



Dulles Direct Newsletter May 2017

Welcome to the May edition of the Dulles Direct newsletter. In this newsletter, I'll be providing updates on a number of topics of interest, including efforts to bring thousands more houses than previously planned to Ashburn, the Dulles South Multipurpose Center, future transit plans, and several ongoing road projects.

Although the beginning of summer is almost upon us, it sure didn't feel like it a few weeks ago at the South Riding Spring Festival and Business Expo. I did enjoy seeing several constituents that braved the elements to come by my booth.

Thank you to everyone that attended my Dulles Direct Town Hall meeting at Moorefield Station Elementary School earlier this month. We announced the kickoff of Claiborne Parkway construction with a detailed presentation by the project team. The Notice to Proceed was issued the day after the meeting, and Phillips Construction has already begun site preparations. The [Claiborne presentation](#) has been posted online for you to view if you were unable to make it that night. I also discussed updates on transportation projects, the FY18 budget and the recent issues surrounding Metro.

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At our first Board Business Meeting in May, I was pleased to present a resolution from the Board to recognize the sixth annual Small Business Week in Loudoun County. Small Business Week took place May 15-20 and included several workshops for small business owners in the County.



One of the highlights of serving on the Board of Directors for the Washington Metropolitan Council of Governments is the opportunity to recognize foster parents from around the region each year. I was especially excited to meet Bob and Marlayna Diaz, the Loudoun County foster parents of the year who also happen to live in the Dulles District! I had a chance to thank them personally for their service and they were recognized at the event with a video made by staff in our Department of Family Services. It is clear they have big hearts and I am so thankful we have good people who are willing to step up and answer the call to care for children in our community!



Matthew F. Letourneau
Dulles District Supervisor
Loudoun County Board of
Supervisors

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Contact Me

Mailing Address:

1 Harrison Street, S.E.,
5th Floor
P.O. Box 7000
Leesburg, VA 20177-7000

E-Mail:



Earlier this month, I traveled to Wall Street in my capacity as Finance Committee Chairman to meet with the three major credit rating agencies in advance of Loudoun's upcoming bond sale. On the trip, I was joined by Chair Randall and staff from county administration, finance and economic development.

The agencies carefully review every aspect of the County's finances and assign grades, which then strongly influence interest rates we receive on our bond sales. The County's finances are extremely strong and our economic growth continues to be at the top of the entire nation. These factors have led to a continued top triple AAA credit rating for Loudoun County. All three agencies noted Loudoun's solid financial practices, strong revenue growth and conservative budgeting in their ratings reports.

The reports issued by the agencies are full of positive feedback about the County. Fitch wrote: "Fitch believes that the phase II expansion will have a positive effect on the county's economy and transportation infrastructure." S&P said, "The stable outlook reflects S&P Global Ratings' opinion of the county's role as a regional economic and employment center, which affords ongoing development and supports very strong overall economic and financial indicators, including flexibility and liquidity as well as strong

matt.letourneau@loudoun.gov

Office Phone:
(703) 771-5069

Chief of Staff:
Monica Filyaw

Legislative Aide:
Tom Parker

Intern:
Jared Midwood

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performance." Finally, Moody's noted, "The County's strong management and conservative budgeting will continue to support its sound financial position."



LEGISLATIVE UPDATES

How Many Houses Near the Airport?

How much is too much? That's the issue the Board of Supervisors is currently grappling with when it comes to the areas around our Metro stations. The Board is nearing completion on the Silver Line Comprehensive Plan Amendment, which will ultimately make it easier to bring more suitable density to the areas closest to Metro. This is the recommended course of action to take advantage of this type of transit, and bring employment centers as we have been seeking. Under the current version of the proposed plan, the County would see 7,981 additional housing units over what is permitted today within the total plan area. These are mostly smaller, multifamily units that don't generate a lot of children.

With that would come increased floor area ratios to allow for taller buildings and a true "mixed use" environment like we see at Reston Town Center. I would note that the plan area does not include the area around the Route 28 station, which already has several large, mixed use communities approved.

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However, the area around the Loudoun Gateway station at Route 606 is different, and has challenges because it is so close to Dulles Airport. As of this point, the Board has decided to restrict residential/mixed use to the west side of Loudoun County Parkway in Ashburn. On the east side, aircraft are on short final approach and are traveling at just 500-800 feet above the ground. Virtually nowhere in the world has had a positive experience from having residential that close to aircraft.

