



February 2020

Welcome to the February edition of the Dulles Direct newsletter. In this newsletter, I have updates on some of the most frequently discussed topics in our section of Loudoun, such as the status of Avonlea and the undeveloped hotel site off Route 50. See below for those. The Board is now settling in for our busiest stretch of the year, with meetings taking place just about every night on the proposed FY2021 budget. More on that below as well.

I had the opportunity to join my colleagues to address the Loudoun County Chamber of Commerce this month at its annual Board of Supervisors breakfast. I was able to provide updates on current projects and talk about my priorities for this term, including the Route 50 Northern Collector Road. I spoke about the progress we have made with MWAA on the concept and its impacts on Dulles Airport, and about the long-term goal of providing an alternative to Route 50. I also talked about focusing more resources on infrastructure in the southern part of the County, where growth is currently outpacing projects.

Also this month I attended a luncheon featuring Scott Kirby, incoming CEO of United Airlines. United is the largest employer in the Dulles District and one of

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Loudoun's largest private employers. He had some encouraging news about Dulles - just a few years after the Dulles hub was thought to be in jeopardy, it is now the second most profitable in United's system. United will have 300 flights from Dulles this summer, with a planned 50% flight expansion in the future - which would be several more "banks" of traffic, likely filling in slower times during the day. They are also discussing a significant investment to improve the experience for Dulles passengers (I don't think that necessarily means a new terminal however).

The Board of Supervisors passed a resolution declaring February Black History Month for Loudoun County. There is a significant amount of black history in Loudoun, and the resolution helped raise awareness of significant events and individuals in our County's history.



At our February 18 Business Meeting, I presented Weston Brown with a resolution honoring him for achieving the rank of Eagle Scout. Weston attends Freedom High School and is active in his church and school community. For his Eagle Scout project, Weston designed and built five picnic tables for Gateway Community Church. The tables are very popular at Food Truck Thursdays and other community events. Thanks Weston!

[Announcements](#)

Matthew F. Letourneau

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Loudoun County Board of
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[Finance, Government
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Development Committee](#)

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DULLES UPDATES

Avonlea Update

As I have discussed before, Peterson Companies has been working to bring back the long anticipated Avonlea Town Center project with a plan that is more viable. I do have progress to report. Peterson Companies submitted a revised application on February 21. The new application is for 690,000 sq. ft. of office, retail, entertainment and service uses, a hotel and a continuing care facility. Approximately 250,000 sq. ft. of that is planned for office space. There are 563 multi-family units now in the application. The plan also includes 40,000 sq. ft. of publicly accessible parks and plaza space and a proposed 80,000 sq. ft. indoor recreation facility, which I understand is subject to potential interest by the County in partnering on that type of facility.

I know that the residential piece of this will be the most controversial because all of us are fed up with traffic. At the same time, the lack of residential in the first application is ultimately one of the main factors in why it failed. Residential units make the project much more viable for financing and for tenants. Dining,

Legislative Aide

[Tom Parker](#)

Staff Aide

[Jared Midwood](#)



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retail and entertainment uses like the idea of a built-in residential community to support them.

Peterson will need to come before the Board and get special exceptions for the continuing care facility, automobile service station with gas pumps, car wash, and motor vehicle service and repair facility.

This latest submission is under staff review and awaiting comments, which are not due back to the applicant until April 20. There will be ample opportunity for discussion on the details and public involvement in the process. I'm excited to see movement on the site as I've been looking forward to the Avonlea project for quite some time. That being said, we will do our due diligence to ensure that the end product is of the highest quality and benefit to residents in the area. The proposal will go to the Planning Commission and Board of Supervisors before a final decision. I will be looking at the phasing of the different components, the unit types of the residential units, and many other issues.

Braddock Road / Old Lee Road / "S" Curve Update

Following completion of the roundabout at the Braddock and Pleasant Valley intersection, I requested that VDOT initiate a study of the eastern section of Braddock Road. Specifically, I wanted them to look at the safety issues associated with the "S" curve and congestion at the intersection with Old Lee Road.

