



Dulles Direct November Newsletter

Happy Thanksgiving and welcome to the November edition of the Dulles Direct newsletter. Whether you are traveling to see family or staying in the area, I hope you have a safe and enjoyable holiday.

I continue to be impressed with the amazingly talented students we have in the Dulles District in all areas, from academics to athletics. This month, I was pleased to present a Resolution of Commendation by the Board of Supervisors to the Freedom High School 2014 Odyssey of the Mind Team at the November 5 Business Meeting. Odyssey of the Mind is an international educational program that provides problem solving opportunities for students. The team from Freedom High School placed 1st in their district and 1st in the State. They then placed 24th in the worldwide competition held May 28 – 31, 2014 in Ames, Iowa.

Also this month I spoke to the East Gate, Stone Ridge and Loudoun Valley Estates III HOA's, and my staff attended the Cedar Crest Annual Meeting (I had a Board Public Hearing that night). As usual, there were good questions and discussions. I would like to thank all the individuals who volunteer their time to serve on their HOA boards—as a past HOA Board President myself, I know that it can be a thankless job!

If you don't live in one of those communities or couldn't attend the meeting, you'll have one more chance this year. In the coming days, I'll announce details on my fourth quarter Dulles Direct Town Hall meeting.

This month's newsletter has updates on 606 widening, the Dulles South Multipurpose Center project, and the County's first ever local fixed route bus service in our community. As always, if you have questions, don't hesitate to email me at matt.letourneau@loudoun.gov.

LEGISLATIVE UPDATE

Brambleton Rezoning

The Board of Supervisors will be holding a Public Hearing on two Brambleton applications on Wednesday, December 10 at 6:00 pm at the Loudoun County Government Center. Brambleton has filed applications to rezone Landbays 1, 3, and 5 of their community (on the west side) to build an additional 135 single family units and 323 townhouses, and to build 48 residential units in Brambleton Town Center.

In return, Brambleton will provide Loudoun County Public Schools with two additional schools sites—for a high school and a middle school—and accelerate a planned elementary school site. After a very long process, the sites have been approved by LCPS. Stone Hill Middle School and several elementary schools in this area are very overcrowded, and voters just approved a bond referendum to build a new middle school and elementary school.

Of course, the reason why the schools are so overcrowded is because of all the rapid development that has occurred in this area, and in my view, inadequate proffers to deal with it. It is therefore critical that moving forward, the County receive what it actually needs to deal with growth.

These applications have improved significantly since they were first introduced, and were ultimately supported by the Planning Commission and by County staff. I, nevertheless, have a basic, fundamental concern about the inadequate transportation infrastructure in this area. Anyone who tries to go from Route 50 to Loudoun County Parkway knows exactly what I am talking about.

The biggest problem is that Loudoun County Parkway isn't connecting, and that is a very relevant discussion for these applications. There is in fact a proffer for Brambleton to build Loudoun County Parkway, but it sits with an Active Adult project that hasn't been started yet. (Brambleton is planning some minor changes to that project, but has said that they will not attempt to rezone it to remove the age restriction).

I have some serious concerns with approving more housing units in Brambleton until the County has a firm commitment from Brambleton that Loudoun County Parkway will be built in time to service them. The Board of Supervisors has allocated \$51 million in our Capital Improvement Program to complete this project, but it would take the County years. Brambleton and Toll Brothers have been working on their sections of the road, and can do the work more quickly.

Therefore, my approach will be to try to obtain that proffered commitment for Brambleton to build Loudoun County Parkway on this project. I welcome your input—as always, you can email the Board at bos@loudoun.gov.

One Loudoun Seeks Phasing Changes

One Loudoun has been a successful mixed use project at the Route 7 and Loudoun County Parkway intersection. They've done some really nice things and attracted Alamo Cinema, The Fresh Market, some restaurants and office space. But what's been built is just a fraction of what has been planned.

Thus far, One Loudoun has built about 300,000 square feet of commercial development and about 550 residential units. Their phasing plan, approved by the Board of Supervisors, calls for a total of over 4 million retail and commercial development and 1,040 units.

One Loudoun has now applied to be allowed to build all remaining residential units without having to build any more commercial and retail. The applicant has argued that more residential units are needed to support continued commercial and retail development.

