



Supervisor Matt Letourneau's Dulles Direct Annual Report



Dear Dulles District Resident,

Welcome to the 2021 Dulles Direct Annual Report. We skipped our report last year due to the COVID-19 pandemic, so there is a lot to cover this year. This report will update you on the status of transportation and infrastructure projects and other issues in the Dulles District.

Now in my tenth year on the Board of Supervisors, I continue to be grateful to have the opportunity to serve you. The past 9 months have been very challenging for me personally, as I was badly injured when a baseball struck my face at high velocity while coaching my son's Little League team last September. It took me several months and extensive therapy to resume activities, and I continue to recover from the injuries. This summer I will likely be undergoing more surgery to restore useable vision to my right eye, which took the brunt of the trauma. In the meantime, if there is a pirate patch joke out there, I've probably heard it by now! I appreciate all the well wishes and support from my friends, family, colleagues, and constituents during this time.

While we mourn the loss of more than 280 Loudoun residents who have died from the COVID-19 pandemic, I am proud of the way the County and our citizens have responded. Loudoun County had well established pandemic plans which allowed us to move quickly to address the health emergency and stand up a major vaccination effort. As of this writing, we have one of the highest vaccination rates in the Commonwealth and our Dulles Town Center vaccination pod continues to operate efficiently.

Since 2015, I have served as Chairman of the Board's Finance, Government Operations, and Economic Development Committee. The Finance Committee has oversight over many of our government's operations, including the County budget. The Board took aggressive actions at the onset of the pandemic to help our business community, with over \$12 million in grants to keep businesses open. We protected our finances by

withholding over \$100 million in expenditures from the FY21 budget, of which \$50 million was later released. As a result, our "AAA" bond ratings—the highest possible—were recently affirmed by the three major credit rating agencies. AAA ratings allow us to finance our projects at the lowest interest rates possible (in this year's case, 1.46%), saving our taxpayers money.

Loudoun's stellar track record of job growth was interrupted in 2020 due to the effects of COVID-19. From our pre-pandemic low of 1.9% unemployment in December 2019, we hit a high of 10% in April 2020 as the impacts of the pandemic on our business community peaked. As of our most recent data, unemployment is down below 5% and continually dropping—showcasing the durability of the County and the strength of its workforce. The Department of Economic Development reported \$5.8 billion of new commercial capital investment in 2020, despite the pandemic. During that time, 35% of local tax revenue was derived from the commercial tax base, an increasing number which helps keep residential taxes low. The entire DED team, led by Director Buddy Rizer, did a great job communicating with and helping businesses during the worst of the pandemic.



Executive Director of Economic Development Buddy Rizer and Supervisor Letourneau

While data centers aren't the most popular, the industry is anticipated to produce \$586.8 million in tax revenue in the FY22 budget year via our computer equipment tax, which has enabled Loudoun to keep the tax burden lower than neighboring jurisdictions. While data centers continue to grow, most of the County's efforts are spent on attracting other businesses, and this year, 28 Loudoun companies made Inc. Magazine's annual list of fastest growing companies in the nation—a healthy sign that our diversification efforts are working.

I continue to think it is important that Loudoun be represented at the regional level. At the beginning of 2020, I was honored to be chosen by my peers to be one of Virginia's two representatives on the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors. Helping to guide one of the nation's largest transit systems through a pandemic has been both extremely challenging and time

consuming, but we are weathering the storm; I have updates on Silver Line Phase II below. In addition, I continue to serve on the executive committee of the Northern Virginia Transportation Commission and as a member of the National Capital Region Transportation Planning Board, which is the federally designated planning organization for the region.

My office in Leesburg is staffed full time by my aides Tom Parker and Jared Midwood. The three of us stand ready to serve you however we can, so please feel free to reach out. While I maintain an active Facebook presence (look for "[Supervisor Matt Letourneau](#)"), the best way to reach us is by email at matt.letourneau@loudoun.gov.

We look forward to hearing from you.