VDOT recently completed the study and presented the results and potential solutions at a public information meeting on February 13. The presentation included a proposal for straightening the "S" curve along with several alternatives for improving the operations of the Old Lee Road intersection. These alternatives would be a lower cost option to Fairfax's Countywide Transportation Plan recommendation that realigns Braddock across Rock Hill Park and connects to Old Lee Road closer to Stonecroft. Based on traffic

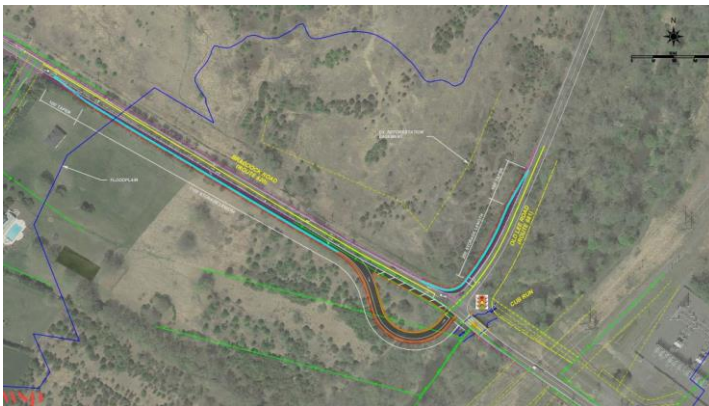
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modeling, they anticipate that the lower cost alternatives would operate at an acceptable level through 2040 and would cost an estimated \$5-20 million. This is much less than the \$70-80 million cost of the full realignment. The lower costs make it much easier to achieve - I can't even imagine how long it would be before \$70-80 million becomes available for this project. As it is, even the VDOT solutions will take 3-6 years, plus however long it takes to identify funding.

The alternatives included just adding turn lanes, constructing a jughandle lane, and constructing a full roundabout. Each alternative has benefits and drawbacks. The VDOT staff recommendation is a 1,100 ft. jughandle lane - which looks like a semicircle from above, see the picture below - to serve existing eastbound left turns and a 200 ft. southbound right turn lane that will serve traffic coming the other direction. That project will cost \$5.6 million. They see this solution as preferable because it does not require too much right of way or utility disruption. It also removes from the equation a severe elevation change that might prevent a longer eastbound left turn lane. On the other hand, proposed realignment of the "S" curve will require deep excavation and utility undercutting and will cost about \$9 million - bringing the project's total cost to \$14.6 million.



VDOT is still communicating with Fairfax County residents who live near the "S" curve, but the general

consensus at the meeting is that something must be done to make the corridor safer. Ultimately Fairfax County must settle on a preferred alternative and seek funding for design and construction. Given the number of Loudoun residents that utilize the corridor on a regular basis, I am open to supporting them in moving this forward as much as we can. All residents are invited to provide comments to VDOT about the need for the project and thoughts on specific alternatives. You can do that online at the VDOT [project page](#). VDOT will be accepting comments through March 6; please take time to submit comments on the various alternatives.

Tall Cedars Parkway / Nations Street Improvements

At the February 4 Business Meeting, The Board approved our plan to expedite improvements at the Tall Cedars / Nations Street intersection. As I reported in my last newsletter, VDOT is already mobilized on Tall Cedars this summer for a repaving project. Now with Board approval, the County will provide VDOT \$112,000 to include the Tall Cedars / Nations improvements in their existing project. Left turns from Nations onto Tall Cedars will be restricted and Nations traffic will be blocked from crossing at the intersection - similar to what we have in place at Center Street / Loudoun County Parkway and Tall Cedars / Elk Lick. Flex posts will be installed initially, with more attractive permanent curbing in 18-24 months. I'm grateful to my colleagues for voting to expedite these improvements, and to VDOT for being willing to sync their project with ours. Time is of the essence to prevent more accidents, and finishing the improvements this summer will be a big step toward increased safety at the intersection.



Route 50 / Stone Springs Boulevard Intersection Changes

At our February 18 Business Meeting, the Board approved \$25,000 from the Traffic Signal Contingency Account in the Capital Fund to implement traffic signal and pavement marking modifications at the intersection of Route 50 and Stone Springs Boulevard. As I covered in the January newsletter, frequent delays are occurring traveling north across the intersection, west onto Route 50, and making the southbound straight across movement. Fortunately, VDOT's Traffic Engineering Team believes it can fix these delays, mostly through signal adjustments. Here is a complete list of the changes to be made:

- The signal will become a split phase for northbound and southbound movements. Adding a phase does result in a wait time increase for the other movements,

but the engineers believe the impact won't be substantial in concert with the changes below.