Unfortunately, several of my colleagues seem to think this is a good idea, largely at the urging of one particular developer who owns property on both sides of Loudoun County Parkway. They've made the claim that unless they are allowed to build mixed use on both sides, they won't build any at all because it isn't viable. Never mind the fact that their property on the east side is a long, and unlikely walk to any Metro station, and that there are already data centers being built adjacent to it. Supposedly they believe there won't be a market for anymore of those because of the new data centers on the east side of Loudoun County Parkway.

The push is to make additional changes on the east side of Loudoun County Parkway that would allow for up to 4,700 additional units--bringing the plan changes from 7,900 to a potential 12,600 additional residential units. I don't need to tell those of you in the Ashburn area what traffic is like on Loudoun County Parkway and Waxpool Road already. The Board is spending millions of dollars to improve Waxpool--adding turn lanes and capacity. But bringing in another 4,700 units of residential development on the east side of Loudoun County Parkway? Right under the flight path? Why?

This developer engaged George Washington University to propose a questionable study that showed that the mixed use would be more beneficial to the County on their property. They used a false set of "all or nothing" assumptions, and then deliberately excluded 80% of the revenue from data centers--the tax on computer

equipment inside the building. I called them out on it, and wrote to GW's President, who responded on Friday. I still have concerns, so our correspondence will continue.

The County already has mixed use allowed at the Ashburn and Loudoun Gateway stations. The reality is that we won't have six Reston Town Centers. Not all of these areas are going to develop at once. Doesn't it make sense to restrict development at the least favorable location, closest to the flight path, and therefore encourage it at more favorable spots closer to Metro?

Unfortunately, to some of my colleagues, it may not. I'm fighting this proposal hard, for a lot of reasons. I think its bad public policy. It threatens the airport's future by adding residents who one day will complain about being right under the flight path to an extent that nobody else who is currently in the County is. The airport could one day be a 24 x 7 hub, with cargo flights leaving all night. I can only imagine the complaints that a future version of me will get in 25 years. We already have so much money we need to spend to build infrastructure that adding even more residential in a tough spot makes little sense.

The Board is scheduled to vote on June 22nd and I'll have further updates and more information as we get closer.

Metrorail Construction Status Report and Financial Update

We received news this month that construction of the Silver Line into Loudoun is nearing the 50% completion mark. There is still a long way to go before service begins in early 2020, but the physical infrastructure is beginning to take shape. We expect the Loudoun Gateway station to be complete in late 2018 and the Ashburn station in early 2019. Once the construction portion is complete, WMATA begins a testing period before beginning operations.

In addition to the actual stations, the County is also moving forward with construction of the associated parking garages. The Board approved a partnership with Comstock on the garage north of the Greenway at the Ashburn station, which is well underway. We also recently approved the construction contract for the garage on the south side at the Ashburn station and at the Loudoun Gateway station (Route 606).

Conversations in the region are continuing about how to fix Metro's issues. As noted above, from an overall economic perspective, the Wall Street firms view Metro as a massive positive for us, and we shouldn't lose sight of that fact even when the news about Metro isn't always good. As I've been reporting, I have been heavily engaged in the regional effort to find a reoccurring funding source for Metro. That is necessary because there is a huge gap between what all of us-DC, Maryland, Virginia and all the Virginia localities-are expecting to pay, and what Metro actually needs to make needed capital improvements. Right now, Metro's contributions aren't bondable, meaning that it has to pay cash for everything. That's not a sustainable model and not how any other entity of that size operates. The Council of Governments set up a Technical Panel to look at possible options, and that panel came back with a recommendation to impose a one cent sales tax on the entire region.

That was a disappointing response. It takes the easy way out. Sure, imposing a new tax would raise revenue and allow Metro to meet its capital needs, but it does nothing to solve the ongoing issues, and it treats Virginia unfairly. Under the scenario proposed, Virginians would pay 51% of the cost, with DC and Maryland splitting the rest.

