

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: James M. Scott, Supervisor
Providence District

DATE: December 6, 1972

FROM: Robert W. Wilson, Acting County Executive

FILE NO: 1055 (Office of Planning No. 72-464)

SUBJECT: Coordination of Traffic Signals at Seven Corners and Gallows Road

REFERENCE: October 1 Letter from F. K. Kramer on behalf of Greenway Downs Civic

Your request for comments and suggestions on Mr. Kramer's remarks was reviewed by Tom Faulkner and Charles Lewis of the Office of Planning, and the results of their review are summarized below.

- Wilson Boulevard and Hillwood Avenue
Difficulty is encountered by motorists proceeding west on Wilson Boulevard, attempting to enter Arlington Boulevard or Hillwood Avenue.
- Leesburg Pike and (main Intersection at Seven Corners)
Motorists proceeding west on Leesburg Pike encounter difficulty at first traffic light past Castle Road and Leesburg Pike intersection.
- Wilson Boulevard and Roosevelt Street
Traffic signal causes unnecessary delay for eastwardbound motorists.

The three intersections listed above are part of a lengthy list of intersections compiled and sent to the Virginia Department of Highways (VDH) for further study under a Federal Aid Improvement Program, entitled "Traffic Operations Program to Improve Capacity and Safety" (TOPICS). As a result of TOPICS, the Virginia Department of Highways has undertaken a three-phased program to develop an integrated, coordinated signal system for all of Northern Virginia, which is intended to serve the common traffic problems of Alexandria, Falls Church, Fairfax, all of Arlington County, and a portion of Fairfax County. The movement of traffic at the intersections listed above should be greatly improved by this phase of TOPICS. It should be noted, however, that signalization will enhance use of existing capacity in these intersections; where the problem is the need to increase intersection capacity as well as coordinate its signals, additional improvements will, of course, be necessary.

Each of the above intersections is near a jurisdictional boundary. In the case of the Wilson-Roosevelt intersection, Fairfax County would have little, if any, leverage. Roosevelt Street at that point (to be renamed Sycamore Street and realigned as a major connector with the planned East Falls Church METRO Station) lies within Arlington County and Falls Church. It

James M. Scott, Supervisor, December 6, 1972

intersects Wilson Boulevard at the Falls Church-Fairfax County corporate line. The signalization improvements mentioned above should help improve traffic flow at this point. However, to the extent that land uses abutting the corner are a factor or improvements to the right-of-way might be necessary, Fairfax County would not likely be a participant.

- o Arlington Boulevard and Gallows Road
Evening rush hour traffic is especially impeded for westbound motorists on Arlington Boulevard.

The Virginia Department of Highways has plans to install a much improved signal at the intersection of Gallows Road and Route 50, which will provide for separate left-turn movements at all four approaches to the intersection. The installation should take place within the next six months to a year.

If you have any further questions regarding the TOPICS or the above-mentioned intersections, please contact Tom Faulkner at 691-2641.

TF:CFL/dld

cc: William M. Lockwood, Planning Commissioner
Providence District

Tom Faulkner, Jr., Transportation Planner
Office of Planning

COMMONWEALTH OF VIRGINIA



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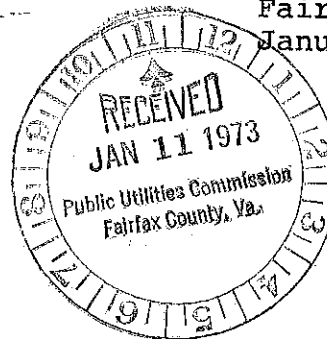
DEPARTMENT OF HIGHWAYS RICHMOND, VA. 23219

Routes 50 and 650
Fairfax County

Please Reply To
Department of Highways

P.O. Box 429
Fairfax, Virginia
January 5, 1973

JAN 6 1973



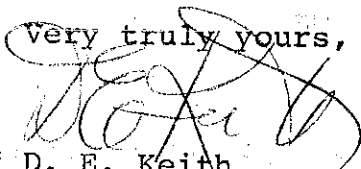
Mr. James M. Scott,
Supervisor, Providence District,
Potomac Building,
7223 Lee Highway,
Falls Church, Virginia. 22046

Dear Mr. Scott:

Reference is made to your inquiry of December 28, 1972 with reference to the traffic installations at Gatehouse Road and Gallows Road and Route 50 (Arlington Boulevard).

Our latest schedule for both of these activities indicates that we should start installation on Tuesday, January 9, 1973. I frankly am reluctant to make such a statement as I have anticipated this installation on so many other dates. However, I am now advised that the controllers and equipment are available and, barring unforeseen difficulties, the light should be installed in the next two weeks.

Very truly yours,


D. E. Keith
Resident Engineer

dek/asr

COMMONWEALTH OF VIRGINIA



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DEPARTMENT OF HIGHWAYS
1221 EAST BROAD STREET
RICHMOND, VA. 23219

J. P. MILLS, JR.
STATE TRAFFIC AND SAFETY ENGINEER

IN REPLY PLEASE REFER TO

December 20, 1972

Request for Left-Turn Signal
Intersection Gallows Road and
Route 50 - Fairfax County

Mr. Robert W. Wilson
Acting County Executive
County of Fairfax
Fairfax, Virginia 22030

Dear Mr. Wilson:

It is a pleasure to reply to your letter of December 11 to Commissioner D. B. Fugate relative to the above subject.

The addition of the left-turn lane at this location necessitated ordering a special controller. The controller has now been received and our present schedule calls for changes at this location to get underway the second week in January.

Thanks to you and your members of the Board of Supervisors for interest shown in highway matters.

Sincerely,

J. P. Mills, Jr., P.E.
Traffic and Safety Engineer

JPM:srp

1/8/73
I-8



JAMES M. SCOTT
PROVIDENCE DISTRICT
POTOMAC BUILDING
7223 LEE HIGHWAY
FALLS CHURCH, VIRGINIA 22046
TELEPHONE 532-1474

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
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FAIRFAX, VIRGINIA 22030

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JAMES M. SCOTT

December 22, 1972

Mr. Fred Kramer
2811 Summerfield Road
Falls Church, Va. 22042

Dear Fred,

Attached for your review is a memorandum to me from the Acting County Executive on the items mentioned in your October 1 letter to me on behalf of the Greenway Downs Civic Association.

While the memorandum does not point to immediate solutions to the problems you have raised, I think it does indicate that studies are underway which will point to solutions.

In addition the Board has, on my motion, written a letter to the Commissioner of the Virginia Department of Highways to ask that he do everything possible to speed up installation of the signal at route 50 and Gallows Road. I am quite distressed at the possibility of another delay for an additional six months to a year. Please be assured that this office shall stay on top of this matter and do everything that we can to see that the appropriate device is installed as quickly as possible.

If you have any further questions on these matters, please do not hesitate to call.

Sincerely yours,

James M. Scott
Supervisor
Providence District

JMS/vcs

WE, THE UNDERSIGNED, OPPOSE THE PLAN FOR SIDEWALKS, CURBS AND REBUILDING OF THE CREEK AS PROPOSED AT THE GREENWAY DOWNS CITIZENS ASSOCIATION MEETING IN SEPTEMBER.

NAME	ADDRESS
Frances Crum	2852 Monroe St
J E Crum	2852 Monroe St.
Frankye Jo Hartsook	6938 Custis Parkway
Walter W Hartsook	6938 Custis Pkwy.
Margaret J. Daniels	6936 Custis Parkway
Harvey O. Daniels	6936 Custis Parkway

WE, THE UNDERSIGNED, OPPOSE THE PLAN FOR SIDEWALKS, CURBS AND REBUILDING OF THE CREEK AS PROPOSED AT THE GREENWAY DOWNS CITIZENS ASSOCIATION MEETING IN SEPTEMBER.

NAME	ADDRESS
Dorothy Smith	6941 Custis Pkwy. Falls Ch. Va.
Eveline B. Mangwardt	6939 Custis Parkway Falls Church
Mr + Mrs Lloyd E. Rupp	6931 Custis Parkway Falls church
J Van Breda	6929 " " " "
Cynthia M. Baker	6927 " " " " 02042
Arlene Linnay	6926 " " " "
Rockyville Wallon creek	
Bayd Roadcap	6925 " " " "

TO: Mr. Willard Scott, President of Greenway Downs Citizens Association and to the Department of Public Works, Fairfax County, Virginia.

We, the undersigned property owners on Cameron Road, Fairfax County, very strongly disapprove of the plans of the Department of Public Works as it pertains to Cameron Road, and as outlined in the September 1973 edition of "The Downs". Several of us will be unable to be present at the second meeting scheduled for this project to be further discussed, because of previous commitments. We urge that a referendum on this project be taken.

Sidewalks on BOTH sides of Cameron Road were installed when lots on this street were first offered for sale and we are very much opposed to the tearing up of the sidewalk on one side of the street for the purpose of widening the street and installing gutters on both sides but permitting parking on only one side of the street.

Since this is a street of approximately only three blocks in length and since the average number of cars using this street daily is only about four hundred (400), we consider it unnecessary that the street be widened. However, we do urge that all residents with driveways on their property use them for parking rather than parking on the street as is now often done.

We feel that permitting parking on only ONE side of the street would surely cause much dissenting and ill feeling in the neighborhood.