- The northbound lanes will be reconfigured. Currently there are 1 left turn lane, 1 through lane, and 2 right turn lanes. It will be changed to 1 dedicated left turn lane, 1 shared straight / left turn lane, 1 shared straight / right turn lane, and 1 dedicated right turn lane.

- The southbound lanes will also be reconfigured. Currently there are 2 left turn lanes, 1 straight lane, and 1 right turn lane. It will be changed to 1 dedicated left turn lane, 1 shared left turn / straight lane, 1 straight lane, and 1 dedicated right turn lane.

VDOT believes these changes will reduce delays for northbound left turns in AM peak hour traffic and southbound through traffic in the PM peak hour. The model predicts negligible delays in the off-peak direction of travel. Since the pavement work is contingent on warmer weather, VDOT plans to have everything completed by June but will look for opportunities to accelerate the timeline. I'll continue to provide updates as work at the intersection progresses.





Tall Cedars Parkway / Stone Springs Boulevard Intersection Update

Unfortunately there was another accident at this intersection recently. We are making progress on the traffic light. The project went out to bid and a total of four bids were received. All of them were well over the original budget, and the Board of Supervisors moved \$430,000 into this project to make up the shortfall at our last meeting. The total cost now exceeds \$1 million including design, which encountered quite a few problems due in part of incomplete plats that were used during the design process. I am expecting the contract with the winning bidder to be finalized in the next week; there is a construction coordination meeting planned for next week. A notice to proceed will be issued shortly thereafter. My main concern at this point is with the steel poles. They have to be custom ordered and we know from other projects that this can take as many as 30 weeks. There remains a steel shortage and a lack of vendors in this area. I am pushing staff to ensure that the poles are ordered as soon as the contractor is on board. Once that happens I should have a better idea on the schedule. In the meantime, my office worked to get VDOT out to make repairs on the stop sign within hours of the last incident. Please use caution when driving through this intersection.

LAND USE UPDATES

Poland Hill Development Update

The 49 acre Poland Hill development was approved for rezoning in December 2015. Poland Hill is approved for a total of 219 residential dwelling units. Of these, there are 95 single-family detached, 46 single-family attached, and 78 multifamily dwelling units. In addition, there is approval for a 100 unit continuing care facility.

The unique thing about this development is that it provides an opportunity to truly "age in place." All of the 78 multifamily units and 75 of the single family units will be located on the portion of the property west of Poland Road and will be age restricted. The remaining 67 single family units will be located on the east side of Poland Road and will be non-age restricted. Stanley Martin has recently begun site work for the single family units.

In February of last year, the Board approved a \$1.8 million loan from the County's Housing Trust Fund for the 78 multifamily age restricted units. This funding is being leveraged with an application by the developer for Virginia Housing Development Authority low income tax credits. This would make the multifamily units qualify as affordable housing for seniors. Affordable homes such as this are generally open to those who make less than 60% of the average household median income. The deadline for submission on the VHDA funds is this spring. Flat Iron Partners is developing this portion of the property and we expect it to be similar to the recently completed Stone Springs Apartments located next to StoneSprings Hospital Center on Route 50.

The 100 unit continuing care facility will also be located on the west side of Poland Road and Sunrise Senior Living is anticipated to construct that building. No timeline has been announced.

Wawa Chantilly

SPEX-2019-0020 & ZMOD-2019-0027

This application is for an automobile service station with gas pumps for a Wawa at the Meadows Farms Nursery in South Riding. The Wawa would replace the yard between the storage facility under construction and Meadows Farms. The only outstanding issue is Route 50 access to the site. The current recommendation is for left turn access to be restricted exiting Meadow Farms to 50 eastbound, and for all other access to remain. The safest way to do this would be to close the median.

The Board will making a decision on this application at our March 17 business meeting. Conversations are continuing between County staff, my staff, VDOT and the applicant about the turn lane restriction. Wawa has asked that the median remain open, with a restriction only for vehicles departing the site going eastbound. The feedback from the Board at the hearing was generally in support of completely closing the median, which Wawa stated may result in them pulling out of the project. I see this facility as serving westbound traffic anyway, and I'm concerned that it would generate significantly more traffic turning left at the median break from the eastbound direction. We will have further updates when this outstanding issue is resolved.