Completed Projects in 2019/2020

When I took office in 2011, County infrastructure was severely lagging behind population growth and we had no annual money set aside for road improvements. This was especially true in the Dulles District. During my first year in office, I was among a group of Supervisors who decided to dedicate two cents from our tax rate as a recurring revenue stream for transportation projects. In the years since, we have developed a robust six-year Capital Improvement Plan (CIP) to set aside funds for infrastructure, school, and transportation projects years in advance (this year, the CIP totals \$3.2 billion). We complete several of these projects every year. While we have much more work to do and some of our ongoing projects are enumerated in the next section, I think it is important to note the progress that has been made so far. **Well over \$900 million in infrastructure projects have been completed in the Dulles District alone since I was first elected.** Since 2019, the following projects were completed. This list includes both transportation and other infrastructure projects.

- Braddock Road widening—Gum Spring Road to Paul VI eastern entrance
- Braddock Road/Gum Spring Road intersection improvements
- Braddock Road/Northstar Boulevard signal
- Kirkpatrick Fire Station
- Lightridge High School
- Metro Station parking garages
- Millstream Drive pedestrian safety improvements
- Millstream Drive/Stone Springs Boulevard signal phasing update
- Moorefield Station Community Park
- Mooreview Parkway/Croson Lane sidewalk and shared use path
- Public safety firing range
- Route 28 (Dulles Toll Road to Sterling Boulevard) widening
- Route 50/Fleetwood Road/Lenah Mill Boulevard signal
- Route 50/Stone Springs Boulevard signal modifications
- Tall Cedars Parkway/Elk Lick Road interim improvements
- Tall Cedars Parkway/Nations Street interim safety improvements
- Tall Cedars Parkway/Riding Center Drive signal
- Tall Cedars Parkway/Stone Springs Boulevard signal

Ongoing Transportation Projects

You may recognize some of these projects from previous annual reports. Projects in our CIP are funded over multiple years and often receive altered timelines or funding amounts, so this information is the most recent and accurate available. One thing to note: our budgetary constraints are based on how much we can borrow and the amount of debt we can take on—not just the tax rate. **For more information on the projects below, visit www.loudoun.gov/underconstruction.**

Arcola Boulevard: Arcola Center is constructing Arcola Boulevard between Route 50 and Route 606/Loudoun County Parkway in keeping with their proffers, which were negotiated several years ago in exchange for about 25% more data center space than the developer would have been permitted without the Board’s approval. In exchange, the construction of Arcola Boulevard from Route 50 to Arcola Mills Boulevard was accelerated and is being constructed and paid for by the developer, which will be a critical link both to allow traffic to flow from Dulles Landing to the west and to relieve traffic at the Route 50/Loudoun County Parkway intersection.

Construction is underway on Phase 2 between 50 and Dulles West Boulevard with anticipated completion of that phase this summer. Phase 1A and 1B—Dulles West Boulevard to Arcola Mills Boulevard—is largely complete, except for the installation of traffic signals. The traffic signal design plans have been approved by VDOT and the developer anticipates

installation to begin later this year. Having those signals in place is critical to actually opening the road to traffic.

Phase 3—Arcola Mills Drive to Route 606/Loudoun County Parkway—is also proffered, but that proffer has not yet been triggered. The County is providing \$15 million in funding to accelerate this piece of the project and construction is expected to begin later this year. There is no timeline for completion just yet; it will depend on when right of way is secured. Once the proffer trigger is reached, the Arcola Center developer will repay the County for the project.

Arcola Mills Drive: Arcola Mills Drive (formerly Evergreen Mills Road) will be widened from Belmont Ridge Road to Stone Springs Boulevard at a total cost of \$49.7 million. Construction funding will not kick in until FY25, with an estimated completion date of FY27. This portion of Arcola Mills Drive will be a three-lane roadway with a continuous left turn lane and right turn lanes spaced in the median between Belmont Ridge and Stone Springs. Construction includes intersection improvements at both Belmont Ridge and Stone Springs.

Belmont Ridge Road Widening: The final portion of Belmont Ridge to be widened is from Truro Parish Drive to Croson Lane. Utility relocation is underway and a construction contract should be awarded this year. The total cost is \$42.7 million, and it should now be completed sooner than its FY23 estimate.

Braddock Road Widening: Van Metre recently completed the widening from Gum Spring Road to the eastern Paul VI entrance. This was completed through the County’s “furtherance of a proffer” tool, saving us 50% of the anticipated cost and expediting the project by two years at least. The added turn lane capacity at the Gum Spring intersection will help the signal operate more efficiently and reduce backups during peak travel hours.