Quite frankly, the chances of the General Assembly approving such a tax, and then each locality adopting it, are virtually zero. I have been working with County Administrator Tim Hemstreet on a different way to approach the problem-one that allows Metro to better utilize the almost \$1 billion annually it already receives without needing to impose a new tax. I am pleased that

even as the "newcomer" to Metro, Loudoun County is taking the lead in finding a solution set, and the work that Tim and his team are doing is progressing. I look forward to further reporting on it later this summer.

Transit Summit

Speaking of transit, the Board of Supervisors held a Transit Summit meeting to help flesh out what our system will look like in the future. We did one during the last Board's term, but this was the first time for this Board. By holding a specific transit focused meeting, it allows the Board to focus on very specific issues related to our current transit services within the County and the future of the system as we prepare for Metro to Loudoun.

As we prepare for Metro, it has become clear that the County needs to combine our existing transit services to provide efficient routing using feeder routes and hubs in locations around the County. The Metro stations will certainly serve as these hubs and connection points to utilize other lines to reach locations around the County. Currently, we operate local fixed route transit (continuous service on a specific route throughout the day) separate from Metro Connection service (specific routes to Metro stations during rush hours only). Those routes will now be combined to create a single combined system that connects to Metro stations for commuters or to employment centers for those using the Metro to reach Loudoun.

We also used this opportunity to review existing routes that are not performing. With Metro coming, the County can no longer use revenues from gas tax to fund our local bus system, so it is being paid for by our general fund-meaning it is competing with all of our other priorities. Several years ago, I secured funding for Route 85, the first local route in Dulles South. Despite our best efforts, that route has not been successful. Based on ridership data, it is averaging less than 2 users per hour of operation. This translates to a cost to the County of over \$45.00 per ride. Adjustments were made to the route to try and increase

ridership, but they didn't work. Because of this, the Board has decided that the route will cease operations after June 30th of this year.

The Board gave staff plenty of input on other types of service. I do anticipate that long haul bus service will continue in roughly its current form from both Dulles South and East Gate. The Board had some discussion about exactly what "cost recovery" means-as currently, the long haul service still has a \$1.5 million state subsidy that I do not favor continuing. Without the subsidy, we will likely need to raise rates another \$1-\$2 over the next 3 years, which I think is reasonable given the rising tolls and increasing difficulty of getting to Washington. That would bring the system to true fee recovery.

Route 88 that currently provides Metro Connection service to Wiehle will shift to serve a Loudoun station when Metro begins operations. I would like to see direct service from both Dulles South (Stone Ridge) and East Gate to Metro stations, as well as some neighborhood pickup spots. The Board was not necessarily satisfied with the current projections for service, and asked staff to come back to the Finance Committee in a few months with plans that take into account our direction. I look forward to having that discussion as Chairman of the committee.

That said, having the meeting was valuable precisely because it helped identify what the Board's expectations are for service and gave staff direction for what to pursue. We will need to make some tough choices, and I would like to see some of the other local fixed routes elsewhere in the County be more closely scrutinized as they are also not economical. The funds saved could help support service that will draw more passengers.

Signal on Loudoun County Parkway at the Greenway Exit Ramp

On May 18, County staff returned to the Board of Supervisors with a report that came as the result of a Board Member Initiative I sponsored with Supervisor

Buffington asking for an analysis of Greenway exit/entry ramps.

As part of this initiative, VDOT analyzed the ramps at Loudoun County Parkway and at Route 772 (Ashburn Village Boulevard) and determined they were not operating at a sufficient level of service. One of the issues that was identified is that the traffic signal at Loudoun County Parkway is still not in the VDOT system. It is still under the control of the developer that constructed it. That issue is now being addressed and VDOT is requiring TRIP II, owner of the Greenway, to add an additional turn lane on the westbound Greenway ramp to Loudoun County Parkway so that there will be a double left turn onto westbound Loudoun County Parkway. Work on that will occur this summer. There are also changes coming at Route 772 to add capacity.

While I'm appreciative of this effort, it won't be a long term fix. It is vitally important that VDOT carefully scrutinize TRIP II's operations, and request accurate data for all entry/exits at the Greenway, and then press for changes when they are not operating at an acceptable level. I am hopeful that this effort from the Board will lead to an increased level of oversight and improvements in a timelier manner. I pushed staff and VDOT to do just that at the Board meeting. I am quite confident that if I had not brought the issue forward in the first place, the expanded turn lane project would not be happening-so I will continue to keep the heat on VDOT and the Greenway to adequately serve commuters. Lord knows we are certainly paying enough money for the privilege-it adds insult to injury when we face backups and congestion.

