



Dulles Direct Newsletter June 2017

Welcome to the June edition of the Dulles Direct newsletter. School is out and summer is in full swing. I hope that you have a safe and enjoyable Independence Day next week, and have a chance to enjoy some of the events in our area. In this month's newsletter I have updates on the newly named Dulles South Recreation and Community Center, the Silver Line Comprehensive Plan Amendment and several planned intersection improvements.

It is not very often that buildings in Dulles South are recognized as part of the Signatures of Loudoun Design Excellence Awards. This program is done annually by the Loudoun County Design Cabinet to encourage quality design in construction. Gum Spring Library was the last building in Dulles South recognized for its interior design in 2013. This year StoneSprings Hospital Center was awarded in the familiar category for its architectural design that complements its surroundings.

I was pleased to welcome several Dulles District residents at our Board meeting last week for special recognition. You may recall that we honored Bob and Marlayna Diaz at the Metropolitan Washington Council of Governments Board of Directors meeting for being the Loudoun County foster parents of the year. This month, they were honored by the full Board of Supervisors. The work that our foster parents do in our community is remarkable and deserves our admiration

In This Issue

- [Silver Line CPAM](#)
- [Board/Planning Commission Compensation](#)
- [Dulles South Recreation and Community Center/Senior Center Update](#)
- [Bus Route Changes in Dulles South](#)
- [Route 606 Traffic Shift](#)
- [Signal at Northstar and Belmont Ridge](#)
- [Signal at Tall Cedars and Stone Springs](#)
- [Elk Lick Road/Route 50/Defender Drive](#)
- [Announcements](#)

and support.



I was also pleased to recognize South Riding resident Edward LaClare on attaining his Eagle Scout rank. Edward is a member of Troop 1430 and established two butterfly gardens within the South Riding community as his Eagle project. Congratulations Edward!



LEGISLATIVE UPDATES

Silver Line Comprehensive Plan Update

Last month I shared with you the ongoing discussion around the Silver Line Comprehensive Plan Amendment (CPAM). This effort is intended to help us plan areas around two of our Metro stations. There were several open questions, including whether to allow thousands of residential units in certain areas that are closest to the Dulles Airport runway flight path. In one specific case, the Board was considering adding over 4,000 units over what the plan had recommended near Loudoun County Parkway and Waxpool Road.

I have been struggling with the entire CPAM discussion. The plans put forward have been so specific that we've basically been doing rezoning by plan amendment. One key statistic that emerged is that



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

Chairman
[Finance, Government
Operations and Economic
Development Committee](#)

First Vice Chairman
[Metropolitan Washington
Council of Governments
Board of Directors](#)

Secretary-Treasurer
[Northern Virginia
Transportation
Commission](#)

Member
[Rt. 28 Transportation
Improvement District
Commission](#)

Member
[Region Forward Coalition](#)

Contact Me

Mailing Address:

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

E-Mail:

matt.letourneau@loudoun.gov

Office Phone:

(703) 771-5069

Chief of Staff:

[Monica Filyaw](#)

Legislative Aide:

[Tom Parker](#)

in order to support the additional development that the plan called for, an additional \$300-\$400 million on infrastructure would be needed. The hope would be that much of that would be paid for by private developers, but by making higher densities by-right uses, the Board could be actually hurting our ability to collect proffers. We wouldn't actually have to change our zoning, but I began to feel that the Board should do everything possible to maintain maximum leverage.

The overall CPAM was scheduled to be voted on at the June 22 meeting. As that date got closer, I became more and more convinced we were making a mistake by moving forward. While there were efforts to include the public in our process, there wasn't much input from anyone other than developers who own properties. We have some great partners in this area that I believe will build great projects, but at the end of the day I am uncomfortable with voting to add many thousands of residential units to our plans without the public really understanding what we were doing. I was also very cognizant of the fact that the County's update to the entire comprehensive land use plan was well underway-yet that discussion has been hampered because the Silver Line area wasn't part of it. So, I started to develop an alternative approach.

After discussions with my colleagues, I made a motion to our June 22 meeting to send the Silver Line CPAM to the Envision Loudoun Comprehensive Plan process. The motion was adopted 8-1. This will make sure that decisions are being made holistically, especially when considering the additional residential units being considered for the Silver Line area. Sending it to Envision will delay final approval of the Silver Line planning components by about a year until the completion of the Envision Loudoun process. But, in the end, I believe we will have a much better final product. If developers want to bring projects forward, they can still do so-and the Board has considered and approved projects under the existing CPAM many times, such as Waterside, Loudoun Station, Moorefield Station, and others.

