -- Mayor's Advisory Committee meeting, 8 p.m. at Town Hall.
- 15 -- Board of Zoning Appeals meeting, 8 p.m. at Town Hall. Newspaper Pickup Day.
- 16 -- Board of Architectural Review meeting, 8 p.m. at Town Hall. Voter registration at Patrick Henry Library, 7-9 p.m.
- 17 -- St. Patrick's Day.
- 19 -- Kite Flying Contest at Thoreau School, 2 p.m. Palm Sunday.
- 20 -- Town Council meeting, 8 p.m. at Town Hall.
- 22 -- Planning Commission meeting, 8 p.m. at Town Hall.
- 23 -- Voter registration at Patrick Henry Library, 7-9 p.m.
- 24 -- Good Friday.
- 25 -- Voter registration at Patrick Henry Library, 1-5 p.m.
- 26 -- EASTER.
- 28 -- Highway Safety Commission meeting, 7:45 p.m. at Town Hall.
- 29 -- Newspaper Pickup Day.
- 30 -- Voter registration at Patrick Henry Library, 7-9 p.m.
- April 1 -- Voter registration at Patrick Henry Library, 9 a.m.-5 p.m.

Photo Show Next Month

Entry forms are now available for a photography show to be held April 8 at the Community Center. Entries will be accepted April 6 and 7. Photos will be judged by local professional photographers and ribbons will be awarded to the winners. The entry fee is \$2 per photo.

March

VIENNA



Events and Happenings in the
Town of Vienna

Odd Jobs Bank Now Open

Enclosed in this *Newsletter* issue is a registration form for the newly opened Odd Jobs Bank, sponsored by the Department of Parks and Recreation and by the Vienna Woman's Club. Additional forms are available at local high schools and the Community Center.

Senior citizens and young people aged 12 to 16 who have afternoons and/or Saturdays free may register for odd jobs such as babysitting, yard work, washing cars and house work. Employers are needed too. If you have work to be done around your house please register with the Odd Jobs Bank.

The Odd Jobs Bank is located in the Bowman House at 211 Center Street, South, and is open from 2:30 to 5:30 p.m. Monday through Friday. Volunteers are needed to handle registrations and take phone calls during these hours.

For more information, call the Odd Jobs Bank during its regular operating hours at 938-5008.

Call the Newsline 938-4499

The Vienna Newsline is a recorded message of up to the minute town news - - Council actions, Community Center events and special announcements. Keep informed. Call the Vienna Newsline regularly.

Project Emergency Nears \$42,000 Goal

Contributions to Project Emergency now total over \$40,500. With the help of Vienna area residents and businesses, the Vienna Jaycees will soon reach their interim goal of \$42,000 to purchase a specially equipped ambulance, known as a Mobile Intensive Care Unit, for the Vienna Volunteer Fire Department.

The unit is similar to the one seen on the TV show "Emergency" and will allow heart attack and trauma victims to receive immediate treatment at the scene. Mobile Intensive Care Units have been shown to reduce heart attack deaths by 30% and auto accident deaths by 20%.

The Jaycees' ultimate goal of \$60,000 will upgrade the communications equipment the ambulance crew uses to receive instructions from doctors at Fairfax Hospital. Contributions should be sent to: Project Emergency, c/o Bank of Vienna, P.O. Box 525, Vienna, Va. 22180.

Voter Registration Schedule

Vienna residents have until April 1 to register to vote in the town election this spring. Registration will be conducted at the Patrick Henry Library at the following times:

Saturday, March 25, 1-5 p.m.

Saturday, April 1, 9 a.m.-5 p.m.

Every Thursday through March 30, 7-9 p.m.

Voters may also register at the Fairfax County Registrar's office, 4031 University Drive, in Fairfax City.

On Tuesday, May 2, Vienna voters will elect a Mayor and three Town Council members to serve for two-year terms.

Go Fly a Kite

A kite flying contest for ages 5 through 14 will be held on Sunday, March 19 (rain date April 2), on the grounds of Thoreau Intermediate School. If the weather is exceptionally cold, the rain date will be used. Kites must be homemade (no kits). Entries will be judged on appearance as well as efficiency in flying. Ribbons will be awarded to the winners.

Recycling News

Fairfax City has discontinued its recycling center on Pickett Road for glass and metals. The center will still accept newspapers, however. The only location in the area where glass and metals can still be taken is the Fairfax County landfill site on Route 608 between I-66 and Lee Highway.

Clubs, church groups, scout troops and other organizations in Vienna now can raise funds and help conserve the nation's resources by collecting usable worn tires for recycling.

The Firestone Tire and Rubber Company will pay \$1 for each retreadable tire collected.

Organizations wishing to participate in the program must first register with Firestone's Akron headquarters and obtain full details. Participants will then be contacted by the Firestone retread plant in Baltimore where the tires will be processed.

Registration inquiries should be mailed to E.K. Henry, Manager of Retread Manufacturing, The Firestone Tire and Rubber Company, Akron, Ohio 44317. For further information, call the Firestone Public Relations Office in Washington at 833-3343.

Report Water Breaks

The Department of Public Works needs citizen cooperation to help conserve the town's water supply and to protect the public health. If you observe any abnormal discharge of water from the surface of the street or sidewalk please report it promptly. When breaks in the lines go unreported hundreds of gallons may be discharged before the break is discovered by public works crews.

Attention all Clubs

If your organization has held elections in the past few months, we would appreciate receiving the name of your president, vice-president and treasurer, together with address and phone number, so that Town Hall files will be up-to-date. Information should be mailed to the Town Hall, 127 Center St., S. Attention: Town Clerk's Office.

Bloodmobile Coming To Community Center

The Red Cross Bloodmobile will be at the Community Center on Monday, March 6, from 10 a.m. to 4 p.m. Blood donors must be between the ages of 17 and 66. Seventeen year olds must have written parental consent.

Persons who have had recent surgery or certain blood related diseases and those taking certain types of medication are not eligible to donate blood. For details on eligibility, call the Fairfax County Chapter of the Red Cross at 591-8091.

Persons on daily medication of tranquilizers may generally donate. Diabetics whose illness is controlled by diet only may donate. Persons on high blood pressure medication can usually donate if their blood pressure is normal at the time of donation.

Eat a light meal before donating and avoid fatty foods.

Free Health Testing

A free health fair, sponsored by the Vienna Woman's Club and the National Health Screening Council, will be held at the Community Center on Saturday, March 11, from 10 a.m. to 4 p.m.

Free health tests for persons 18 and older will include blood pressure, anemia, vision, hearing, glaucoma, oral cancer and medical counseling. There will be a charge for blood tests to cover laboratory fees. You should not eat or drink anything after midnight the night before the blood tests.

For more information, call Mrs. Katherine Weatherford, Woman's Club Health Chairman, at 281-3466.

Protect Vienna's Children

The Highway Safety Commission reminds you that motorists must come to a complete stop when approaching a school bus that is taking on or discharging children. This law applies to motorists coming from any direction. You must remain stopped until all children are clear of the street and the bus moves on. The only exception to this law is when the motorist is separated from the bus by a median in the highway or other physical barrier.