In the FY 22 budget, I was able to significantly accelerate the timeline of the segment from Paul VI to Bull Run Post Office Road to begin preliminary engineering in FY21. By reassigning funding from the future Northstar Boulevard widening between Tall Cedars Parkway and Braddock Road to widen this section of Braddock (we will still fund that section of Northstar at a later date), we have been able to move up the total project by at least a couple years. Funding will now begin as early as FY25.



Arcola Boulevard

Braddock widening between Royal Hunter Drive and Gum Spring Road has an estimated completion year of FY24 but is likely to be completed sooner through a proffer from the recently approved Hogan Kent Greene residential application.

A traffic signal and turn lanes will be installed at the intersection of Braddock Road, Supreme Drive, and Summerall Drive. The two-lane section of Braddock near the intersection will also be widened to four lanes. Project plans were approved in January of this year, and right of way acquisition will begin soon. This project has taken a long time and hit several snags on the way but finally appears ready to accelerate.

Croson Lane: Croson Lane will be widened to four lanes between Claiborne Parkway (Route 901) and Old Ryan Road (Route 722). Estimated completion is FY27, with construction funding starting in FY25. The total anticipated cost is \$18.9 million.

Dulles West Boulevard: Dulles West Boulevard starts at Loudoun County Parkway and is the access point for Dulles Landing. The road will be continued west to the future Northstar Boulevard with an intersection at Arcola Boulevard in between. The four-lane median divided roadway will cost \$81.6 million. Estimated final completion is FY27, but the eastern section from Dulles Landing to Arcola Boulevard is being constructed under the same Arcola Center proffer I mentioned before and could open as soon as this year.

Dulles West Boulevard will also be constructed as a four-lane median divided roadway between Northstar Boulevard and Arcola Boulevard. Funding for this project includes regional NVTA funds. The consultant submitted 30% design plans in February, and Loudoun is currently waiting to hear comments on the project from all reviewing agencies.

Evergreen Mills Road: Realignment of the intersection at Reservoir Road and Watson Road is funded at \$25.3 million and should be completed in FY25.

Loudoun County Parkway Widening: Loudoun County Parkway will be widened from Ryan Road to Shellhorn Road and will be paid for as part of a proffer package I negotiated for the mixed-use Silver District West development located just off the Greenway and LCP. The road will be widened to six lanes within the median. The County has set aside \$2.7 million should we need to step in and assist with right of way acquisition at some of the intersections in the corridor. The developer is securing VDOT permits and is expected to begin construction later this year, and they will have 24 months to complete the project.

Northstar Boulevard: Northstar Boulevard will be extended from Brambleton to Tall Cedars Parkway. The project is in two sections. Design and construction of the four-lane, median divided segment from Route 50 to Shreveport Drive has been funded at \$90 million and received a \$25 million federal TIGER grant, as well as funding from VDOT, NVTA, and the County. The project is estimated for completion in mid-2024. Currently, field investigation work is ongoing, including land survey, mapping, utility designations, and geotechnical investigations.

Construction of Northstar from Tall Cedars to Route 50 is funded at \$45.8 million including funding from NVTA. This segment will connect with the one north of 50 and serve as a north/south alternative. Estimated completion of the roadway is currently early 2024. The project recently saw completion of utility relocation, and a construction contract will be awarded this summer.

Northstar Boulevard will also be widened from Tall Cedars Parkway to Braddock Road to match the rest of the roadway. I have requested that the design include consideration of a pedestrian underpass to provide safer access to John Champe and Goshen Post. The cost is budgeted at \$37.7 million with the bulk of construction funding becoming available in FY26. The current anticipated completion is FY28.