Another component of my motion was to pull out several of the transportation components of the Silver Line CPAM, such as Shellhorn Road, and approve them. We felt it was important to continue moving forward with plans for completing Shellhorn as a major east/west link north of the Greenway. By approving this component, we set a realignment for the roadway that will allow the County to move forward with the design process for anticipated construction funding in the future.

Quick Links



Join My Mailing List 

[Supervisor Letourneau's
Dulles District Site](#)

[Loudoun County
Government Website](#)

[VDOT 511 Traffic
Information](#)

[Loudoun County Road
Maintenance
Information](#)

[VDOT Snow Plowing
Information](#)

[Loudoun County Traffic
Incident Map](#)

[Sign Up for Alert
Loudoun](#)

[Loudoun Express
Request \(LEx\)
Citizen Request System](#)

[Loudoun County
Government
Master Calendar](#)

Finally, we directed staff to begin discussions with MWAA on an updated noise contour study. I have always been resistant to that idea, because I don't wish to mess with the carefully laid plans to keep residential out of airport corridors. However, there has been persistent confusion about what those lines are and what they should be. The results of a new noise study may bring some adjustments to the County's land use plans as it relates to residential development.

Protecting Dulles Airport from encroachment is one of my biggest priorities. Once residents move in too close to flight paths, complaints come, which ultimately leads to unhappy residents and restrictions on the airport. It is important to remember that Dulles currently operates at less than half its capacity, with virtually no cargo operations. Over time, all of that will change, and the County must resist the temptation to develop too closely in the name of tax revenue. In the long run, we will only cause more economic harm.

And, the Board should not be using concerns about Metro's expenses to drive our land use decisions. I know there are very valid concerns about Metro-no one has been more engaged in all of those issues than I have-but the difference in revenue generation for the County is not significant enough to make a big difference one way or other. Now that the Silver Line discussion is part of the Envision process, I hope that we can receive more public engagement on what we want our areas our Metro stations to look like. Stay tuned for more information about how to participate in that process.

Board of Supervisors and Planning Commission Compensation

The Finance Committee recently took up the difficult topic of compensation for the Board of Supervisors and Planning Commission members. The fact that compensation hasn't been changed since 2008 demonstrates the reluctance that Boards have had to take this on. This is a topic that I've written about before-in the last term, a similar discussion was had, and it ultimately went nowhere because some members of the Board felt it was politically too difficult.

It is important to note up front that there can be no change in compensation during a term. So, any changes cannot take effect until 2020 at the start of a new term. I have no idea who may or may not seek reelection on the Board, and obviously the voters will have the final say on who actually serves. But, I do believe that changes need to be made regardless of who is serving,

because the job of a Loudoun County Supervisor is much different than it was in 2008.

As Chair of the Finance Committee, I worked with Chair Randall to put together a proposal that would increase the compensation of members of the Board of Supervisors including the Vice Chair and Chair and chart an annual adjustment for the course of that four year term. Currently, Board members receive \$41,200 annually, the Vice Chair receives \$45,320 and the Chair receives \$50,000. Under the proposal, compensation would be adjusted as detailed in the chart below.

Position	2020	2021	2022	2023
Chair	\$81100	\$82722	\$84376.44	\$86,063.97
Vice Chair	\$73363	\$74830.26	\$76326.87	\$77853.40
Board	\$66826	\$68162.52	\$69525.77	\$70916.29

The initial change in compensation for 2020 is based on the percentage growth that the General County Operating Budget (not including schools) has seen since 2008, projected out to 2020. The annual change is then based on 2% each year, which is a reasonable assumption for a general cost of living increase.

One of my colleagues has been very vocal in his opposition to this proposal, and has pointed out that the numbers represent a large percentage increase. That is certainly true, but it tracks directly with type of large growth in responsibility that the Board has seen in that time. The work of the Board has changed not only because there are many more constituents, but because the County's role in the region has changed. For instance, the Northern Virginia Transportation Authority, on which some Supervisors serve, used to have no money and served merely as an advisory body. Now, it manages hundreds of millions of dollars of project awards each year. Loudoun didn't even have a vote on the Northern Virginia Transportation Commission until 2012, now I'm on the Executive Board and spent many hours on those issues each month. And so on.