NAME OF PROPERTY OWNER

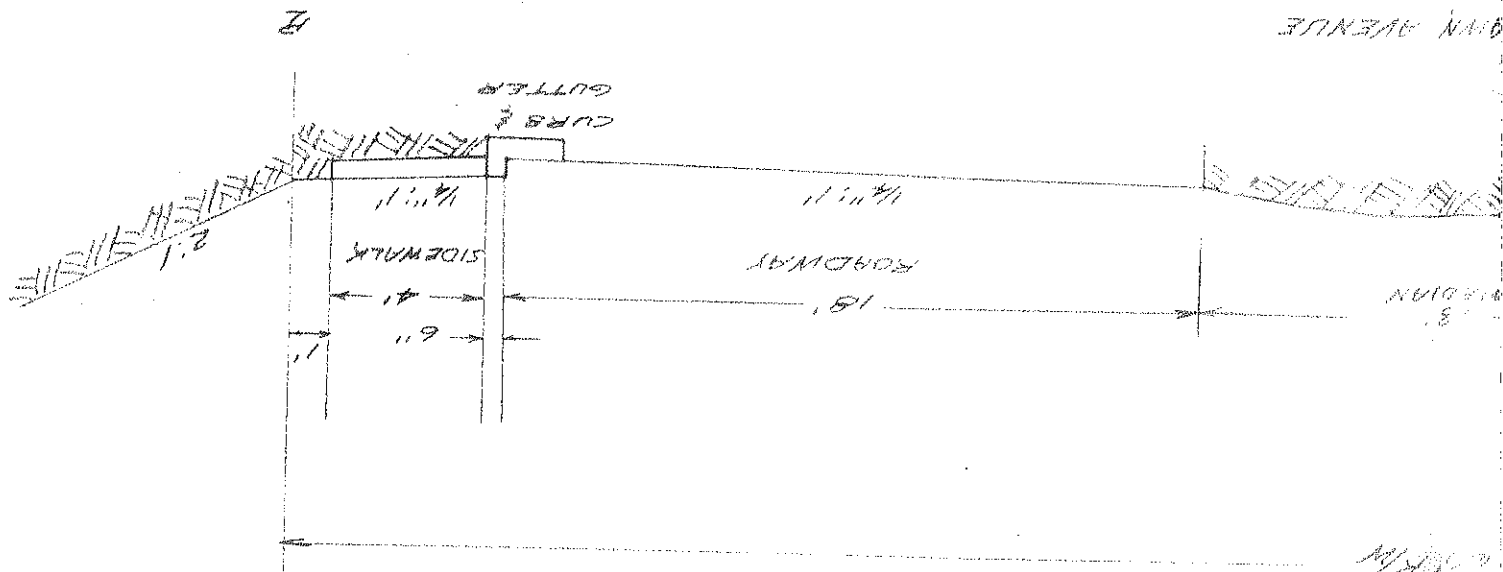
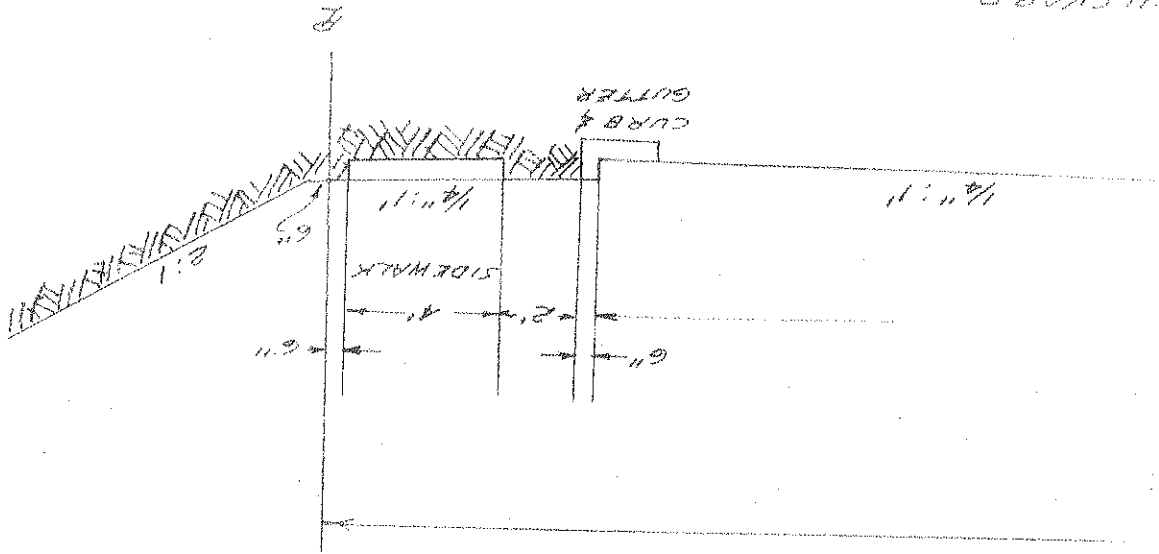
STREET NUMBER ON CAMERON ROAD

<i>Belle S. Schroyer</i>	<i>2820 Cameron Rd.</i>
<i>Lindale Allade</i>	<i>2816 Cameron Rd.</i>
<i>L. Lynn E. Reed</i>	<i>2816 Cameron Rd.</i>
<i>Mills E. Bell</i>	<i>2811 Cameron Rd.</i>
<i>Clara P. Bell</i>	<i>2811 Cameron Rd.</i>
<i>Edm. H. May</i>	<i>2810 Cameron Rd.</i>
<i>John S. Hills</i>	<i>2809 Cameron Rd.</i>
<i>Eleanor Hills</i>	<i>2809 Cameron Rd.</i>
<i>Daniel Phillips</i>	<i>2807 Cameron Rd.</i>
<i>George H. Becker</i>	<i>2806 Cameron Road</i>
<i>Nancy Becker</i>	<i>2806 Cameron Rd.</i>
<i>Emmell L. Westingfield</i>	<i>2813 Cameron Rd.</i>
<i>Joanna Westingfield</i>	<i>2813 " "</i>
<i>Robert Harmon</i>	<i>2814 Cameron Rd.</i>
<i>Sharon E. Harmon</i>	<i>2814 Cameron Rd.</i>
<i>Carol W. Brown</i>	<i>2823 Cameron Rd.</i>
<i>Mary P. Ford</i>	<i>2825 Cameron Rd.</i>

Emma L. Westfield 2813 Cameron Rd.
 Joanna Waterfield 2813 " "
 Robert W. Wrenn 2814 Cameron Rd.
 Sharon E. Harmon 2814 Cameron Rd.
 Gerald W. Brown 2823 Cameron Rd.
 Mary E. Hood 2825 Cameron Rd.

D.E. Sisk 2757 Cameron Rd.
 Virginia Sisk
 George M. Cord 2759 Cameron Rd.
 Mrs. Mabel Bann 2753 Cameron Rd, F.C.
 Mr. & Mrs. G. Schan 2761 Cameron Rd. F.C.
 Mac and Mrs. Thomas Thomas 2763 Cameron Rd. F.C.
 Josephine Hutson 2766 Cameron Rd. F.C.
 Henry W. Drenley 2821 Cameron Rd, F.C.
 Bridget J. Pressley 2821 Cameron Rd / F.C.
 Frank J. Bowman 2829 Cameron Rd.
 Mrs. R. G. Nacker 2837 Cameron Rd.
 Nancy Kaus 2839 Cameron Road
 Richard A. Kaus 2839 Cameron Rd.
 Jewel + Neal Cunningham 2843 Cameron Rd.
 Frances + Joe Fisher 2846 Cameron Rd.
 Helma H. Bennett 2832 Cameron Rd.
 Cecil C. Bennett 2832 Cameron Rd.