Route 50 Intersection Improvements: As a result of a process I initiated to improve operations on Route 50, preliminary engineering has begun on a VDOT project to install safety and operational improvements along a six-mile stretch of Route 50. The project includes:

- Converting the signal at Medical Way to a right-in/right-out intersection
- Replacing the northbound Gum Spring Road right turn lanes at Route 50 with a free flow right turn lane and a new eastbound Route 50 merge lane from Gum Spring Road to Hutchinson Farm Drive
- Extending the westbound Route 50 left turn lanes onto Gum Spring Road
- Extending the eastbound Route 50 left turn lanes onto Loudoun County Parkway
- Converting a westbound left turn lane at Pleasant Valley Road (Loudoun) to an auxiliary through lane running to Tall Cedars Parkway

- Improving traffic signal timing and the intersection layout at Avion Parkway
- Improving traffic signal equipment and timing at Centreville Road

The total cost is just under \$11 million and is financed with federal, NVTA, state (including Smart Scale), and County CIP funding. Construction is expected to begin in 2023.

Route 50 / Loudoun County Parkway Intersection:

Short term: Short term, the existing turn lanes from eastbound Route 50 to northbound Loudoun County Parkway will be extended to provide more capacity.

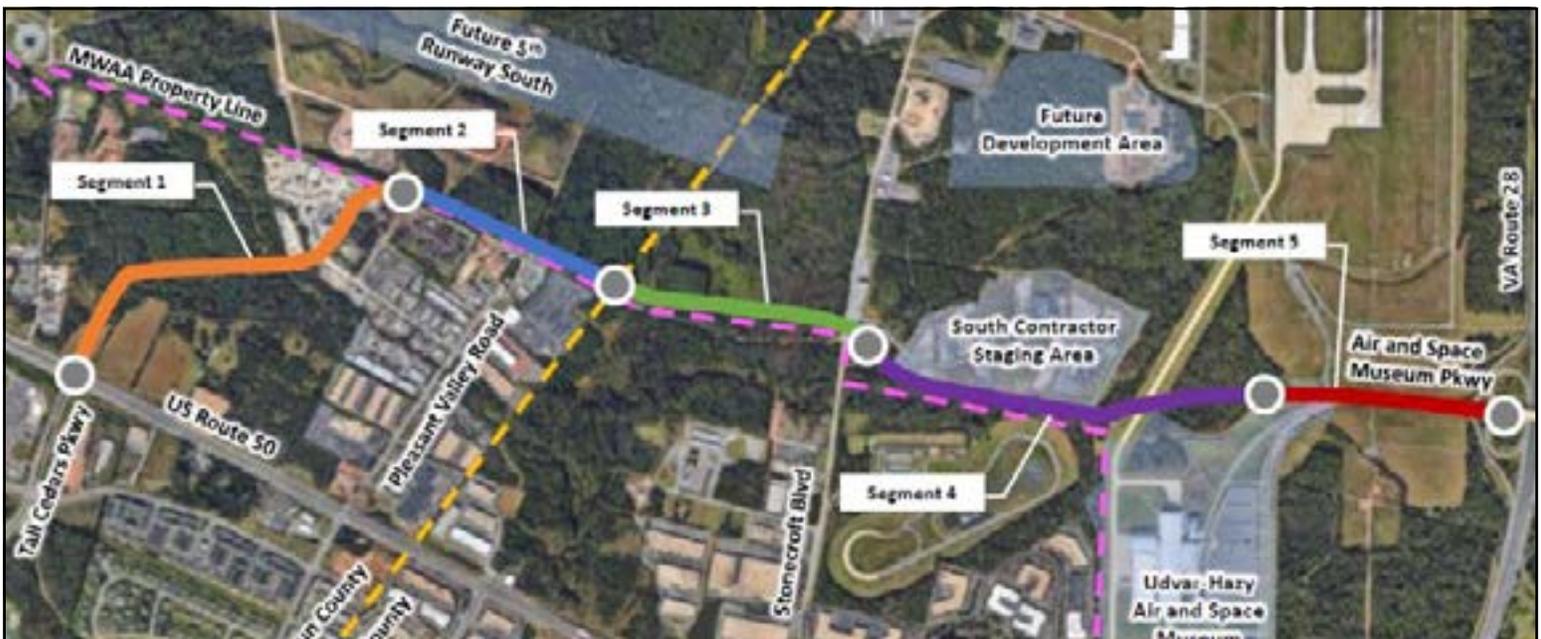
Long term: Long term, there will be an additional turn lane from Loudoun County Parkway onto Route 50 west and the ultimate plan is for an interchange at the intersection. It has been noted that the County’s CIP reflects an estimated completion year of FY37. At this point, I can’t say when the interchange will be constructed. The estimated \$500 million cost is far outside of a project that the County can fund without significant State or Federal funding involvement. That cost estimate is influenced by extensive right of way needs, construction of alternative service roads for properties that would be cut off from access on Route 50, and cost increases as more time passes.