One of the questions that emerges during these discussion is-is this a full time job? Legally, there is no such thing-there are no distinctions made in the code of Virginia regarding elected positions. My answer would be to put it this way-it doesn't have to be a 9-5 job in the traditional sense, but if done properly, a Board member will end up putting in similar hours, and you are never not a Supervisor during your term. By that, I mean-if something happens at 10 at night or on a

weekend-say, a signal isn't working or a constituent needs help-that's part of your responsibility. Doing the job effectively is a lot more than showing up at meetings-it is preparing for them, proactively seeking out solutions, and working to promote the County and our interests. At the end of the day, the Chair and I were focused primarily on what we thought a fair salary was for what the job was, and the responsibility of running a \$2.5 billion enterprise with 380,000 people.

We have also proposed an adjustment to the compensation of Planning Commissioners. They have not been adjusted in several years and given the level of work, I felt that they needed to be considered as well. The proposal would adjust the current amounts from \$21,315 for district members as well as the Vice Chair and \$22,334 for the Chair to \$25,000 for district members, \$27,500 for the Vice Chair and \$30,000 for the Chair. These changes would also not take effect until 2020.

Following a 4-1 vote of approval at the committee level earlier in June, the full Board voted 6-3 last week to forward the proposal to a Public Hearing. Though not required, this will be included on the Board's Public Hearing agenda for 7/12 as an opportunity for the citizens to comment before a final decision on whether to adjust compensation for future members of the Board of Supervisors and Planning Commission is made.

DULLES DISTRICT UPDATES

Dulles South Recreation and Community Center/Senior Center Update

Earlier this month, the Board approved a new name for the facility to more accurately reflect what is taking place in the facility. Upon opening, it will now be called the Dulles South Recreation and Community Center and the senior center portion will be called the Dulles South Senior Center.

As I mentioned last month, the opening of the facility is going to be delayed from the original estimate. I am receiving weekly updates from the project team to ensure that we are seeing regular progress towards completion. At this point, the County and the contractor are looking at a late July date for substantial completion. That does not include time to take care of "punch list" items and a period of approximately 90 days to outfit the building and prepare for opening. We

are watching the progress closely and when we have a clear date for opening, I will share that with you.

We don't yet know the impact to completion, but most of you are aware of a recent vandalism incident that took place within the facility. Unknown suspect(s) forced entry and graffiti was located inside and outside of the building and fire extinguishers were discharged. It is not yet known how this incident will impact the project timeline. Since the site has not been turned over to the County yet, the damage is the responsibility of the contractor. Anyone with any information regarding this case is asked to contact Detective T. Brown of the Loudoun County Sheriff's Office at 571-258-3752.

Upcoming Bus Route Changes in Dulles South

There are several upcoming changes to bus routes that will impact Dulles South that I want to make you aware of. First, as I shared last month, the local fixed route 85 will cease operations. Its final day of service is today. This is due to very limited ridership even after some changes were made to try to improve its use. However, the cost per rider was extremely high, causing the Board to support eliminating the route. For riders who were taking Route 85 to East Gate for the Route 88X, an alternative is to park at the East Gate park and ride lot directly.

As we prepare for the opening of the new Stone Ridge II lot, routes are being shifted from the prior lot at the rear of the retail shopping center. All morning Dulles South buses, except 208 and 209W, will depart from the new 300-space park and ride lot known as Stone Ridge II starting Monday, July 10, 2017. The address of the new park and ride lot is 24281 Millstream Drive in Stone Ridge and it is located approximately one-and-a-half blocks west of the current Stone Ridge lot on Millstream Drive. Routes 208 and 209W will be picked up on Millstream Drive at the crosswalk at the 100-space Stone Ridge park and ride lot across from the shopping center.

Details on the changes, including suggested options for riders of routes that are being eliminated, may be found at www.loudoun.gov/BusChanges.

Reminder: Route 606 Traffic Shift

Last week, Shirley Contracting completed a lane shift for the westbound Route 606 lanes onto new pavement, which included a lane closure. As those of you who travel this route know, traffic was extremely rough during the first day of the closure. I worked with VDOT to try to address this change, and as a result,

resources were added for the work to continue into the night, which significantly sped up the project. Also, signal timing was adjusted to allow for great throughput.

This was the first of two planned lane shifts this summer. The second shift is planned for on or about July 14, 2017. During this shift, eastbound Route 606 traffic between Evergreen Mills Road and Pebble Run Place will be shifted onto the newly constructed parallel roadway to allow for reconstruction of the existing section of Route 606. This configuration change will begin at 10:00 pm on Friday, July 14, 2017 and be completed prior to 9:00 am on Saturday morning, July 15, 2017.