GREENWAY DOWNS
 SCALE: 1"=5'
 VERT. 1"=5'
 HORIZ. 1"=5'
 REVISED 7-19-75

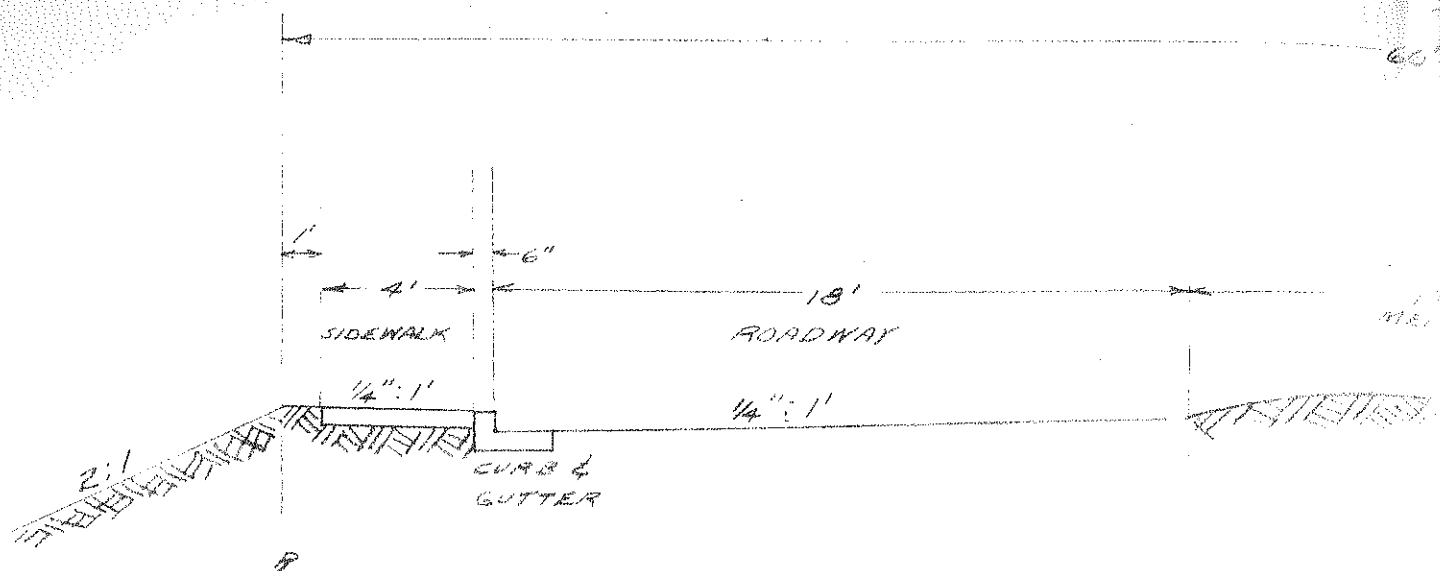


GREENWAY DOWNS
 SCALE: 1"=5'
 VERT. 1"=5'
 HORIZ. 1"=5'
 REVISED 7-19-75

SECTION
 1718
 AVENUE
 LANES
 REQUIRED
 SIDE ONLY
 1 LANE

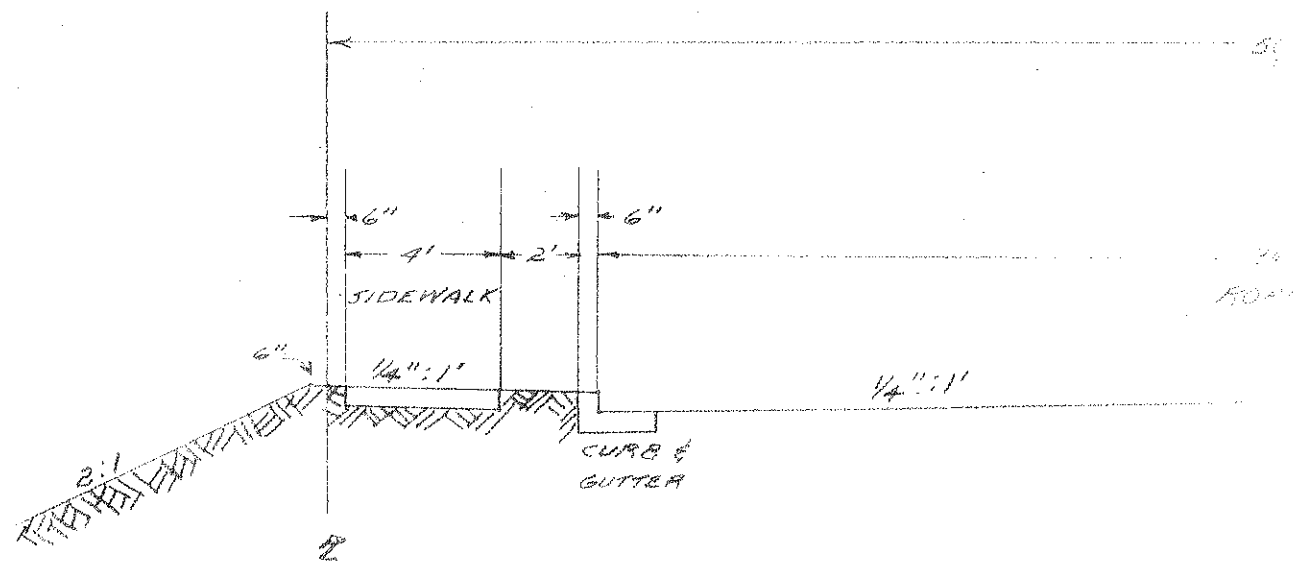
SECTION

TYPICAL



WOODLAND
 RT. 1717
 ONE WAY
 NO ADDITIONAL
 PARKING

TYPICAL

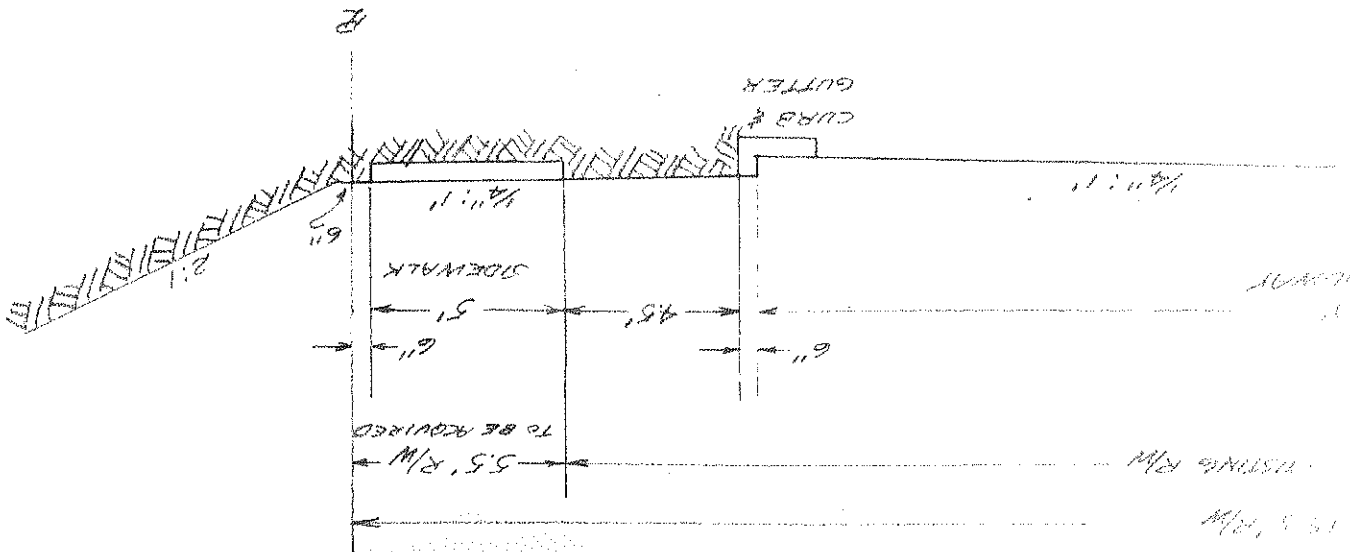
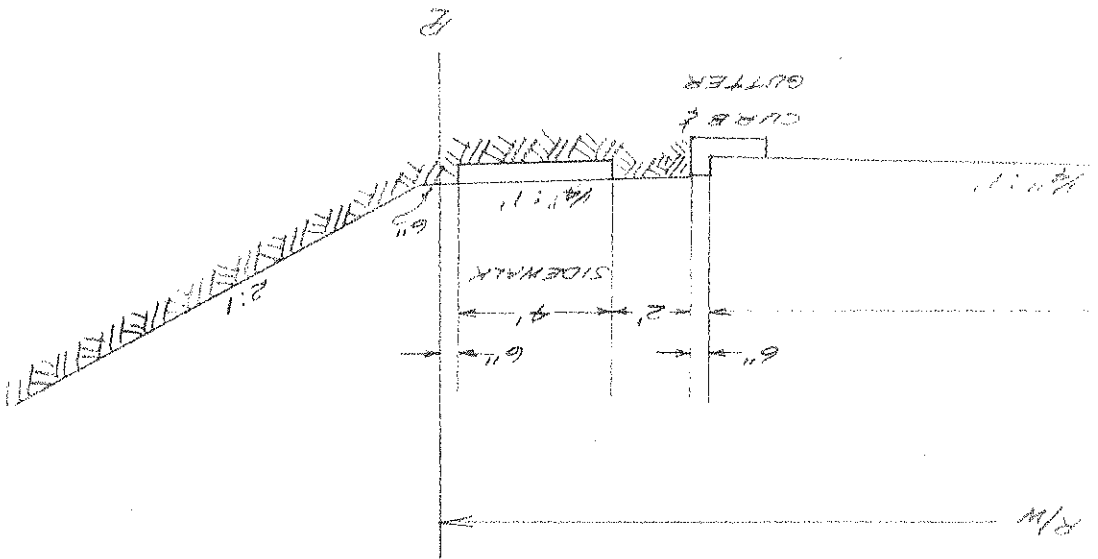


MARSHALL RD.
 RT. 1717
 10' ADDITIONAL
 R/W REQUIRED

1. GREENWAY
 2. SUMMIT
 3. WINCH
 4. BOLL
- NO ADDITIONAL
 PARKING

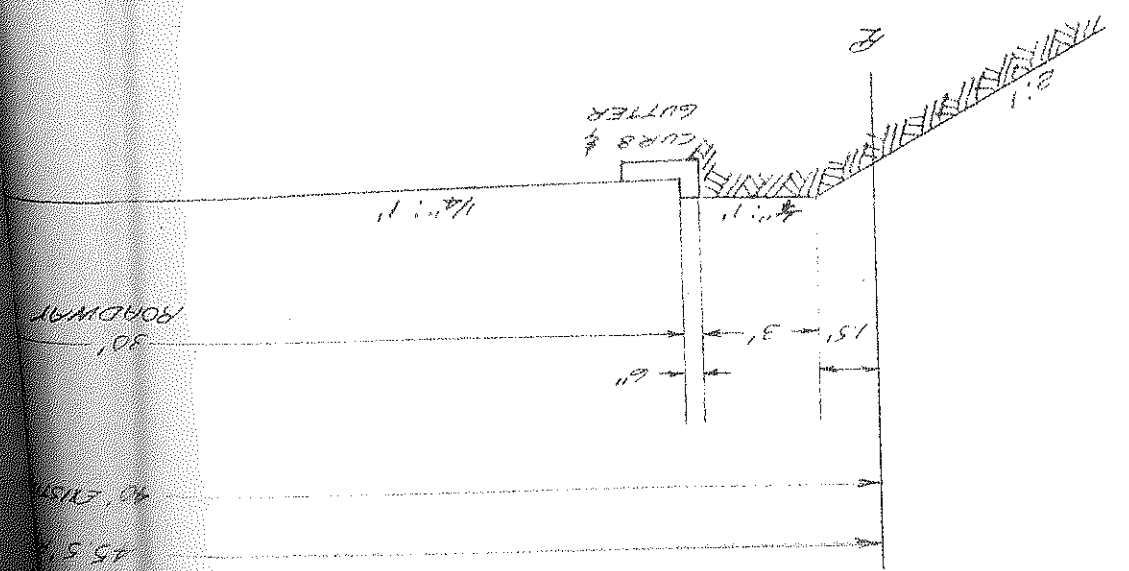
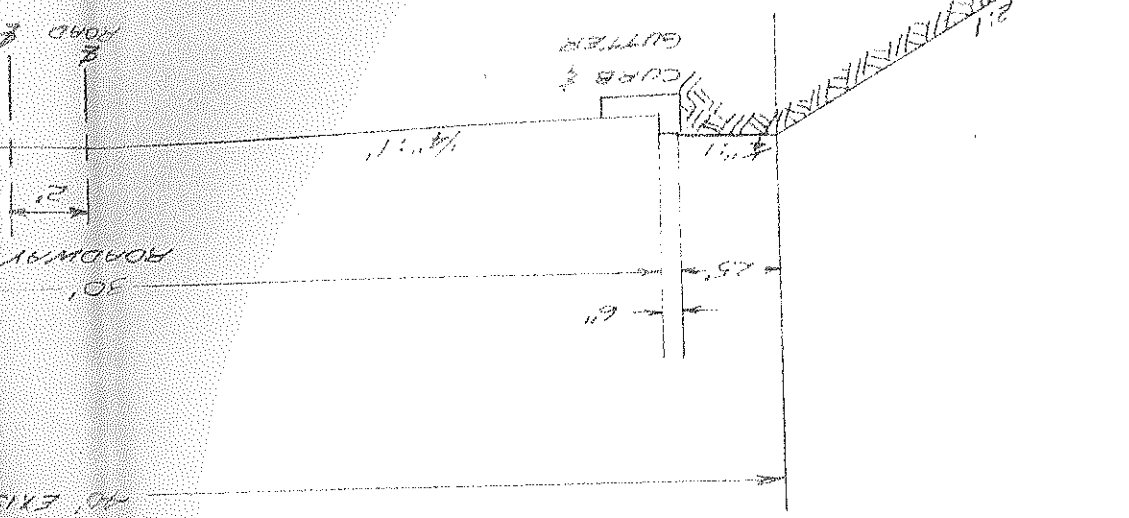
GREENWAY DOWNS
 SCALE: 1" = 5'
 VERT. 1" = 5'
 HORIZ. 1" = 5'