MC Dean Property

SPEX-2018-0029, SPEX-2018- 0030, SPEX-2018-0031, SPEX-2018-0032, SPEX2018-0033, SPEX-2018-0034 & ZMOD-2019-0043

Originally, the MC Dean property application was a series of special exceptions and a zoning modification that sought to develop an 11.42-acre property at the Route 50 / Pleasant Valley Road intersection. The following uses would have been incorporated, all of which require special exceptions under the current

commercial light industrial (CLI) zoning: an automotive service station, retail sales establishment, up to two restaurants with one drive through, motor vehicle rental, and motor vehicle sales use. There were significant concerns with the single-story, single-pad sites that aren't in keeping with the 2019 General Plan guidance for Suburban Mixed-Use Place Type. VDOT's Access Management team also took issue with the proposed vehicular access point on Pleasant Valley Road.

Following meetings with surrounding HOAs, the applicant made some revisions that removed the motor vehicle rental and motor vehicle sales uses and the new proposal reduced the maximum square footage of the automotive service station from 6,300 square feet to 5,000 square feet. The remaining 1,300 square feet, as well as the 7,275 square feet that would have been used for the auto-oriented facilities, was reallocated to retail and sales. The plan was also revised to improve internal pedestrian movements, refine building footprint locations, add more greenspace including a 5,000 square foot pedestrian plaza, enhance walkways with foliage, and provide an Illustrative Landscape Plan for the application.

Staff still has some outstanding issues. As I understand it, the main problem is that the fundamental nature of the proposal is a single-story, single-use pad site. This site type is not in keeping with the "pedestrian oriented vertically integrated mix of uses" envisioned for the Suburban Mixed-Use Place Type under the new comprehensive plan. However, given the traffic issues we are experiencing at that location and the limited size of the site, it would not be a good location for adding dense residential that is typically part of a mixed-use development.

The Planning Commission had a work session to go over the changes in the application and talk about existing Staff concerns. They ultimately recommended that the Board of Supervisors deny the application as it exists due to these concerns and expressed a desire to see the site develop as dense residential. I don't agree

that would be the best course of action here and will be working to make sure the Board understands the challenges when the application is reviewed at an upcoming Public Hearing, likely in April. There is a significant amount of residential planned at the already approved Fox Gate location nearby and we can't continue adding those uses in areas with existing traffic issues that have limited options for near term improvement.

Shops at Moorefield

ZMAP-2018-0013, ZCPA2018-0014, SPEX-2018-0036, ZMOD-2018-0032, ZMOD-2018-0042, & SIDP-2018-0008

At our March 11 Public Hearing, the Board will hear a request to incorporate 3.04 acres of abandoned right-of-way into the Shops at Moorefield Station Shopping Center by adding 10,000 sq. ft. of retail and an 8,400 sq. ft. automotive service station use with gas pumps. The project also includes new access onto Ryan Road and from Loudoun County Parkway and a sign plan for the new commercial area. Staff has not identified any outstanding issues subject to proffers and conditions. The applicant has met with Loudoun Valley Estates, and we have been in communication with the HOA on ways to help them accomplish their goals on an adjacent site that they own. The Planning Commission voted to recommend approval of the item. This project is really being driven by a desire to generate more traffic into the shopping center, which has struggled.

Dash-In at Gateway Village

SPEX-2019-0008, SPEX-2019-0009, SPEX-2019-0010, SIDP-2019-0001 & ZMOD-2019-0042

At our March 11 Public Hearing, the Board will also hear a request to develop a Dash-In at the northwest corner of the intersection of Gum Spring Road and Tall Cedars Parkway. The site, which was formerly owned by Gateway Church, would include an automotive service station with 17 fueling stations, a

carry-out restaurant, and a standalone carwash. The applicant is also seeking approval of a custom sign plan and to reduce a required yard setback along the northwest boundary of the property, which would not be next to any homes. Staff has not identified any outstanding issues. The applicant has hosted four meetings: an initial large gathering with invitations to surrounding HOAs and subsequent HOA meetings with Amber Spring, Stone Ridge, and Mercer Park. The Dash-In is proposed to have fresh food service such as a gourmet deli, and the design renderings I've seen are impressive. One issue we've been working on throughout the course of the application has been whether or not the carwash will operate 24/7 or have set hours of operation. The Planning Commission decided to recommend approval without limiting hours of operation since the applicant offered to move the carwash and commit to quieter drying machines. However, I am planning to request the applicant commit to specific hours of operation before Board approval. I appreciate the involvement of the area HOA's with this application, which have given constructive feedback. Once again, this is another gas station, and I know there's wariness about that. Just like in other locations, the presence of other gas stations makes it difficult for the County to deny one, and issues like competition can't legally be used to deny an application. On the other hand, as these types of projects go, this one has the potential to be one of the nicest I've seen, with food options that I think would be used by the community and an impressive design commitment.