These interim configuration changes are necessary as the project team prepares for the connection of Loudoun County Parkway from the north, expected to take place this fall. The complete widening and reconstruction of Route 606 is expected to be completed during the summer of 2018. For more information, visit VDOT's Route 606 Widening project [page](#).

Signal at Northstar Boulevard and Belmont Ridge Road

The Board approved a contract in the amount of \$450,000 for the construction of a traffic signal at the intersection of Northstar Boulevard and Belmont Ridge Road this month. The signal will replace the interim intersection improvements that were put into place in 2016 until a signal could be designed and constructed. It is expected that actual construction will take six months once begun and completion is expected by spring 2018.

Signal at Tall Cedars Parkway and Stone Springs Boulevard

Early this year, at my request, the County completed a warrant study on the intersection of Tall Cedars Parkway and Stone Springs Boulevard. The study is required by VDOT before they will permit the installation of a traffic signal. The study determined that a signal was warranted at the intersection. The Board has approved the \$159,000 in proffer funds to complete the signal design process for approval by VDOT in order to allow construction. Once design is done, we will be able to bid the project for construction and move forward with the signal at the intersection.

Update on Elk Lick/Route 50/Defender Drive

In March, the Board approved moving forward with a closure of the median of Route 50 at the Elk Lick Road intersection, restricting Elk Lick to a right in/right out. We also approved restriping Defender Drive to provide

turn lanes at each end with a middle turn lane and through lanes on the outside.

County staff has met with VDOT to discuss the approach to putting in place these configuration changes and have determined that they will break the project into two phases. The first phase will be an interim phase utilizing barriers and signage at the Elk Lick Road and Route 50 intersection. The permanent pavement markings on Defender Drive will be included in the first phase as well. Final cost proposals for this phase are underway, but the Board of Supervisors has already allocated \$600,000 towards the project allowing it to move forward when ready. We anticipate a spring 2018 completion date for the first phase if not sooner. The pavement markings require specific temperatures, so the hope is to try and get everything complete and approved before winter. If not, it may need to push into next spring.

The second phase, the permanent closing of the median, includes extending the curb and landscaping. This phase will require a bit more design work and will also have to go through a construction plan review by the County and VDOT. There is not a date in mind at this point, but the design work is working concurrently with the initial phase to move it through to permanent completion as soon as possible.

As we get a firm hold on the dates work will be taking place, I will share the information with you for your planning if you travel through the intersections.

ANNOUNCEMENTS

Envision Loudoun Online Engagement Tool

An additional opportunity is available for community members to participate in the Envision Loudoun Process through the online engagement tool, now available [here](#).

Anyone who was unable to attend one of the recent workshops or attended a workshop and would like to give additional input can participate through this tool. The interactive comment and mapping exercises mirror those completed by those who attended the recent series of workshops in person. The online tool is scheduled to be available through July 12, and will help the County's *Envision Loudoun* project team engage with as many residents, business owners and other stakeholders as possible.

They will be using the input from the *Envision the Future* outreach and engagement effort to shape

ongoing work with the Stakeholders Committee, consultant team and staff to help develop the new land use plan, transportation plan and the new and updated policies for those Comprehensive Plan components.

For more information, visit:

www.EnvisionLoudoun.org, or contact the project team by emailing them at envisionloudoun@loudoun.gov.

County Introduces New Interactive Map of Communities in Loudoun

Loudoun County has created a new interactive map that provides easy access to a wide variety of information about communities in the county.

The [Residential Communities of Loudoun County interactive map](#) presents detailed information about existing and planned subdivisions in Loudoun, including how many acres the subdivision covers, how many units have been built, how many units may eventually be built, and the percentage of the project that is complete.

Users of the map may search for a community of interest by an address or by the name of the residential community. They can click on the community name for more information. Users may also use the zoom function to see the parcels within a community. The search filter tool includes the option to search on "Other Places," for locations of incorporated towns, unincorporated villages, and historic names within the county.

The Residential Communities of Loudoun County map serves as a companion to the [Existing and Potential Development mapping tool](#), which provides land use data for structures, parcels, and projects, as well as build-out scenarios.

More information, including a link to the Residential Communities of Loudoun map, is online at www.loudoun.gov/CommunitiesMap.

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.

Did someone forward this to you? Click below to sign up to receive future updates directly.

Join My Mailing List