ONLY ONE SIDE ONLY



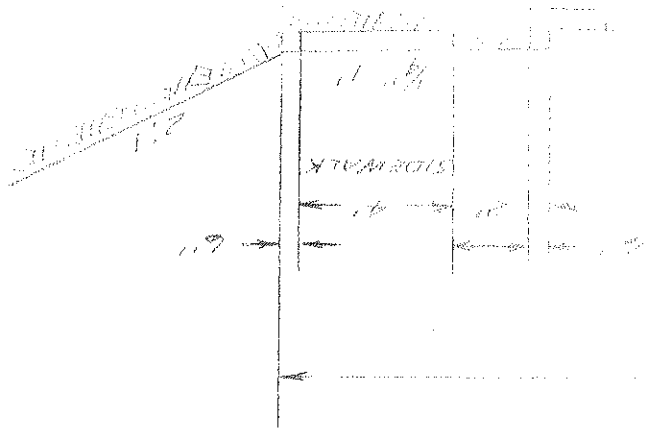
SECTION # 3

- 1. MONROE ST.
- 2. GEORGE MASOUD
- 3. CAMERON R.L.
- 4. CATALIER TRI
- RT. 174
- RT. 172
- SIDEMARK ONE
- PARKING ONE



TYPICAL SEC

GREENWAY DOWNS
 SCALE: 1" = 5'
 HORIZ. 1" = 5'
 REVISIONS 7-10-78



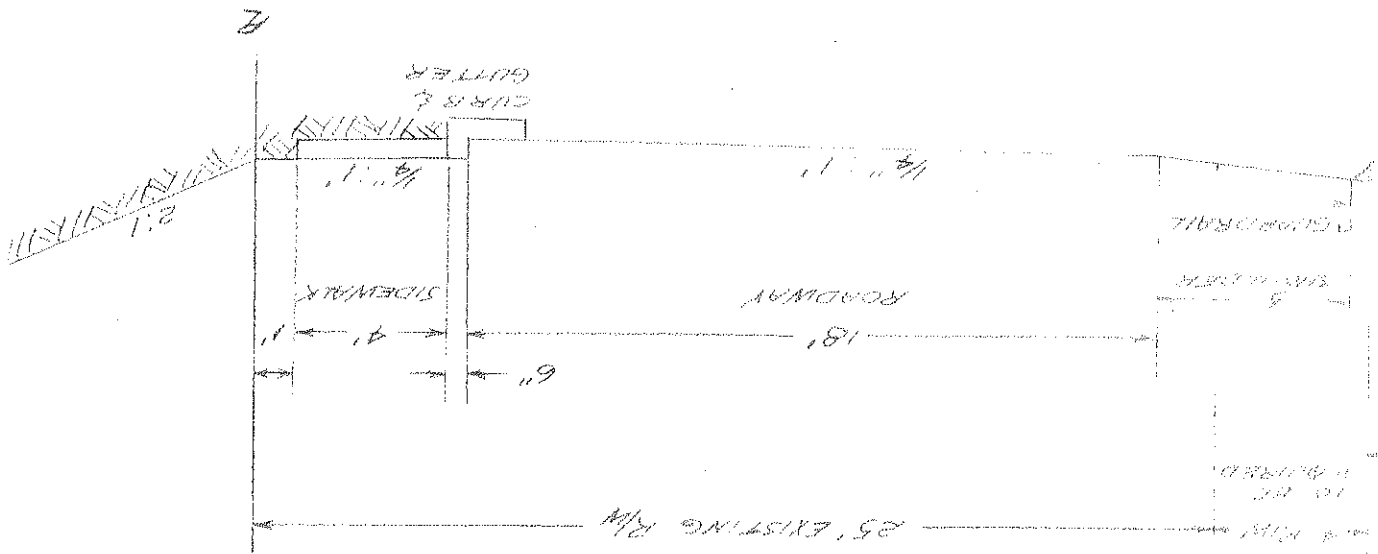
NOV 1978

SCALE

1" = 5'

1" = 5'

DATE



ROADWAY

18'

6"

25' EXISTING R/W

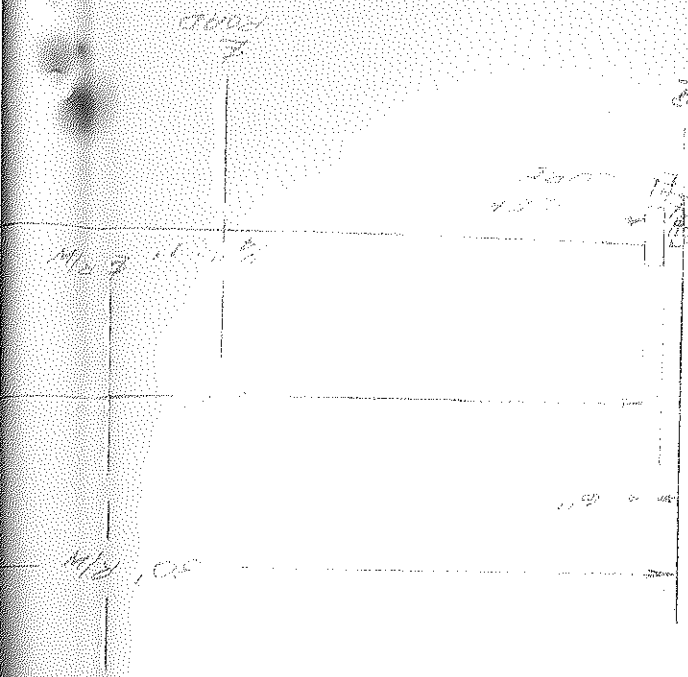
10' DE

10' DE

10' DE

10' DE

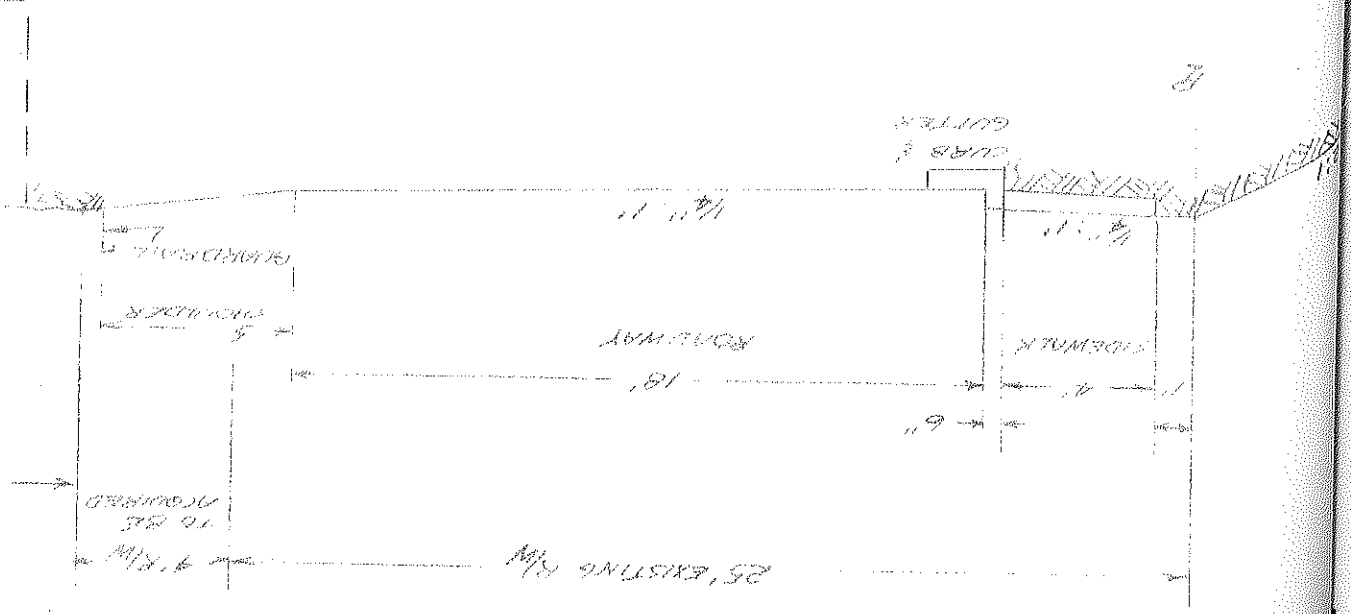
10' DE



CAVALIER TRAIL
 FROM CAMERON RD.
 TO SUMMERFIELD RD.
 NO PARKING
 TWO WAY TRAFFIC

TYPICAL SECTION

PROJECT
 DRAINAGE
 IMPROVEMENT
 CULVERTS
 AT
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VARIABLE
 MEDIAN

CURB &
 GUTTER

SIDEWALK

ROADWAY

25' EXISTING R/W

10.00
 9.00

SHOULDER

5' SHOULDER

14' 11"

14' 11"

6"

4'