Route 50 Northern Collector Road: I have proposed this new road as an alternative to Route 50 that would connect from Tall Cedars Parkway to Route 28 at the Air and

Space Parkway interchange. This is a major, generational type project that is a huge challenge to pull off but is progressing, albeit slowly. The route runs on land largely controlled by MWAA, and we continue to have discussions with them. The current cost in the CIP is \$110.8 million, with design funding budgeted as early as FY22, but with construction not slated to begin until FY26. We still need to get buy-in from Fairfax County. A traffic study conducted for the County shows that this single project would reduce the amount of time it takes to get around the south side of the airport by as much as 14% during the a.m. peak, so I will keep fighting for this. The project was just recently included in the regional Visualize 2045 transportation plan, which will make it eligible for federal funding down the road.

Shellhorn Road: The much-anticipated Shellhorn Road will be a four-lane roadway between Loudoun County Parkway and Randolph Drive, and will serve as a major alternative to the Dulles Greenway. Design and land acquisition has been funded, with construction funded in FY23 and FY24; the total cost to the County is about \$68 million with over \$100 million saved due to proffers. Silver District West is currently scheduled to complete the project within 36 months of site plan approval. Right of way has already been acquired by the County and construction is expected to begin as soon as next year.

Waxpool Road / Loudoun County Parkway: The intersection of Waxpool Road and Loudoun County Parkway is being improved for better traffic flow from the



Route 50 Northern Collector Road

Dulles 28 center. The final plan is for triple left turn lanes onto southbound Loudoun County Parkway and a channelized free flow right turn with an acceleration lane from northbound Loudoun County Parkway onto eastbound Waxpool. The project is funded at \$10.2 million, and the completion year is currently slated for FY24.

Westwind Drive: Westwind Drive will connect from Loudoun County Parkway to Old Ox Road with a sidewalk on one side, a shared use path on the other, and a bridge over the Broad Run. The total cost is estimated at \$52 million with a targeted completion date of FY28. The design process began earlier this year and a public input meeting will be held in the fall.

Other Transportation Topics

Additional Transit Options for Commuters: Loudoun County will be adding several new bus routes for commuters to connect with Metro stations when they open (more on Metro below). These new routes reflect more of a neighborhood level type of service, as opposed to the traditional park and ride lot service that we provide now. More information on specific routes will be coming in the fall. Long haul commuter bus service will continue, though there will be some modifications, including the retirement of the Dulles North Transit Center, which by prior agreement reverts back to the Airports Authority for their development once rail service starts.

Braddock Road /Old Lee Road Study: At my urging, VDOT undertook a study to examine realignment of the S-curve and intersection enhancements at Braddock and Old Lee in Fairfax County. To date, the project is not funded and did not qualify for funds in the competitive state process, which was hard for me to believe given the big safety issues involved here. The currently preferred alternative includes:

- Constructing the S-curve portion of Braddock Road on a new, straighter alignment
- Building a new traffic signal at the Braddock and Old Lee Road intersection
- Constructing a “jughandle” lane for turns from eastbound Braddock to Old Lee (“jughandle” is an at-grade ramp allowing drivers to make indirect left turns and/or U-turns)
- Adding a right-turn lane from Old Lee to westbound Braddock

Fairfax County has the lead on this project and I’m limited on what I can do now, but more work must be done to move this forward.



Proposed jughandle lane at intersection of Braddock and Old Lee

Dulles Greenway: Loudoun County was successful in its challenge to the Greenway’s latest requested increase, which would have totaled 35% over a 5-year period. TRIP II, the company which owns the Greenway, was seeking a 6-6.8% increase each year over the next five years for both peak and non-peak tolls. Instead, the State Corporation Commission only approved a smaller increase during off-peak periods: \$0.25 per year for 2021 and 2022, bringing the tolls to \$5.00 and \$5.25 respectively. The SCC’s decision was the first time that TRIP II has been denied their requested toll increase on the Greenway. In addition, at long last the General Assembly passed a bill backed by the County that will change the way that future toll rate cases are considered by the SCC and inject some badly needed common sense into the process, which should help in the future.