DULLES DISTRICT UPDATES

Signal at Braddock and Riding Center

The signal at Braddock Road and Riding Center Drive went into full color operation this month. This signal met VDOT warrants and will help traffic exiting Riding Center Drive safely make a left onto Braddock

Road. It will also be positioned to serve the entrance to the Paul VI campus in the future.

We are monitoring the impact of this signal to traffic on Braddock Road and how it works with the signal at Gum Spring. I know there are some concerns about this and it seems to vary from day to day. We do have the ability to ask VDOT to make some timing adjustments as needed. As a reminder, Van Metre will be making about \$3 million in improvements to the Gum Spring intersection that will allow a separate left turn and through lane and straighten/widen the approach of Braddock on the east side of that intersection. That improvement is tied to a certain level of development on their project at the northeast corner so the timing is not certain at this point; however their construction plans for the intersection improvements are currently with VDOT for review.

Poland Road Substation

This month, the Board approved a Commission Permit for an electrical substation to be located south of Route 50, adjacent to the new data center development located near Poland Road. The substation site is located between the data center buildings and Route 50. While the substation will service the data center development, it will also provide service to the surrounding area.

The approval comes with a commitment from Dominion Power to provide a 12 foot tall masonry wall around the majority of the site, especially the side that is visible from Route 50. They will also maintain a type 4 buffer (the most stringent) around the perimeter. One of the concerns that I had with the proposed location was that it relied on direct access to Route 50. To address this concern, Dominion provided plans for alternative access points from adjacent properties should access from Route 50 no longer be available when the CTP plans are implemented in the future.

While the substation will be located on the south side of Route 50, the lines will travel the agreed upon route on the north side before crossing Route 50 at the site.

This was the route that the County worked to get Dominion and the SCC to agree on last year.

Dulles South Multipurpose Center Update

I know that there is great anticipation in the community regarding the opening of the new Dulles South Indoor Recreation and Senior Center (the final name is still to be determined). I want to give you an update about the project. Last week, I conducted a site visit and tour with County staff, Forrester Construction, and Kristen Reed, Chair of the Parks, Recreation and Open Space Board. The good news is that I believe that this will be a first class facility that the community will greatly enjoy. What really struck me was the variety of spaces we will have, large and small, and all the different activities that they will be suited for. The main competition pool is enormous, with very nice stadium seating, and the recreation pool has so many different nooks and crannies at all different depths for swimmers. The gym area is extensive, and the track above it makes great use of space. There's multiple basketball hoops and of course the rock climbing wall. The senior center also will be great, with a very large space for dining, and many smaller rooms for other activities, as well as a nice "library" atmosphere that is being created for reading and just hanging out.

The unfortunate news is that the facility is not going to open in the fall as we had anticipated. Substantial completion of the project was scheduled for last week, but that has not occurred. There are multiple reasons for the delay, many of them relatively small issues that, when added up, have brought us to this point. The County and the contractor are currently in discussions about the contract, the timeline, and issues related to budget. At the moment, I won't be able to discuss those specifics. Once the project meets the substantial completion milestone, the County will need at least 90 days to fully staff, train, and operate the facility so that it is ready for the demand that we know will be there on day one. So with that in mind, my best guess is that we will experience a delay of 4-6 months to actually open the facility, which will put us at early 2018. That is solely my estimate--so it could change, but I want to

give you the best information that I can at this point. I want to note that in the near future, we will likely reach a point where the project will appear to be complete from the outside, but much of the work remaining is on the inside. Even when construction is complete, there will be work to install IT components, furniture, and other elements that won't be visible to you.

There have been some questions about whether the pool itself could be accelerated, and whether staff can be trained more quickly. I know that our staff will move as quickly as we can, but the building needs to be complete before any of it opens to the public, and we need to be able to bring staff onsite to train before we open. Right now, we can't hire staff because we don't have a firm opening date, and you can't expect our employees to be waiting for months to start their work. I have discussed all of these issues at length with PRCS, and they have a plan and will be ready as soon as the time is appropriate to staff up and get those folks trained.