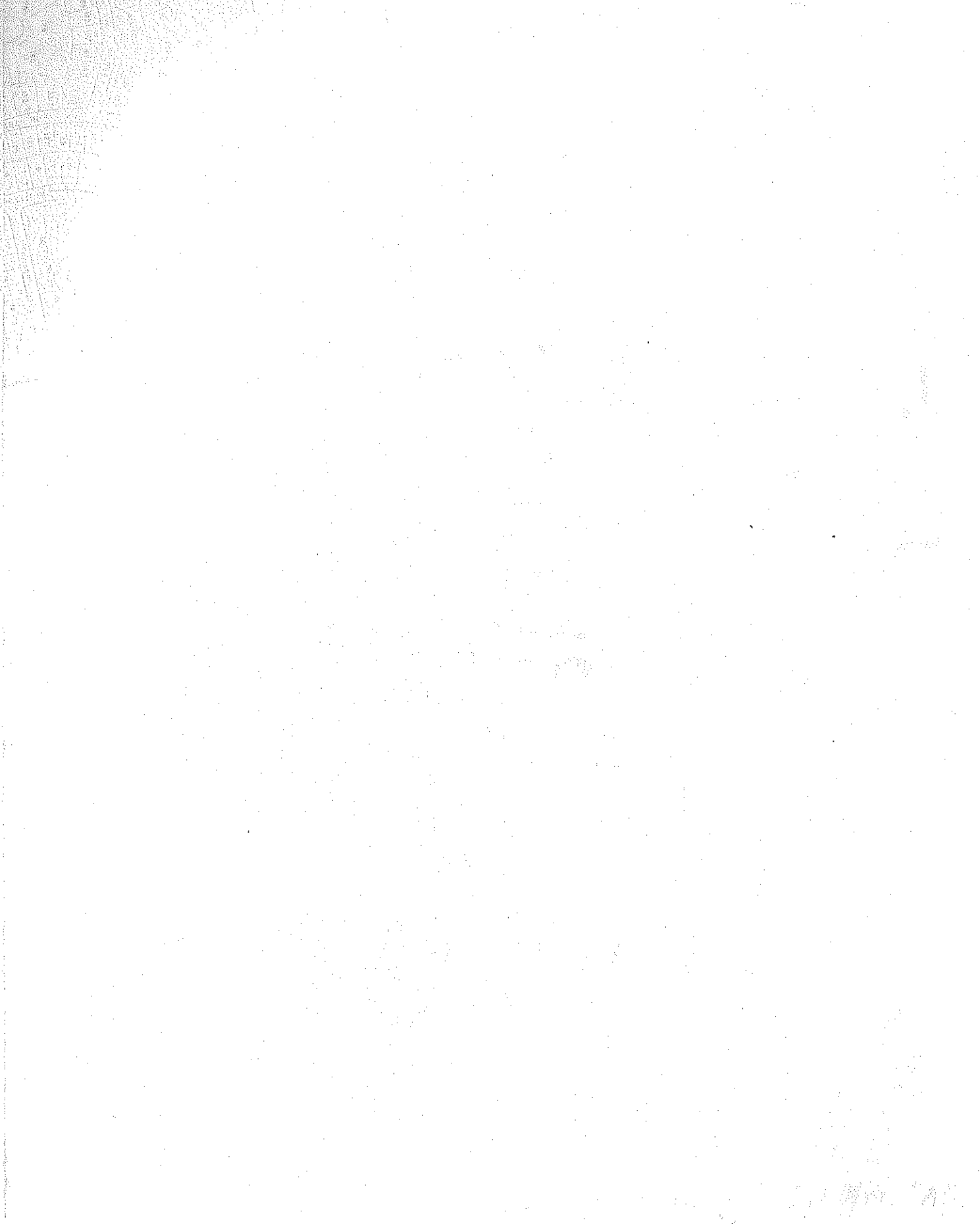
18'

WEST

E

TYPICAL SECTION

1957
CIVIL
ENGINEERING



1957

<u>STREET</u>	<u>CURRENT R/W</u>	<u>1972 ADT</u>	<u>PROPOSE</u>	<u>HOUSES/LOTS</u>
WOODLAWN	60	260	EXCLUDE - #1	43/51
MONROE	40	201 100	#3B	25/30
MARSHALL	40	1600	R/W TO 50 - #2	54/57
GEO MASON	40	155	#3B	50/54
GREENWAY	50	300	#2	52/58
CAMERON	40	300	#3B	45/52
SUMMERFIELD	50	2700	#2	49/60
WINCHESTER	50	400	EXCLUDE - #2	41/43
BOLLING	50	150	EXCLUDE - #2	34/35
CUSTIS (W-C)	60	150	#4	31/36
CAVALIER (W)	40	200	#3B	1/1
CAVALIER (C)	30	150	#5	0/0
CAVALIER (E)	50	300	#2	2/4
CUSTIS (E)	60	150	#4-EXCLUDE	5/6

COMPLETE CUSTIS TO CONNECT WITH WOODLAWN
 \$408,000 STATE HWY
 FULL PROJECT = \$1.966 MILLION \$712,300 COUNTY
 \$846,300 COMMUNITY

TO REFERENDUM IF DESIRED - 1 YEAR TO START CONSTRUCTION
 3-4 YEARS TO COMPLETE PROJECT

HOUSES = 432
 PER HOUSE = 1958.33

LOTS = 487
 PER LOT = 1737.16

SURVEY REPORT

This is a report on the findings of a survey conducted of Marshall St. residents to ascertain their feelings towards the proposed plan for new streets, curbs and storm sewers. All residents were given questionnaires to fill out. Seventy percent responded to the questionnaire. The results of the questionnaire are given in the following paragraphs.

The residents of Marshall St. are opposed to any kind of improvement at all to the street by a ratio of 4 to 3. Those signifying that they were for some sort of improvement to the street had qualified their 'yes' vote, by stating unanimously that they were opposed to the State-County plan for Marshall Street. The plan most favored called for eliminating a two foot strip of grass between the sidewalk and curb and making the sidewalks three foot wide instead of four foot, but retaining the State's required width of thirty-six foot roadway. The above plan required only a one foot right of way from both sides. Another plan which gained support from those opposing any improvement at all was to turn Marshall Street back to a dead end street at the creek.

Two plans which did not receive favorable comment were a one way street, due to the premise that the traffic would speed up, as they would not have to contend with oncoming traffic and one side of the street parking was not favored as there would not be adequate parking for the number of cars already on the street.

Those favoring an improvement to the street were willing to spend on the average of \$1,200.00. They also favored reimbursement for any land which might be taken and that amount applied toward their assessment for the improvement. Per foot of frontage was the overwhelming choice as to the way they wanted to be assessed by a ratio of 7 to 1. They also responded that they did not favor underground utilities if there was an extra charge by a ratio of 3 to 2.

Those voting against improvement of any kind stated the following reason for their vote, I quote one typical response:

"I have been paying taxes in this County for 28 years and even had to pay for electric street lights out of my own pocket in order to get them. We are paying for trash pickup by virtue of the Sanitary District in which we are located. Charges for sewage were recently increased. Outside of schools, police and fire protection, I see no evidence of return, at the local level, on my tax dollar - State or County".

"Road improvement in this area is long overdue, never having been made in all these years. They should be made but financed out of existing State and County taxes. We should not have to pay extra".

"The County proposed plan is triple indemnity: (a) loss of land with no reimbursement, (b) having to pay for part of the improvements made, and (c) resultant increase in property taxes because of the improvements to which we contributed (a) and (b). A more inequitable arrangement could not be devised".

Another comment against improvement was to improve the street at all would increase the traffic on it. On the questions as to whether funding a separate storm sewer project would have support if the other improvements were defeated, this too was defeated by a ratio of 5 to 4.

There were other comments and ideas submitted but this report tried to summarise and state the main stream of thought on the project.

In conclusion, if there was a vote taken on the County plan for improvement today it would be defeated unanimously on Marshall Street. A compromise plan would also have a tough time being passed as it would have to satisfy many divergent opinions. The "perfect plan" would be a two way street with parking on both sides, sidewalks on both sides, dead end at the creek, taking no land from either side, and costing between 0 to \$1,200. Even with this so called "perfect plan" there would be opposition. The main conclusion reached is that an overall community survey of this type be undertaken at once to ascertain the feelings of each street, as can be seen by the results of this survey. Marshall Street wants to remain as it is and does not want to be turned into a speedway, as it would be if any plan but a dead end were accepted and the cost involved in turning it into a speedway, is more than the people are willing to pay.

Greg Mordin
2761 Marshall Street

9 October 1973

Please place a number from 1 to 10 in the boxes at the right. 1 being the project you would most favor and ten being the least favorable alternative.

- 1. Marshall St. 36' roadway, sidewalks against curb, parking on both sides, two way traffic, sidewalks 4' wide, 2' right of way needed from both sides.
- 2. Marshall St. 36' roadway, sidewalks against curb, parking on both sides, two way traffic, sidewalks 3' wide, 1' right of way needed from both sides.
- 3. Marshall St. 36' roadway, sidewalks with two foot median, parking on both sides, two way traffic, sidewalks 4' wide, 5' right of way needed from both sides.
- 4. Marshall St. 36' roadway, sidewalks against the curb, parking on both sides, one way traffic, sidewalks 4' wide, 2' right of way needed from both sides.
- 5. Marshall St. 36' roadway, sidewalks against the curb, parking on both sides, one way traffic, sidewalks 3' wide, 1' right of way needed from both sides.
- 6. Marshall St. 36' roadway, one sidewalk against the curb, parking on both sides, two way traffic, sidewalk 4' wide, no right of way needed.
- 7. Marshall St. 36' roadway, one sidewalk against the curb, parking on both sides, one way traffic, sidewalk 4' wide, no right of way needed.
- 8. Marshall St. 30' roadway, sidewalks with 1' median, parking on one side, two way traffic, sidewalk 4' wide, no right of way needed.
- 9. Marshall St. 30' roadway, sidewalks against the curb, parking on one side, two way traffic, sidewalk 4' wide, no right of way needed.
- 10. Marshall St. 30' roadway, sidewalks against the curb, parking on two sides, one way traffic, sidewalks 4' wide, no right of way needed.

11. Your suggested plan, please explain:

12. Funding for project, please check one box.
Highest amount I am willing to spend for improvements is:
0 500 1000 1500 2000 2500 3000plus

13. I would want to be assessed for improvements per,
lot house foot of frontage

14. Would you consider an additional charge for placement of underground utilities.
Yes No

15. Would you consider funding a separate storm sewage project if the above was rejected.
Yes No

16. None of the above plans would have my support as I am opposed to these improvements.
Yes No

17. COMMENTS:



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
 BOARD OF SUPERVISORS
 FAIRFAX, VIRGINIA 22030

JAMES M. SCOTT
 PROVIDENCE DISTRICT
 POTOMAC BUILDING
 7223 LEE HIGHWAY
 FALLS CHURCH, VIRGINIA 22046
 TELEPHONE 532-1474

BOARD OF SUPERVISORS
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Chairman
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 ALAN H. MAGAZINE
 AUDREY MOORE
 MRS. MARTHA V. PENNING
 RUFUS PHILLIPS
 JAMES M. SCOTT

May 14, 1973

Mr. Fred Kramer
 President
 Greenway Downs Citizens Association
 2811 Summerfield Road
 Falls Church, Virginia

Dear Fred,

I must apologize for being late in responding to your letter about the plans for obtaining curbs, gutters and improved storm drainage and sidewalk facilities in Greenway Downs.

I have had a number of discussions with the County staff about this problem since receiving your letter.

As you probably know, there is an additional \$10,000 in the approved County budget for completion of the engineering study of Greenway Downs. I am advised by Jack Liedl that the study will be completed by late summer or early fall. At that time we shall be able to develop a concrete proposal for consideration by the Association.