Intelligent Transportation System: The Intelligent Transportation System previously in place on I-66 inside the beltway (before the implementation of tolling) is being installed on Route 50 from Northstar Blvd. to the County line, and on

Loudoun County Parkway from Route 50 to Route 606. The system provides display boards for drivers, transmits real time traffic data to VDOT, and integrates with routing software such as Waze. ITS is an incremental measure as we work towards our long-term goal—the Northern Collector Road I mentioned before, which will run parallel to Route 50 from Tall Cedars Parkway to the Air and Space Interchange at Route 28 and will allow drivers to bypass Route 50 altogether and reduce current congestion. The ITS project will be operational later this summer. While some aren't thrilled with how the signs look, giving VDOT the ability to actively manage the road in real time seemed like a worthwhile tradeoff.

Metro Station Area Pedestrian Improvements: Loudoun and VDOT are working jointly on a \$43.5 million project to complete bike and pedestrian connections needed to access Metro stations in the County. Each project is expected to come online at different times between 2023 and 2026; the projects are being grouped according to ease of utility relocation, which will allow certain projects to be built sooner than others. The first priority is extending the Route 606 shared use path across the Dulles Greenway to the Loudoun Gateway station. Construction is expected to begin on this piece in 2022, with completion in 2023. Later projects require right of way acquisition in the areas of Wynridge Drive, Waxpool Road, and Smith Switch Road—with construction expected in 2024. The final phase would be completed in 2026 and include segments along Shellhorn, Prentice Drive, Pacific Boulevard, and Loudoun County Parkway.

Through Truck Restrictions: The Board of Supervisors has approved several requests for VDOT to implement through truck restrictions on some portions of road in the southern part of our area. Specifically, the restrictions would apply on Cedar Ridge Blvd. between Gum Spring Road and Bull Run Post Office Road, Bull Run Post Office Road from Cedar Ridge Boulevard to Braddock Road, and Ticonderoga Road from Gum Spring Road to Braddock Road. Just recently, the Board endorsed another restriction on Bull Run Post Office Road from Braddock Road to Route 29 that had been requested by Fairfax County. VDOT has informed us that the Cedar Ridge and Ticonderoga restriction requests are moving forward while they work to coordinate the Bull Run Post Office Road requests with other impacted jurisdictions. The Commonwealth Transportation Board has final approval; check our [email newsletters](#) for further updates.

Metro Development and Financial Status

As the sole remaining Supervisor that voted to bring Metro to Loudoun and (now) as a Metro Board member, completion of Silver Line Phase II has been of paramount concern to me. However, the timing of the project is not within Metro's control. There has been a series of issues identified by Metro that have arisen during the final stages of construction. The \$3.4 billion project is being constructed by the Metropolitan Washington Airports Authority, and MWAA has announced that the major issues should be resolved by Labor Day of this year. If that timeline holds, **Metro will be able to undertake testing in the fall and Phase 2 will become operational for public use in early 2022.** The Metro Board's FY22 budget will reflect this operating reality, which I hope will represent the final delay in this long-awaited project.



Loudoun Gateway Metro parking garage

The good news is that additional funds have not been required to address construction issues due to contingencies; **Loudoun's costs remain as projected.** In addition, the Silver Line tax districts around the stations that were established have performed as expected and are covering our construction costs. Both the Ashburn Station and Loudoun Gateway parking garages for Metro are complete. These garages will be affordable and practical options for commuters. As a note,

parking meters will be installed on streets around these garages so that the County owned garages aren't made irrelevant by free street parking.

Metro remains an exciting opportunity for Loudoun County. Recently, a major new development called Rivana on the Loudoun County side of Innovation Station (Route 28) was announced; it will feature an elevated mixed-use community with office, residential, and retail incorporating the CIT Building in both Loudoun and Fairfax counties. Projects like this one have the potential to attract major corporate tenants and create high quality jobs for our residents, which is the goal of the Silver Line extension. Post pandemic, demand for office space remains uncertain, but we are receiving strong interest in Loudoun's opportunities.