LOUDOUN UPDATES

FY21 Budget

On February 12, County Administrator Tim Hemstreet presented his proposed FY21 budget for Loudoun County. The Board's guidance was to present the budget at a rate of \$1.045 per \$100 of assessed value, which is the current real property tax rate, with options

to go up or down a penny. Mr. Hemstreet was able to propose a budget of \$1.035, a full cent lower, due to unexpected revenue in our final calculations and a School Board proposed budget that was \$16 million lower than we anticipated (the School Board voted to cap teacher salary increases at 6%, resulting in the lower request). The option to go up or down one penny still exists, so our options are technically \$1.025, \$1.035, and \$1.045.

Once again, the six-year Capital Improvement Plan (CIP) that accompanies our budget is a robust schedule of transportation, school, and infrastructure construction projects that will continue to track with our growing population. This year, the CIP totals \$2.9 billion for the six-year planning period. Transportation projects occupy 40% of this budget, with school projects accounting for 27% - fully incorporating the School Board's adopted capital plan and accommodating all school projects. Some of the highlights for us are widening sections of Braddock Road, constructing the Route 50 Northern Collector Road, and building new schools: the Dulles South and Dulles North Elementary Schools, Dulles North Middle School, and Dulles North High School. I'll be discussing the rest of the district-specific CIP projects in greater detail in the coming months, including in my annual report mailer.

As I mentioned before, the FY21 LCPS budget came in lower than we expected due to the last-minute salary increase cap. The total budget request is now \$1.37 billion, representing a 7.6% increase from FY20 against a 1.9% projected student enrollment increase. While we have funded 98% of all LCPS requests during my time on the Board, we do review all their requests to make sure the funding is being allocated in the most cost-effective and efficient manner. Under the \$1.035 tax rate, we can substantially fund everything that LCPS is requesting.

A rate of \$1.035 would mean a slight tax increase for most residents. My philosophy has always been to provide high levels of service while keeping taxes low.

As I stated last month, I always think we should start from a lower rate and add in costs as needed during the budget discussions, so I would not have started this discussion at this tax rate - I would have started at the equalized rate of \$1.015 and then added in positions, rather than already have them in the proposed budget. In my experience there is less scrutiny when it occurs the way that the Board majority decided to do it, but the new political makeup of the Board has meant a shift in perspective on this issue. Regardless, the Board will be reviewing each department's budget requests, and I've already submitted dozens of questions to staff about various items in the budget.

One area that I am absolutely committed to spending as proposed in the budget is employee compensation. About \$24 million of our budget will be committed to bringing employee pay up to speed. While this is a strain on the budget, it is an important step for the County to become more competitive, reduce turnover and improve service delivery.

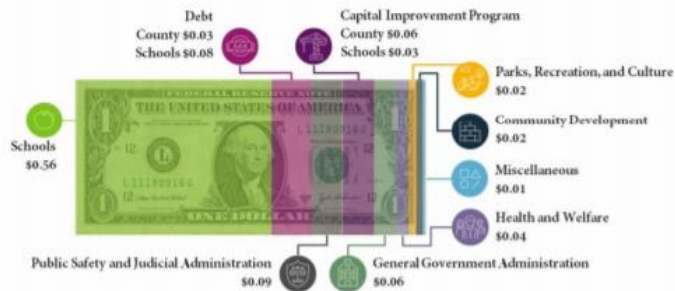
We have several upcoming work sessions where we will break down the budget by department and vote on the various requests. All meetings will be held at the Government Center (1 Harrison St. SE in Leesburg) and the public is welcome to attend. Here is the schedule:

Monday, March 2 6:00 PM
Wednesday, March 4 6:00 PM (CIP)
Thursday, March 5 6:00 PM
Saturday, March 7 9:00 AM (if needed)
Monday, March 9 6:00 PM
Thursday, March 12 6:00 PM
Saturday, March 14 9:00 AM (if needed)
Monday, March 16 6:00 PM
Thursday, March 19 6:00 PM
Saturday, March 21 9:00 AM (if needed)

Your Tax Dollar at Work

Proposed FY21 Budget

Loudoun County
VIRGINIA



Greenway Update

Toll increases on the Greenway continue to cost our residents money, but there is some hope that things will change in 2020. The Herring Law, which locked in guaranteed annual toll increases, has finally expired. The Greenway will have to go before the State Corporation Commission to request an increase this time around. In my January newsletter, I covered Delegate Suhas Subramanyam's General Assembly bill to limit the Greenway's influence when doing so. The bill, which was similar to those brought forward in the past by Senator Stanley and Delegate LaRock, would have excluded consideration of prior debt and limited the Greenway's compensation items when making their toll increase request. Sadly, that bill was killed in committee. The influence of the Greenway lobbyist is hard to surmount in Richmond.