With respect to your suggestion about the use of revenue sharing funds for this project, I must advise you that I am not very optimistic about that possibility. The Board will hold, in the not too distant future, a public hearing on proposals for the use of revenue sharing funds. As you can imagine, there are a number of communities similarly situated in Fairfax County and it would be very difficult to know how to divide the revenue sharing pie in an equitable fashion. The revenue sharing funds will only begin to approach solutions to such problems throughout the County.

For some time now I have been discussing the possibility of establishing a neighborhood conservation program like that which has been initiated in Arlington to help solve community problems

Mr. Fred Kramer

-2-

May 14, 1973

such as those which exist in Greenway Downs. Within the limits of funds available, the Arlington County Board has supported such improvements as you have requested with a percentage of local funds. Because the installation of curbs, gutters, sidewalks and drainage facilities will enhance property values considerably, it has been my feeling that, like in Arlington, the residents of an area to be served by such a program should help financially to support its completion. I certainly would not suggest that the community should finance a major portion of the project. But in view of the fact that property value appreciation will occur and in view of the fact that in new subdivisions residents pay for such improvements with the cost of their home, I would find it hard to support complete public payment for the facilities.

Please be assured that I shall keep pursuing our common objectives and that I shall let you know as developments occur. Thank you once again.

Sincerely yours,

A handwritten signature in cursive script that reads "Jim".

James M. Scott
Supervisor
Providence District



JAMES M. SCOTT
PROVIDENCE DISTRICT
POTOMAC BUILDING
7223 LEE HIGHWAY
FALLS CHURCH, VIRGINIA 22046
TELEPHONE 532-1474

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
BOARD OF SUPERVISORS
FAIRFAX, VIRGINIA 22030

November 2, 1972

BOARD OF SUPERVISORS
WILLIAM S. HOOFNAGLE
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JOHN HERRITY
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AUDREY MOORE
MRS. MARTHA V. PENNINGO
RUFUS PHILLIPS
JAMES M. SCOTT

Mr. Fred Kramer
2811 Summerfield Road
Falls Church, Va. 22042

Dear Fred,

Please forgive my tardiness in replying to your recent letter on traffic light coordination.

I have asked for Tom Faulkner's comments on your specific areas of concern. The Board has been concerned for some time about traffic light coordination. Earlier this year we invited the Resident Engineer of the Virginia Department of Highways to discuss the matter before the Board. I am afraid however that we did not come to any conclusions which were really satisfactory. We have asked the Department of Highways to improve traffic light coordination on major thoroughfares in the County. In addition, we have also initiated a study of the possible takeover of County roads by the County. As you know, the Virginia Department of Highways now operates and maintains all public roads in the County. The County would be able to assume control if the voters authorized it by referendum. However as the legislation now reads, the County will stand to lose considerable money if it decided to do so.

For the time being at least the answers appear to rest mainly with the Virginia Department of Highways. With respect to one intersection, Gallows Road and Arlington Boulevard, an improvement is eminent which might alleviate the problem to a small extent: left turn signals will be installed for motorists entering Arlington Boulevard from Gallows Road. Perhaps this will reduce the bottleneck slightly.

Sincerely yours,

James M. Scott
Supervisor
Providence District

JMS/vcs

Henry S. Rodriguez

Dear Jim,

The overhead wires and the electric posts along the north side of Lee Highway have finally been removed. And we think you will agree that visually it is now far more pleasing than the south side. We are disappointed of course that Fairfax County did not have the foresight or the goodwill to have cooperated with Falls Church on this project while Lee Highway was being widened.

I am sure you realize that this was a rare opportunity that is now lost. If wires are to be buried, the best and least costly time to do so is during a widening project such as we recently experienced.

We recognize that you personally were in favor of the project and supported cooperation with Falls Church. For this we thank you. Nevertheless, I have been asked by the Greenway Downs Citizens Association to write to you to express our deep disappointment with the Board of Supervisors as a body for not rising to the occasion and supporting the reduction by some small degree the visual pollution so apparent along Lee Highway.

We hope you will convey our views to the Board of Supervisors.

Sincerely,

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
FAIRFAX, VIRGINIA 22030



November 23, 1971

Mr. Henry S. Rodriguez, President
Greenway Downs Citizens Association
2834 George Mason Road
Falls Church, Virginia

RE: Greenway Downs Curb and Gutter
(I-112)

Dear Mr. Rodriguez:

In reference to your letter dated November 8, 1971, be advised that referenced project will be included in the proposed fiscal 1973 (July 1, 1972-June 30, 1973) budget for funding considerations. The proposed funding will be for an engineering study and cost estimate only. The final budget will not be approved until May-June, 1972.

If I may be of any further assistance, please do not hesitate to contact me at 691-2191.

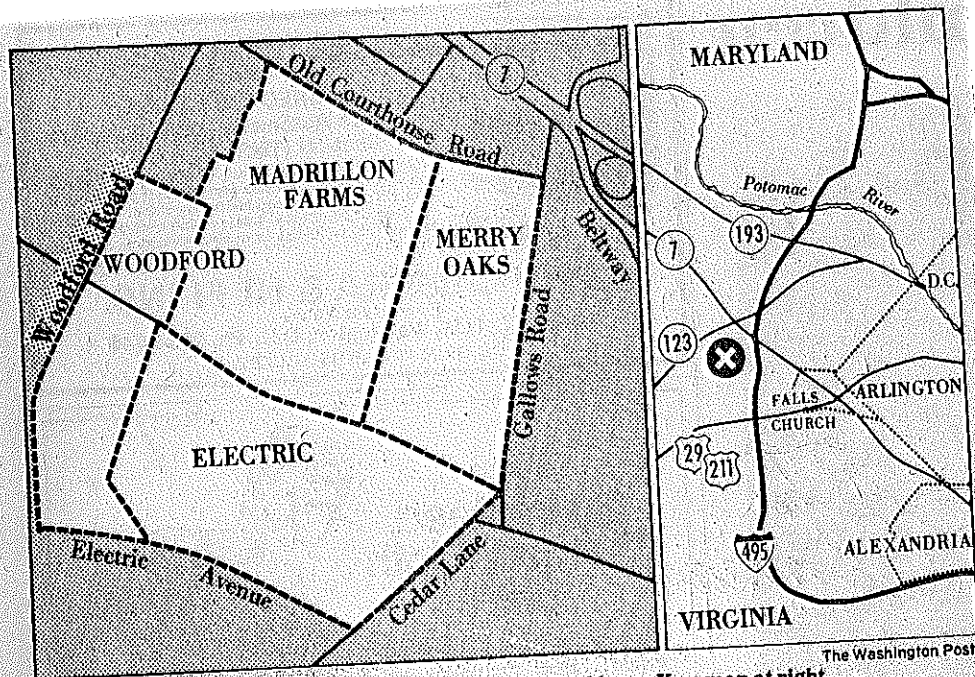
Very truly yours,

DEPARTMENT OF PUBLIC WORKS
System Control and Planning Division

Joseph E. Sunday
Director

JES/bae

cc: J. Liedl, Director, Office of Capital Facilities



Wolftrap area of Vienna, left, is located by an X on map at right.

Fairfax Community Wary

WOLFTRAP. From BI residents are elderly people who are on fixed incomes, residents said.

The Wolftrap conservation plan calls for residents to receive home improvement loans to make needed repairs on their homes. According to the conservation proposal, 60 per cent of the 171 housing units in Wolftrap "contain deficiencies and require rehabilitation."

Many of the houses in Wolftrap are more than 100 years old. While there are some brick houses built in recent years, as well as many frame houses which have been refurbished on the inside, there are also a few houses which appear to be in need of repair immediately. But these

houses are clearly in the minority, residents said.

"The people who live here are on a pay-as-you-go plan," said Miss Wagner, cochairman of the newly formed Wolftrap Citizens Association, in explaining why residents are opposed to the low-interest home-improvement loans.

Mrs. Coyne of the housing authority said that no resident or property owner will be forced to take out a loan. However, she said houses will be expected to meet housing and health code standards.

Mrs. Coyne said the housing authority held several small meetings in the community beginning last spring to ascertain the needs of the

However, residents and property owners were not given a copy of the specifics of the conservation plan until September, shortly before a public hearing before the housing authority was held, Mrs. Coyne said.

The vote today was authorized by the Board of Supervisors last month after Wolftrap residents and property owners repeatedly requested that a referendum be held.

"I'm well satisfied with where I live," said Mize, who has lived for 28 years at 2139 Woodford Rd. "I definitely don't want to be bothered. I wish they would just leave us alone."

Fairfax Offers Improvements To Wary Area

By Alhelia Knight

Washington Post Staff Writer

A part dirt, part gravel road is the only path to the home of Ilean Baskerville, her husband and their three children, at 8335 Woltrap Rd. in Vienna, but the Baskervilles say they don't mind either.

The Wagners and the Baskervilles said they are but two of the families in the Woltrap area of Vienna who are trying to tell Fairfax County officials that they do not want a neighborhood improvement program the county is planning for their community adjacent to 8213 Old Courthouse Rd. well in the yard of their home, mother get their water from a drainage system and roads and provide gutters, sidewalks, street lights and other neighborhood improvements the authority feels the community needs.

The county's housing and redevelopment authority has proposed a plan that would improve the community's drainage system and roads. The improvements would cost \$1,408,600 in the first year of the three-year plan, the rest from a federal grant. It is not known how much would be spent in the last two years of the plan, according to county officials.

But numerous residents in the area as well as a large number of whites. According to Deirdre Coyne, the housing authority's community liaison officer, the Woltrap area was chosen as a part of the countywide conservation plan because the area needs a number of community improvements. Also, to qualify for the federal money, low- and moderate-income families had to live in the area, Mrs. Coyne said.

Supervisor James M. Scott (D-Providence), in whose district the Woltrap community is located, said he does not want to tell residents and property owners how to vote. But he said the improvements probably would not be undertaken if the community votes against them.

The Woltrap area, west of the intersection of Rtes. 7 and 123. The area designated for the neighborhood improvement program and conservation plan is bounded by Old Courthouse Road on the north, Gallows Road and Cedar Lane on the east, Electric Avenue on the south, and Woodford Road on the west, to a point just north of Freedom Park. The area is several miles from the similarly named Wolf Trap Farm Park for the performing arts.

The area, also known as Freedom Hill, has a high proportion of vacant, undeveloped land. The land was formerly the property of slave owners, who gave portions of the land to freed slaves after the Civil War. Today many descendants of the slaves live in the area as well as a large number of whites.