I would be open to a discussion to give the applicant some more flexibility to bring some residential on before having to build more large chunks of commercial. However, I cannot support allowing the applicant to build all their residential units without having to build anymore commercial and retail. The applicant has made it clear that they do intend to build more commercial regardless of how many residential units they have built. I appreciate that commitment, but the Board previously had a phased in plan for a reason. It helps manage the costs to the County of providing more and more services for residents—schools, public safety, etc. Commercial property generates revenues which offsets those costs.

Furthermore, the Board has already adjusted One Loudoun's phasing plans when we added a stadium for the Loudoun Hounds as a potential use at One Loudoun. The Hounds project has now turned into an ugly legal battle between the team and One Loudoun, but the point is that the applicant already received relief from the phasing requirements at that time. To come back in again and essentially eliminate all phasing is too much—the Board should draw the line somewhere.

Based on the discussion at the Public Hearing, it appears that this application may pass with a slim majority. However, if it does not change, I will be voting against it, even if I am in the minority.

Board Approves New Water Tower

There was some controversy about the Board's decision to approve Loudoun Water's request to build a 189 foot water tower near Evergreen Mills Road at Red Hill Road in the Blue Ridge District. The decision was a 5-4 vote and the Blue Ridge District Supervisor strongly opposed it.

If one were to only rely on the *Loudoun Times Mirror's* coverage of this issue (which devoted 3 paragraphs out of a 17 paragraph story to supporters) you might wonder why I voted in favor of this application. Fortunately, I have this newsletter to explain it--and the issue is very relevant to all of us in Dulles South as I will explain.

There are currently 4 water towers in the Dulles District--two south of Route 50, near Northstar Blvd, and two near the northeastern quadrant of Brambleton in Ashburn. There are many others around the County. Water towers serve an essential function in delivery of water, which is something that we take for granted. The importance of the tank isn't so much the holding capacity, but rather the water pressure they create to move water throughout the system.

Over three years ago, Loudoun Water identified a growing need for an additional tower in the area north of Stone Ridge and west of Brambleton. There has been a lot of by-right development in this area--communities like Willowsford and Greene Mill Preserve. There are other by-right parcels (those that don't require legislative approval by the Board) in this area as well that will be developed in the future.

Right now, water is pushed up from the Dulles South tanks to this area. But as more and more people start using water to the north of us, it will begin to impact the water pressure and reliability of those tanks, which were really built to serve those south of 50 in Stone Ridge, Kirkpatrick Farms, and South Riding. Water usage goes in peaks and valleys--with the peak being in the morning when everyone is taking a shower. An effective water system must be able to handle those peaks.

Loudoun Water's analysis shows that if another tower is not built, all of us in this service area would be impacted by less water pressure. So, they moved ahead with their proposal.

The first site they identified grew a great deal of opposition. Ultimately, Supervisor Clarke asked Loudoun Water to consider another site. Loudoun Water looked at many parcels, but only a few were actually available. Willowsford, for instance, did not wish to make any of their parcels available to build a water tower.

Loudoun Water thus ended up with the parcel we just approved, off of Red Hill Road near Evergreen Mills Road. The Board heard from quite a few residents--some from the immediate community, which is mostly served by well water, and others from Willowsford, Greene Mill, and Creighton Farms, urging us to deny the application.

Specifically, many folks want Loudoun Water to move away from water towers and instead build underground or ground level storage. It's technically possible to do that, but it's far more expensive, and has its own set of issues. Underground or ground level storage requires pumps instead of gravity. The pumps mostly run on diesel. They can be noisy and they certainly aren't particularly good for the environment. They also can't adjust for peak demands as well as water towers--because the pumps can only push so much at a given time (gravity is more responsive).

Most salient for this discussion is that it would take Loudoun Water quite some time to adjust their system to work with this type of storage, since they currently don't have any and the system would need modifications. It isn't as simple as building a large, ground level storage tank and being done with it--there are personnel and technical changes that need to be made in the system to make that work. Furthermore, these other options are certainly more expensive. Loudoun Water estimated that an underground storage unit on this site would cost an additional \$18 million. Even if that is a worst case scenario, it is the ratepayers who have to pay for it--in other words, you and me.

The bottom line is that the time for a macro discussion about the type of water system was three years ago, when Loudoun Water first identified this need. The need hasn't gone away--quite the opposite--and we've reached the point where it would be irresponsible for the Board of

Supervisors to force Loudoun Water into major system wide changes that would delay bringing capacity into the system. Ultimately, it is those of us in Dulles South who will see water service reliability issues and higher costs if the Board had not approved the water tower.