The Greenway has filed a request with the SCC to raise tolls for five years at a rate of 5% - 6.8% per year (meaning that in 2025, one-way off-peak trips would cost \$6.15 and on-peak trips would cost \$7.90). We are considering our legal options with the County Attorney ahead of hearings on this filing. I will continue providing updates throughout the year as our case with the SCC advances. I believe we should mount a vigorous fight against these increases, and if we do, we will need your help through your comments. If you're

interested in learning more in the meantime, the SCC filing can be accessed [here](#).

RETAIL UPDATES

Eastgate Hotel Update

I hear from many of you on a regular basis regarding the status of the hotel site on Eastgate View Drive near Tall Cedars Parkway. I think it is safe to say we are all tired of looking at a partially constructed building that is located in such a prominent place in our community.

I have instructed staff to begin exploring our legal options for removing the structure under the blight ordinance. That would be difficult because there are active building permits on the site. I recently had a meeting with the ownership group. This isn't the first time we have met to discuss their plans over the years, but the continued lack of activity on the site has changed the nature of our conversation, and I conveyed that it was time for them to build the hotel.

According to property ownership, they are set to close on their financing in about 60 days. In addition to the traditional financing, they are utilizing the newly approved C-PACE program for a substantial amount of the necessary funding. Following the closing of financing, they expect to be mobilized on the site this summer to begin construction. They have already had the existing structure and building plans reviewed by an architect and made alterations as needed for the project. Most of the structure that exists will be used with some changes (some of the steel will stay, some will be removed and replaced). Construction is expected to extend until the fall of 2021. A hotel flag agreement has been extended.

There were several issues that were identified in my meeting related to site plan amendments needed before they can begin construction. These involved adjacent property owners. My office is working to research

those issues and see if we can resolve them so that isn't an obstacle.

I will provide updates as we have them on this project. We are well into "seeing is believing" status with this project but I am committed to doing whatever I need to in order to resolve this one way or other.

ANNOUNCEMENTS

Apply for the Loudoun Youth Leadership Program

Applications are being accepted for Loudoun Youth Inc.'s 2020 Loudoun Youth Leadership Program until Wednesday, March 4. Loudoun Youth Leadership Program sessions take place on July 6-10, 2020 and July 27-31, 2020. The week-long programs are designed to introduce youth to leadership concepts and to provide exposure and interaction with local business, government and community leaders. The program is open to all high school students, public or private, who live in Loudoun County. Youth participating in the week-long sessions will spend time in a variety of locations - learning leadership skills in a classroom-type setting, observing leadership in action with business and civic leaders from around the county, as well as taking part in active, hands-on team building experiences. Applications and program information can be found at <http://www.loudounyouth.org>. Tuition is \$495/student. Financial aid is available to qualifying students.

Small Business / Entrepreneurship Opportunity

Mason Enterprise Center is a small business incubator that helps grow existing companies. The center provides shared office space in an entrepreneurial environment in historic downtown Leesburg. Companies are connected to resources and business

coaching from the Small Business Development Center. For more information, please call 703-466-0466 or visit the Mason [website](#).

Dulles South Food Pantry

The Dulles South Food Pantry provides food assistance up to twice a month to any person who resides in the school attendance zones for Freedom High School, John Champe High School, Independence High School, Rock Ridge High School and Briar Woods High School. The Pantry also provides one-time emergency food assistance to anyone in need. The food pantry is open Wednesdays in the historic white chapel at Arcola United Methodist Church, 24757 Evergreen Mills Road, Dulles, VA 20166. Call 703-507-2795 or email info@dsfp.org to schedule an appointment. See the Dulles South Food Pantry's website at <http://www.dsfp.org/> for information on how you can help the food pantry fight local hunger. Donations to the Dulles South Food Pantry, Inc. are tax deductible.

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