According to Deirdre Coyne, the housing authority's community liaison officer, the Woltrap area was chosen as a part of the countywide conservation plan because the area needs a number of community improvements. Also, to qualify for the federal money, low- and moderate-income families had to live in the area, Mrs. Coyne said.

A community vote is scheduled today on the improvement plan. While it is

See WOLTRAP, B5, Col. 1

M The Washington Post

Fairfax Offers Improvements To Wary Area

By Athella Knight

Washington Post Staff Writer

A part dirt, part gravel road is the only path to the home of Jean Baskerville, her husband and their three children, at 8335 Wolftrap Rd. in Vienna, but the Baskervilles say they don't mind.

Lo Anne Wagner and her mother get their water from a well in the yard of their home, at 8213 Old Courthouse Rd. The Wagners say they don't mind either.

The Wagners and the Baskervilles said they are but two of the families in the Wolftrap area of Vienna who are trying to tell Fairfax County officials that they do not want a neighborhood improvement program the county is planning for their community adjacent to Lyons Corner.

The county's housing and redevelopment authority has proposed a plan that would improve the community's drainage system and roads and provide gutters, sidewalks, street lights and other neighborhood improvements the authority feels the community needs.

The improvements would cost \$1,408,600 in the first year of the three-year plan, \$1,206,100 in county money and the rest from a federal grant. It is not known how much would be spent in the last two years of the plan, according to owners, who gave portions of the land to local slaves after the rest from a federal grant.

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Wolftrap Program Rejected

By Athelia Knight

Washington Post Staff Writer

A proposed neighborhood improvement program for the Wolftrap area adjacent to Tysons Corner was rejected yesterday by area property owners and residents by an unofficial vote of 228 to 47. A recount to certify the ballots is scheduled today.

While the community vote is not binding on Fairfax County officials, those opposed to the proposal by the County's housing and redevelopment authority hope the negative vote will persuade county officials to abandon their plans.

"We are hoping that they will listen to us since the government is for the people," said Ilean Baskerville, cochairman of the newly formed Wolftrap Citizens Association.

The Board of Supervisors authorized yesterday's vote and is expected to consider the results at a board meeting Monday.

The proposed neighborhood improvement program would improve the community's drainage system and roads and provide gutters, sidewalks, street lights and other neighborhood improvements the authority feels are needed by the community.

In the first year of the three-year plan, the improvements would cost \$1,408,600—\$1,206,100 in county money and the rest from a federal grant. County officials said they have not determined how much would be spent on the area in the last two years of the plan.

Some residents in the community have said they oppose the proposed neighborhood improvement and conservation plan because they feel it would lure more development to their neighborhood, possibly raise taxes or unnecessarily force them to take out loans to improve their homes.

The Wolftrap area is west of the Capital Beltway and south of the intersection of Blue...

The advertisement is a vertical strip on the right side of the page, enclosed in a decorative border of holly leaves and berries. At the top, there is a large, stylized letter 'L'. Below it, there are logos for 'BANK AMERICA' and 'CENTRAL CHARGE SERVICES'. The word 'OPEN' is written in large, bold letters. Below that is a photograph of a camera, with the word 'CAPE' visible on its side. At the bottom, the text reads 'SHA 9" DIAC COMPACT \$7' and '100% Solid S Instant On. Co. Earphone Inclu'.

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The Wolftrap area is west of the Capital Beltway and south of the intersection of Rtes. 7 and 123. It is several miles from the Wolf Trap Farm Park for the performing arts.

Deirdre Coyne, the housing authority's community liaison officer, said the Wolftrap area was chosen as part of the countywide conversation plan because the area needs several community improvements.

Also, to qualify for the federal money, low- and moderate-income families had to be part of the area, Mrs. Coyne said.

**Help Calls
Inund**

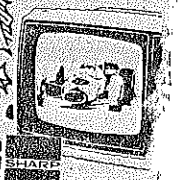
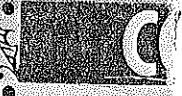


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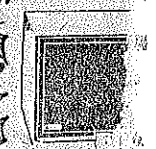
CAPEL

36" M



SHARP
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\$7

100% Solid S
Instant On. Car
Earphone Inclu



LIT
MINUTE
MICROWA

\$20

Automatic D
Minute Time
Design
& C

JANUARY 26, 1976

Dear Jim:

Our community is curious as to the recent developments in the Wolftrap Neighborhood Improvement Program and how it might affect us.

As I understand it the residents of this area overwhelmingly turned down this county program which earmarked about 1.2 million in county funds for improvements to the storm drainage system and roads and provision of new sidewalks and gutters.

As you know, our community has long been interested in obtaining such improvements in our area. We would like to inquire as to the feasibility of reallocating these funds to our area for much the same type of improvements as proposed in the Wolftrap program. We would like to see these funds remain in the Providence District and feel that our community has waited long enough for improvements which most county taxpayers already enjoy.

We would be interested in hearing from you as to what is being done with these unused funds and what our chances are of obtaining said funds.

I would also like to take this opportunity to extend our invitation to you to attend our annual Outstanding Citizen Awards Banquet which will be held on March 25.

Sincerely,

Randy Myers
Randy Myers, President
Greenway Downs Citizens Association



JAMES M. SCOTT
PROVIDENCE DISTRICT
7223 LEE HIGHWAY
FALLS CHURCH, VIRGINIA 22046

TELEPHONE 703/532-1474

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
BOARD OF SUPERVISORS
FAIRFAX, VIRGINIA 22030

BOARD OF SUPERVISORS
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Chairman
JOSEPH ALEXANDER
WARREN I. CIKINS
ALAN H. MAGAZINE
AUDREY MOORE
MRS. MARTHA V. PENNINO
JAMES M. SCOTT
JOHN P. SHACCOCHIS
MARIE B. TRAVESKY

February 20, 1976

Mr. Randy Myers, President
Greenway Downs Citizens Association
2825 George Mason Road
Falls Church, Virginia 22042

Dear Randy,

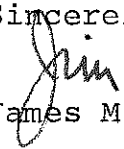
After our telephone conversation about the possible use of public funds for the improvements to the storm drainage system in Greenway Downs, I have discussed the matter with the County staff. It appears that Greenway Downs would not qualify for the Federal funds under the Community Development Block Grant program, but the staff suggested an alternative which I am currently exploring.

As I mentioned earlier, most of the money which was discussed in the newspaper articles about the Wolftrap Neighborhood Improvement Program were funds earmarked for use in that area. A large portion of these funds have been contributed by developers of properties in the Tyson's Corner area to construct a large drainage system carrying the runoff from their properties. The only funds which might be transferred elsewhere were the Community Development Block Grant funds which were originally designated for the purpose of acquiring parkland in the Kilmer School area. The community has indicated that it would prefer to see these funds used for a local drainage improvement program. This program would provide small drainage improvement facilities within the Wolftrap area and feeding into the larger system to be built with developer-contributed and other public funds. This smaller local system would cost approximately \$113,000.00 and is analogous to the system discussed for Greenway Downs, but of a smaller scope. The Planning Commission has recommended roughly half of these funds be reserved for the initial stages of the program in FY76 and FY77. Once the staff has had an opportunity to consider the alternative method of financing public improvements in Greenway Downs which I have discussed with them, I shall get back in touch with you.

Finally, I should like to express my appreciation for the invitation to attend the Greenway Downs Outstanding Citizen Awards Banquet. I have always looked forward to this event, and I shall plan to be there on March 25.

Thanks once again.

Sincerely yours,


James M. Scott

disposal facilities.

The ordinance, adopted by the Board on December 8, also will ban the sale of pop-top cans and other metal beverage containers with detachable parts, which can be opened without aid of a can opener.

Lectures Scheduled on Va. Revolutionaries

Six leading figures in Virginia's colonial and revolutionary periods will be discussed by leading scholars during a Bicentennial seminar which begins in January under joint sponsorship of Fairfax County Public Schools, George Mason University, American Historical Association, and National Council for the Social Studies.

The seminar will alternate lectures with thematically organized group discussions. All meetings will be at Fairfax High School on Monday evenings, starting Jan. 19 and continuing through May 3.

The lecturers will include: Dr. Wilcomb Washburn, director, Office of American Studies, Smithsonian Institution, on "Nathaniel Bacon and the Rebellion of 1676"; Dr. Richard Beeman of the University of Pennsylvania, on "Patrick Henry: Limits of Virginia Radicalism"; Dr. Donald Higginbotham of the U. S. Military Academy, on "George Washington: A Military View"; Dr. Merrill Peterson of University of Virginia, on "George Mason"; Dr. Helen Hill Miller, Dr. Ralph Ketcham, Gentleman Revolutionary; James Madison.

Each of the lecturers has written at least one book on the person about whom the lecture will be built. In addition, Dr. D. Alan

- Approved supplemental appropriation 1-76021 of \$11,127 for Crossroads Program, the entire amount to be paid by National Institute on Drug Abuse grant.
- Approved supplemental appropriation 1-76022 of \$268,244 for Summer Employment Program, to be paid entirely by federal grant.

- Approved reallocations of Park Authority funds; \$26,000 to fund development at James Lee Center and \$15,000 to contingency fund.

- Asked Planning Commission to consider Dulles Bicentennial Camp Ground Inc. request before the Board of Zoning Appeals makes decision.
- Enlarged seven taxing districts and created two for the purpose of collecting refuse and/or leaves, as advertised.

ZONING ACTIONS:

- Deferred applications 74-2-146, 74-2-150, 74-2-151 and 74-2-152, as requested by applicants.

Residents Vote Down Wolftrap Plan

By a vote of 228 to 47, the residents and property owners in Wolftrap-Dunn Loring rejected the Wolftrap Neighborhood Improvement Program and Conservation Plan.

The special advisory vote, which took place Tuesday, December 9, was monitored and coordinated by the League of Women Voters. The Board of Supervisors authorized this special vote November 17 and approved the voting procedure.

Walter D. Webdale, Director of the Fairfax County Department of Housing and Community Development, said: "This Plan was intended to be implemented on a voluntary basis. With the majority of residents and property owners disapproving the Plan, it would be impossible to carry out the recommendations. The purpose of the Plan was to maintain the low density residential character of the Wolftrap-Dunn Loring neighborhood and to make necessary improvements. Obviously, the residents and property owners have different ideas concerning the future character of the Wolftrap-Dunn Loring neigh-

borhood. Our limited resources probably will be shifted to other neighborhoods which have responded enthusiastically to the Community Development Program."