Another concern raised is about the height of the tower. Some have asked why it needs to be 189 feet tall. The answer is that the water tower has to be a certain height above the homes it serves. Elevation in this area is high and there are a lot of homes on higher ground. Elevation at the site of the tower is over 400 feet above sea level, and to get to the water pressure needed, the water needs to be 600 feet high. Loudoun Water did select a different design for the towers--more of a sphere shape, so it wouldn't be as intrusive. And the site itself is well shaded--despite the fact that there is some opposition, there aren't a lot of homes in immediate proximity.

I do understand the concerns of those opposed--as with most infrastructure, those closest to it usually aren't real happy about it. However, I question the opposition from Willowsford and Greene Mill Preserve, because those communities are the very reason why the storage is needed in the first place, and the tower isn't actually going in their communities. Red Hill Road residents make the case that the tower should in fact be in those communities, and in a perfect world, they probably would be--but Loudoun Water couldn't acquire any land there.

Given that this was the second site Loudoun Water pursued, and the second site opposed by neighbors, it was readily apparent that no easy solution was going to present itself. I made my decision to support the application after a considerable amount of deliberation, and I listened to both Loudoun Water and the residents opposed to the water tower. Ultimately, I felt that as the Dulles District Supervisor, I must factor in the impact to the Dulles District and the rest of the County of delaying a water tower, as well as the additional costs of some other type of system.

Board Pay Raise

Last month, I discussed a proposal that passed in the Finance Committee meeting to give the 2016 – 2020 Board of Supervisors a salary raise. I appreciate the feedback I received from some of you. As I predicted then, it became clear that there was not support for addressing this issue on the Board, and a motion was made to table the item. I voted for the motion to table since the discussion wasn't likely to be productive. I still do think this is an issue that should be dealt with, but at least for now it will not be.

AAA Bond Rating Re-Affirmed

Earlier this month, the three major credit rating agencies, Moody's, Fitch and Standard and Poor's, all re-affirmed Loudoun's AAA bond rating. The rating achieved from all three agencies was the highest possible grade. All the agencies noted Loudoun's strong fiscal management and sound policies, including solid financial reserves. Additionally, the rating agencies anticipate that our economy is well positioned to grow, especially with the future expansion of Metrorail.

I am particularly proud of the recognition of our strong fiscal policies. Here are a few comments from the reports:

"County finances are well-managed, adhering to long-standing policy guidelines, and include detailed planning for capital and operating needs." -Fitch

"The county is expected to maintain a sound financial position in the near-term due to an experienced management team that has a track record of prudent fiscal management. Such management has been characterized by the adoption of formal financial policies and retention of strong budgetary flexibility." -- Moody's

"We view the county's management conditions as very strong with "strong" financial management practices under our Financial Management Assessment methodology, indicating practices are strong, well embedded, and likely sustainable. Highlights of the county's financial management practices include management's:

- Formal long-term financial and capital planning models, which are available on the county's website and which the Board of Supervisors monitors frequently;

- Written investment policies that are more stringent than commonwealth statutes; and

- Fiscal policies that call for the maintenance of reserves equal to 10% of net governmental revenue."

--Standard and Poor's

It is often easy to dwell on the negative, but I do want you to have confidence in your local government and the way it is managed, and it is always helpful to have outside validation of how we approach your valuable taxpayer dollars.

DULLES DISTRICT UPDATE

Dulles South Multipurpose Center Expansion Update

I receive a steady stream of questions asking where things stand on the approved expansion of the Dulles South Multipurpose Center. The County was hoping to have broken ground by now, but obviously that has not happened. I have not previously provided an update because I wanted to be sure I was providing the most accurate information. Based on discussions with staff, I'm now comfortable with sharing this update.

In October, the Board's Finance Committee, on which I serve, received a comprehensive update on the project. As you may recall, the Board previously decided to merge Phase II (indoor recreation) with Phase III (senior center) in an effort to gain construction consistency and efficiency. Phase II needed a design update and Phase III needed to be designed from scratch. Often times the design process reveals issues that were not previously well understood, and that was the case here. The main issue uncovered was that the two designs had inconsistencies in the HVAC system. Therefore, there was a need to redesign the HVAC components of Phase II to work with Phase III. Regardless of timing, Phase II and Phase III have always been planned as one building. Once the design work for Phase III began and the

design update for Phase II started (remember, the Phase II design is ten years old, so various code compliance and best practices had to be integrated in the update), staff and the design team involved realized that the two systems as proposed were not compatible with each other. This necessitated a more significant redesign of Phase II components than was anticipated, and that has taken time to complete (HVAC changes led to other changes, and so on).