I am disappointed that the project won't be ready in the fall as had been planned. During the remainder of the project, I will be receiving weekly updates from our capital construction staff about the progress being made and the remaining milestones, and from Parks and Recreation about their ability to bring the facility online when it is finished. I am very eager to bring this project online, and I'm looking forward to welcoming all of you on opening day.

Recent Thefts in Dulles South

The Loudoun County Sheriff's Office is reminding residents to be vigilant in locking their vehicles following an increase in auto thefts, larcenies from vehicles, and other related thefts recently in the Dulles South area.

Residents reported their vehicles were stolen from the South Riding community during the overnight hours from May 20-21, 2017. The first victim reported that their unlocked vehicles parked on Spyder Place were entered, rummaged through, and one car was stolen, a

2000 Honda Accord. A second resident reported that their unlocked vehicle was entered two blocks away on Spyder Place, from which a checkbook and credit cards were stolen. A third victim stated that their vehicles were rummaged through while parked on Donovan Drive and a 2001 Chevy Tahoe was stolen. In addition, two bicycles were stolen from Kimberly Rose Drive which were later recovered in a wooded area nearby.

Similar incidents were reported earlier in the month, including when a 2014 Lexus SUV was entered and stolen on Pelican Drive. The suspects(s) used the vehicle's key which was left inside to steal the SUV. An exterior residential surveillance camera was also tampered with at a nearby residence.

In light of these cases, the Loudoun County Sheriff's Office is offering residents several tips for deterring thefts:

***KEEP YOUR VEHICLE LOCKED.** Most stolen items are taken from vehicles that are left unlocked.

***DO NOT** keep any keys inside vehicles or locations that a suspect(s) can access them easily.

***Remove** all items from your vehicle, including garage door openers, when not in use. When you cannot do this, put the items out of sight (inside a lockable glove box or trunk). If your vehicle has an integrated garage door opener, please try to park your vehicle in the garage.

***Park** inside your garage, if available, and keep the garage locked. Or, try to park your vehicle near or under an illuminated area.

***Report** suspicious activity immediately by calling the Loudoun County Sheriff's Office non-emergency line at 703-777-1021.

If you have any information regarding these cases you are asked to contact the Loudoun County Sheriff's Office at 703-777-1021.

ANNOUNCEMENTS

Envision Loudoun Workshops

Loudoun County will host its second round of community workshops in June in locations across Loudoun County. The Envision the Future Workshops will focus on the community's vision, goals and objectives and engage participants in a discussion focused on enhancing quality of life, making great places, improving economics, and bringing the community together.

Meetings will open with a brief update from the Planning Team. Results will be shared from Listening & Learning workshops and the Foundations Report. Following the presentation, participants will engage in critical discussions around key questions posed by the planning process.

Meeting dates are:

- Monday, June 5, Harper Park Middle School
701 Potomac Station Drive in Leesburg
Registration 6:30, meeting at 7:00pm
- Wednesday, June 7, Cascades Senior Center
21060 Whitfield Place in Sterling
Registration 6:30, meeting at 7:00pm
- Monday, June 12, Broad Run High School
21670 Ashburn Road in Ashburn
Registration 6:30, meeting at 7:00pm
- Tuesday, June 13, Harmony Middle School
38174 W Colonial Highway in Hamilton
Registration 7:00, meeting at 7:30pm
- Thursday, June 15, Mercer Middle School
42149 Greenstone Drive in Stone Ridge
Registration 6:30, meeting at 7:00pm

Envision Loudoun is an initiative that will have a lasting impact on the Loudoun community, helping to promote a continued high quality of life in the county. This is an opportunity to plan future growth, land use,

transportation, community facilities and amenities, economic development, and fiscal management in Loudoun County. Envision Loudoun will result in a New Comprehensive Plan that will serve as Loudoun County government's guiding document for land use and development for the future.

Loudoun Symphony Orchestra Season Finale

The Loudoun Symphony presents its 2016 - 2017 season finale on Saturday, June 10 with an outdoor evening performance at the Barn at One Loudoun. The orchestra, now in its 26th season, will perform a pops concert of largely American music. A great chance to bring the family, a blanket or a beach chair, and enjoy musical entertainment in a lovely setting. More information at www.loudounsymphony.org.