The basic recommendations of the Wolftrap Conservation Plan called for the preservation of the single-family character of the neighborhood; public improvement funding for storm drainage problems; paving of roads and provision of sidewalks; development of small park surrounding a retention pond; provision of low-interest home improvement loans and grants; and the establishment of a citizen review board to guide preservation efforts.

At its December 15 meeting, the Board of Supervisors, which had received a report on the vote from the Department of Housing and Community Development, assured citizens of the Wolftrap-Dunn Loring neighborhoods that the County would honor the outcome of the advisory vote. Formal Board action on the neighborhood Plan is tentatively scheduled for January 5, 1976.

The fire services of Fairfax County, Arlington and Alexandria, since December 15,

engines then will be switched to the regional mutual aid radio frequency.

tracts, which were to contain substantially unequal populations.



The Fairfax County Board of Supervisors

Weekly Agenda

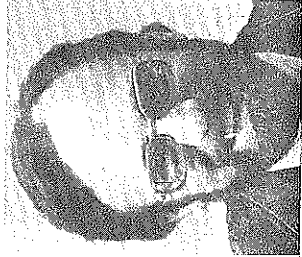
Fairfax, Va.

Wednesday, December 24, 1975
Vol. XII, No. 45

County Executive Wilson, Deputy Harman Resign

County Executive Robert W. Wilson and his deputy, Douglas Harman, have resigned their offices, both to accept top administrative posts in neighboring jurisdictions.

Wilson, who is 42, submitted his resignation to the Board of Supervisors December 15, to be effective January 16, 1976. He has been named Chief Administrative Officer of Prince George's County, Md., subject to confirmation by the County Commissioners.



University, Washington, where he did additional graduate work and taught government for three years.

Harman, 35, came to Fairfax County in March, 1973 as Director of the Office of Research and Statistics. In July of that year he assumed the Deputy position. During the period January to August, 1975, Harman served in the dual capacity as Deputy and Acting Planning Director.

quadrant Poplar Tree Rd. & Stringer

return and fee collection
Small District 5 within Mason

approx. 429.04 ac. located in SW



The Fairfax County Board of Supervisors

Weekly Agenda

Fairfax, Va.
Thursday, April 1, 1976
Vol. XIII, No. 13

Neighborhood Plans Adopted for Baileys, Huntington Areas

Following a public hearing at which 26 citizens were heard, the Board of Supervisors on Tuesday evening, March 30, adopted Neighborhood Improvement Programs and Conservation Plans for the Baileys and Huntington neighborhoods. The Improvement Programs specify a schedule for the provision of public facilities, while the Con-

Go-Ahead Given on Remapping

The Board of Supervisors has approved a tentative schedule for comprehensive remapping of the County to allow implementation of a new Zoning Ordinance, probably by 1978.

In another action March 29 related to its planning and zoning deliberations ahead, the Board decided to ask the Planning Commission to hold a hearing to determine needed amendments to the County's comprehensive plans to allow consideration of selected tracts

public hearing covering possible plan changes, the Planning Commission will select a limited number of proposed amendments to be subjected to hearing before the Commission and then the Supervisors.

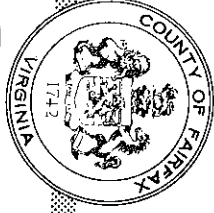
PUBLIC FACILITY CRITERIA: The Board asked the planning staff to prepare proposed standards and criteria of adequacy for public facilities. Such criteria may include acceptable busing distance for school children,

Health Care Advisory Board

The regular meeting of the Health Care Advisory Board will be held Wednesday, April 7, 1976 at 8:00 p.m. in the School Board Library, 10700 Page Ave., Fairfax. The Health Care Advisory Board has invited newly appointed Fairfax County representatives to the Health Systems Agency of Northern Virginia to attend.

Refuse collection hearing on Rezone-
ing Application (James J. & Richard J. Melmer) to rezone land in Mt. Vernon District from R-12.5 and C-N to C-OL District, being approx. 1.22323 ac. located in SW quadrant Sherwood Hall Lane and Holland Rd. - for medical office.
7:30 PM - Public hearing on Rezone-
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The Fairfax County Board of Supervisors

WEEKLY AGENDA

Fairfax, Va.
Thursday, April 1, 1976
Vol. XIII, No. 13

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PUBLIC FACILITY CRITERIA: The Board asked the planning staff to prepare proposed standards and criteria of adequacy for public facilities. Such criteria may include acceptable busing distance for school children,

servation Plans allow the County to spend federal monies for public facilities and home improvement loans and grants. The plans will serve as a guide to future development and renovation in the two neighborhoods.

The Baileys neighborhood is located southwest of the intersection of Leesburg and Columbia Pikes, immediately south of Columbia Pike, and Huntington is situated between Telegraph Road and Route 1, south of Alexandria.

Funds for preparation and implementation of the Neighborhood Improvement Program and Conservation Plan have been allocated from the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant Program. After numerous meetings with residents, the plans were prepared, with active citizen participation, by the County's Department of Housing and Community Development (HCD) during the past nine months.

The Baileys Plan calls for the preservation and improvement of a viable residential neighborhood and calls for road and storm drainage improvements and sidewalk construction, coordinated with other County-funded improvements. The architectural design and planning of a community center and the acquisition of land to expand the Lillian Carey Park are both now underway. Construction on the center is expected to begin next fall. Funds have been allocated in the FY 1977 Community Development Program for construction of the center and for sidewalk improvement.

The Huntington Plan details the need for localized storm drainage, parking and circulation improvements, a planting program for public areas, acquisition and development of lot lots, community center improvements, street light installation and neighborhood clean-up. Block Grant funds have been set aside in FY 1977 for community center improvements and for the correction of the localized storm drainage problems.

Both neighborhoods are now eligible to participate in a unique low-interest home improvement loan and grant program developed by HCD. Loans will be available in 1976 to all property owners in Huntington and Baileys at interest rates averaging about

requiring plan amendments. This "hot-spotting" process, the Board decided, will be undertaken this summer, while the annual full-scale updating of comprehensive plans will take place in winter.

Among the Board's planning policy decisions were these:

REMAPPING: Conversion to the new Zoning Ordinance adopted in principle in November, 1974, will be expedited by direct conversion of current zoning designations of all land in the County to the most comparable designation in the new ordinance. When remapping is completed the new ordinance will take effect, replacing an ordinance dating back to 1959. The reorganized, innovative new ordinance--designed for easier understanding by citizens--was completed in 1974 after more than four years preparation by citizen groups and legal advisors.

Staff work to translate zoning designations to conform to the new ordinance will begin in June. Special rezoning hearings, beginning in the fall, will be scheduled to accomplish conversion, although in most cases there will be no substantial changes in restrictions on the use of land or changes in its value. All landowners will be informed by letter of the proposed change and invited to testify, if they desire, at the hearing on the planning area including their property.

Only in exceptional circumstances, to be defined later by the Board, will a property be rezoned to a designation other than the most comparable designation in the new ordinance. Staff proposals for these exceptions, plus other detailed procedures and modifications to the new Zoning Ordinance, will be considered by the Board in coming months.

AMENDMENT OF THE COMPREHENSIVE PLANS: Annual review of comprehensive land-use and transportation plans and the Capital Improvements Plan will recur each winter, with an added "hotspotting" process in summer, starting this summer. After a

capacity of schools, levels of fire and police protection and desirable park acreage per capita.

In other zoning-related actions March 29, the Board asked the staff to draft amendments to the current ordinance to include several provisions of the new ordinance for the interim, and approved criteria for deferral of rezoning hearings on request of applicants.

County Will Intervene In Phone Rate Case

The Board of Supervisors has authorized the Fairfax County Department of Consumer Affairs and the County Attorney to intervene on its behalf in the matter of the C&P Telephone Company request for a rate increase.

On March 23, C&P requested that the Virginia State Corporation Commission (SCC) grant the utility a surcharge to provide additional annual gross revenue of approximately \$42 million. The Department of Consumer Affairs estimates that the 14.4% surcharge, if approved, would cost the average Fairfax County private, residential customer \$1.36 per month.

The Board of Supervisors has intervened in a number of previous SCC cases involving C&P rate questions, including successful opposition to proposals for a timed message unit billing structure and for a 20¢ directory assistance charge. In addition, County intervention was largely responsible for SCC orders that C&P implement economy rate service and that its last general rate increase request be reduced almost by half.

In its action on Monday, March 29, authorizing intervention in the present case, the Supervisors also asked County staff to pursue the possibility that all affected Northern Virginia jurisdictions be requested to cooperate in the proceedings. The SCC has not yet scheduled its hearings on the C&P application.

How Will SST Noise Affect Fairfax?

County citizens are being asked to bring their comments on the noise-related effects

Administration noise standards for subsonic

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Both neighborhoods are now eligible to participate in a unique low-interest home improvement loan and grant program developed by HCD. Loans will be available in 1976 to all property owners in Huntington and Baileys at interest rates averaging about 7.5%. The sliding scale interest rates will be based on income and ability to make payments. Some homeowners will be eligible for loans as low as 1% or grants of up to \$5,000, depending upon need.

The Supervisors approved the Huntington Plan by a vote of 5 to 0, with Supervisors Alexander (Lee), Scott (Providence), Tra-vesky (Springfield) and Chairman Herrity absent. The vote on the Baileys Plan was 7 to 0 with Chairman Herrity and Supervisor Scott absent.

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How Will SST Noise Affect Fairfax?

County citizens are being asked to bring their comments on the noise-related effects of planned Concorde supersonic transport flights into Dulles Airport to a public hearing scheduled by the County's Board of Supervisors for Monday, April 12. The hearing will be held at 8:30 p. m. in the Board's meeting room.

Topic of the public hearing is a proposed amendment to the County's Noise Ordinance, which would make it illegal to fly an airliner into or out of any airport wholly or partially in the County--including Dulles--when the airliner cannot meet current Federal Aviation

phone Company request for a rate increase.

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In its action on Monday, March 29, authorizing intervention in the present case, the Supervisors also asked County staff to pursue the possibility that all affected Northern Virginia jurisdictions be requested to cooperate in the proceedings. The SCC has not yet scheduled its hearings on the C&P application.

Administration noise standards for subsonic airliners. Airliners with flight time before December 31, 1974, would be excluded from this rule under the amended ordinance. This exclusion, and the application of the subsonic airliner standards to all airliners, were originally proposed to the FAA by the U.S. Environmental Protection Agency.

The provision of the Noise Ordinance would remain in effect only until the FAA sets standards for supersonic transports. After that occurs, any citizen will be able to take violators to court.