The good news is that all these design changes and updates have been completed. The project is being prepared to go out to bid in January of 2015, which means that we should have a contractor selected and underway by spring. I'm hesitant to give you a firm construction timeline, but I think 18 months for construction is a safe bet. I will provide additional updates as the timeline becomes more clear.

I'm obviously frustrated that we've incurred these delays, but I'm thankful that the issues were discovered at this point in the process instead of later, when it would have led to bigger problems. I know that there are a lot of parents out there who are eager to not have to drive across the County for swimming at Claude Moore. One other piece of good news is that the County undertook air quality improvements at Claude Moore, and the type of ventilation system that was retrofitted there will be installed at Dulles South.

Route 606 Widening Project Update

As the finish line begins to come in site for the Route 50 project, attention will start to shift to Route 606 and it is a good time for an update. In June, Shirley Contracting Company, LLC was issued the Notice to Proceed to start design which will turn Route 606 into a four lane divided roadway from Evergreen Mill Road to the Greenway. Other improvements include modifications to the Horsepen Dam, parallel bridges over the Horsepen Dam emergency spillway, signals, drainage, and storm water management. Right of way will be acquired for an additional 2 more lanes if needed in the future.

The design process has various milestones, and several of them were just reached. On November 17, the 2nd submission design roadway plans, 1st submission Bridge Plans, and Dam design were provided to VDOT for review. Comments for this plan submission are due December 8, 2014 and completed plans are anticipated by the end of December 2014.

Right of Way acquisition began earlier this month and is expected to be complete by December of next year. Road construction will begin – weather dependent – on February 2 of next year. Utility relocation will begin June 8 of next year and will take a year to complete. The target completion date for utility relocation is June 16, 2016. Roadway construction is expected to be complete by September 8, 2017.

I will be partnering with VDOT and Shirley for a community meeting to discuss the project in great detail in the late winter. With only two lanes on 606, this is going to be a very challenging project with major implications for 606 commuters, so stay tuned.

Local Fixed Bus Route

At the December 4, 2013 Business meeting, I proposed an amendment to the Board's fixed route bus service plan to add a route serving Dulles South. After the Commonwealth withdrew its support for service in eastern Loudoun, it is now funded by local taxes, and it is not fair that all service is north of the Greenway.

Following approval of my amendment, which included funding for the route, County staff conducted a survey to determine the best possible route. The study is complete and the Board just approved the route. As a result, the first local bus route servicing the Dulles South area will go into service in late January/early February of next year. Route 85 – Dulles South will provide connections to local activity centers within the County and connections to the Silver Line. This route is the beginning of the transit network that will be in existence when Silver Line rail begins operation in Loudoun County. The final recommended route alignment connects the East Gate Park and Ride facility to the Loudoun Station Park and Ride facility. You can find a map of the proposed route [here](#) and a proposed timetable [here](#).

This is a different type of service than the long haul bus service to DC, and express bus service to Metro. It is funded differently and uses contract equipment and providers. This new route is NOT the only new route that will serve Dulles South—we are still planning direct express bus service to Metro and additional capacity for long haul service. I envision the primary users to be the elderly and those who are unable to drive for various reasons. When StoneSprings Hospital opens next year, it will provide a vital link to the medical campus from across the County.

Stone Ridge Park and Ride Lot

Earlier this month, the Board approved an amendment to the Capital Improvement Plan to accelerate the development of a permanent Stone Ridge Park and Ride Lot instead of a planned temporary lot. The lot will have 350 spaces. Design for the park and ride lot is already underway using existing project funding in the CIP. \$500,000 in Commuter/Transit bus fees were appropriated for the temporary lot in FY 2015. That, along with an additional \$3,000,000 in cash proffers, will now be used for construction of the permanent lot. The lot will be located on Millstream Drive. If you head west on Millstream and pass Stone Carver, the lot will be located on the left.

The County cannot add any additional bus service to Stone Ridge until more parking capacity is added, so this lot is key.