Loudoun YouthFest 2017

Loudoun YouthFest will take place on June 17 at The Barn at One Loudoun (20450 Savin Hill Drive in Ashburn). Entering its 12th consecutive year, YouthFest is an event for Loudoun teens, organized by Loudoun teens featuring live local teen bands, interactive exhibits, a nonprofit fair, food vendors, and family friendly entertainment. The top nine bands from the Battle of the Bands will be performing, along with the 2016 and 2015 overall winners. Loudoun YouthFest is a collaboration between Loudoun Youth, Inc., Loudoun County PRCS and the Youth Advisory Council.

Presale discounted tickets are available with promo code "Dulles" at www.loudounyouthfest.com.



Household Hazardous Waste Event

The next Household Hazardous Waste spring collection event is on Saturday, June 24 at Freedom High School (25450 Riding Center Drive) in South Riding. The event runs 8:30 am to 2:30 pm.

Loudoun residents are welcome to bring HHW from their homes to these events. Typical HHW includes: fluorescent light bulbs, dry-cell batteries (alkaline, Ni-Cad, Lithium, rechargeable, etc.), oil-based paint/stain/varnish, paint thinner, mineral spirits, metal polish, rust remover, wood strippers and preservatives, furniture polish, waxes, sealants and solvents, bleach, pesticides, insecticides, herbicides, fertilizer, pool chemicals, muriatic acid, ammonia, mercury thermometers and thermostats, gasoline, gas-oil mixes, expired fuel, auto cleaners and flushes, brake and transmission fluid, windshield washer fluid, fire extinguishers, moth balls, pet care products, and photo chemicals.

The limit per household is 15 gallons of liquid HHW (container size not to exceed 5-gallon), and 40 pounds of solid HHW. Participants must have proof of

Loudoun County residency such as a vehicle decal or applicable town sticker. For more information about the Household Hazardous Program, please call 703-771-5500 or visit www.loudoun.gov/hhw.

Who Is Your Legislator?

Hopefully you are well aware that I represent the Dulles District on the Loudoun County Board of Supervisors, but depending on where you live, it may be a bit more difficult to tell who represents you at the State and Federal level.

Loudoun County has developed an interactive map to help residents of the county find their elected representatives by geographic area. The web-based mapping application helps users to easily find contact information for members of the Loudoun County Board of Supervisors and School Board as well as members of the Virginia General Assembly who represent Loudoun and members of the U.S. House and Senate.

By clicking on a specific tab and area of the map, users will see contact information for their elected representatives, including their names, mailing addresses, phone numbers and links to email addresses and webpages.

The Loudoun County Office of Mapping and Geographic Information and the Office of Elections and Voter Registration worked together to develop the application for the public, which is available at www.loudoun.gov/ElectedReps.

Dulles South Food Pantry

The Dulles South Food Pantry has expanded its geographic boundaries to serve families in the Brambleton community who are in need of food assistance. Since its inception, the food pantry has served any person who resides in the school attendance zones for the Freedom High School and John Champe High School clusters in Dulles South. Thanks to the generous support the pantry has received from the community, the food pantry is pleased to begin serving

the areas that have been assigned to attend the new Brambleton Middle School opening this fall.

The food pantry is open every Wednesday in the historic white chapel at Arcola United Methodist Church, 24757 Evergreen Mills Road, Dulles, VA 20166. On the first and third Wednesdays of the month, the pantry is open to walk-ins from 5-7pm. Other Wednesdays the pantry is open by appointment. Call 703-507-2795 or email info@dsfp.org to schedule a private appointment.

Since opening, the food pantry has distributed more than 150,000 lbs. of food and currently averages nearly 140 visits a month from local families. Additionally, the pantry provides weekend food to over 100 students in 10 different Dulles District schools. See the Dulles South Food Pantry's website at <http://www.dsfp.org/> for information on how you can help the food pantry fight hunger locally. The Dulles South Food Pantry Inc. is a multi-faith emergency food pantry providing nutritious food, personal supplies and other services to those in need in the Dulles South area regardless of income, faith or other criteria. It is an all-volunteer organization focused both on feeding the hungry and promoting the self-sufficiency of those it serves. Donations to the Dulles South Food Pantry, Inc. are tax deductible.

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Supervisor Matt Letourneau, 1 Harrison Street, S.E., 5th Floor,
P.O. Box 7000, Leesburg, VA 20177

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Sent by matt.letourneau@loudoun.gov in collaboration with



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