East Gate Park and Ride Lot

The Board approved modifications to the project that will allow the rectangle field on the site to be converted to additional parking if needed. Right now, there are 218 spaces planned. I'm concerned that there may not be enough, and people could start parking in the surrounding neighborhood. Therefore, we will not be moving ahead with lights for the field here. We discussed this at the East Gate HOA meeting and I heard some concerns about buffering and traffic flow. I am working with staff to address those.

Commuter Bus Advisory Board Vacancy

There is a vacancy for the Dulles District seat on the Commuter Bus Advisory Board (CBAB). The CBAB acts in an advisory capacity to the Board of Supervisors on all policy and operational matters pertaining to the long-haul fixed route bus service. When appropriate, the board makes recommendations to the Board of Supervisors. Meetings are called periodically by the CBAB Chairman. If you are interested in serving, please apply using the standard application form available on the County's website. More information on boards, the application process and the standard form can be found [here](#).

Dulles Community Outreach Project

The Board recently initiated the Dulles Community Outreach Project. This project will engage residents of the Dulles Planning Area to identify neighborhood and community-wide priorities and will recommend strategies to assist in future planning activities. Although staff is still in the planning stages of the project, project team members began attending HOA and other community meetings earlier in November to spread the word. In addition to getting out to community meetings, the team recently launched their website. Click [here](#) for more information. The team is also looking at innovative ways utilizing social media and other platforms to provide a forum for Dulles Stakeholders to engage with each other and their community. The official kickoff will be sometime in January, stay tuned for more information.

CRIME/PUBLIC SAFETY

Telephone Scams

The Loudoun County Sheriff's Office Financial Crimes Unit has received over 850 reports of telephone scams this year. In many instances, scammers claim to be from the IRS or utility companies. They have even stated that they are a deputy from the Sheriff's Office warrants section.

The scam begins with a simple phone call. The caller claims to be from a government agency or some other authority and threatens arrest if you don't pay back taxes or other fines such as not paying a speeding ticket or missing a court appearance. The caller assures you this can be taken care of if you obtain a money card from a local store and provide them with the serial numbers.

This is just a reminder that government agencies and utility companies will not contact you demanding immediate payment by money cards. Never provide personal or financial information to anyone who calls or emails you unsolicited. Don't wire money or provide debit or credit card numbers or money card numbers to someone you don't know.

If you think you have been the victim of this scam, please call the Sheriff's Office at 703-777-1021.

Emergency Preparedness

Preparing your family or your business for the unexpected is of the upmost importance. Everyone needs an emergency plan. ReadyNova.com was developed to assist residents and business owners in the Northern Virginia metropolitan area in developing a Family Emergency Plan or a Business Emergency Plan and follows basic and accepted emergency management practices. Both the Family Emergency Planner and the Business Emergency Planner provide an easy to use tool in developing your emergency plan.

Some basic questions you'll need to be prepared to answer include: what would you do in an emergency, how would you get in touch with each other, do you have emergency supplies set aside?

ANNOUNCEMENTS

DMV 2 Go at the Dulles South Public Safety Center

The mobile DMV 2 Go unit will be at the Dulles South Public Safety Center on Wednesday, December 3 from 9:00am to 4:00pm. The address is 25216 Loudoun County Parkway.

Dulles South Food Pantry

This Thanksgiving season, let us not forget that there are those among us who are less fortunate. The Dulles South Food Pantry is a multi-faith emergency food pantry. They provide nutritious food, personal supplies and other services to those in need in Dulles South and the surrounding area that come to them regardless of income, faith or other criteria. They are an all-volunteer organization focused both on feeding the hungry and promoting the self-sufficiency of those they serve. Donations to the Dulles South Food Pantry are tax deductible.

The Dulles South Food Pantry needs canned chicken & tuna; soups and stews with protein; 2 or 5 lbs. bags of rice or rice mixes; pasta; boxed potatoes; breakfast cereal and pancake mix; granola bars; fruit (in cans, plastic or dried); canned beans; pasta sauce (no glass please); seasoning packets; toothpaste; shampoo; and grocery store gift cards in any amount. They are now able to accept food donations at Dulles South Multipurpose Center located at 24950 Riding Center Drive in South Riding, Virginia during business hours.

The Dulles South Food Pantry is open to distribute food the 1st, 3rd and 5th Wednesdays of the month from 5 pm to 8 pm located at 24757 Evergreen Mill Road, Dulles VA 20166. For additional information please visit their website at www.dsfp.org.