The COVID-19 pandemic was, according to TIME Magazine, "apocalyptic" for public transit. This apocalypse hit Metro particularly hard—ridership and revenue were down by as much as 80%. The Metro Board took steps to manage this shortfall with reduced service, and ultimately the federal government came through with enough assistance to keep us operating at least through FY23. The Board is evaluating long term fare policies and service levels to meet the needs of the regional recovery.



Rivana development at Innovation Station

County and School Budgets

In April, the Board approved the FY22 budget by unanimous vote. The budget contains \$2.3 billion in operating expenses and a \$3.2 billion six-year Capital Improvement Program (CIP). **The Board reduced the tax rate by 5.5 cents to .98/\$100 assessed**, a rate that keeps pace with the increase in property assessments (which, although they have been going up, tend to represent equity in homes). Even with the tax reduction, the Board funded every departmental priority initiative, such as doubling the capacity of the Adult Drug Court, expanding our body-worn camera program to be phased to all Sheriff's deputies within 3 years, providing 3% pay raises to County employees, releasing the rest of the positions withheld from the FY21 budget due to the pandemic, and standing up a transitional housing program for at-risk youth. On the LCPS side, the School Board requested a 9.7% budget increase against very minimal enrollment growth, which the majority of the Board (myself included) thought was unreasonable in a pandemic year. **The Board of Supervisors instead provided a (still very robust) 7.9% funding increase to LCPS**, including funding for 4% pay raises for teachers and staff. In addition, we were able to fully incorporate LCPS' approved capital program in our CIP. For more information on the FY22 budget, visit www.loudoun.gov/dulles, where you can see the comprehensive budget report I published in April.

School Construction

With a population growing as quickly as it is in Loudoun, we must ensure that our infrastructure keeps up with school population increases. The CIP contains a large portion of funds for building new schools. I work closely with Dulles District School Board member Jeff Morse to address overcrowding as it becomes an issue. In addition to the new school projects listed below, Freedom High School received a synthetic turf field in 2019 that allows for year-round use by sports teams.

Elaine Thompson Elementary School is located in the Arcola Center development and was unfortunately pushed back due to a developer delay in delivering the site and access. The new projected opening date is fall 2022. Hovatter Elementary School is under construction next to Lightridge High School and is scheduled to open in the fall of this year. ES-32 (Dulles South) is planned to open in 2025, while ES-34 (Dulles North) will open in 2029 on a proffered site in Silver District West. MS-14 (Dulles North Area Middle School) is planned to open in fall 2024 and a site has been identified west of Evergreen Mills Road, near the Ryan Road intersection. HS-14 (Dulles North Area High School) is scheduled to open in FY29.

Finally, while it is not a County project, the Catholic Diocese of Arlington built a new campus for the private Paul VI High School east of the Braddock/Gum Spring intersection in South Riding. It opened in the fall of 2020 amid challenges due to COVID-19 and was operational for the past school year.



Elaine Thompson Elementary School construction is in progress.

Quality of Life Amenities and Retail Development

We have worked hard over the last decade to bring services and amenities to the Dulles District, such as libraries, recreation centers and parks. Unfortunately, private sector development timing is largely out of our control and has been incredibly challenging. The Board of Supervisors has created opportunities for high quality, mixed use/commercial development with retail and dining, but the market has not responded for various reasons. Most recently, the COVID-19 pandemic has frozen activity for many retail and restaurant providers. Below are updates on some specific developments.

County Facilities

Hanson Park: Hanson Park will be a major new regional park serving the Dulles South area located on both sides of Evergreen Mills Road just west of Belmont Ridge. After breaking ground in 2019, the park is expected to open in the spring of 2022. Amenities of the 257-acre park include 17 lighted athletic fields, the historic Lee-Hanson House, an event lodge and nature center, a skate park designed by world renowned skate park designer Wally Hollyday (who just completed the Tokyo Olympic Skate Park), a disc golf course, splash pad and playground with inclusive features, and over 75 acres of recreational space such as hiking trails. Crews are currently conducting earthwork, asphalt paving, curb and gutter installation, and renovation of the onsite Hanson House. The athletic fields are being graded and lit, and construction is progressing on the skatepark, splashpad, playground, and grandstands at the athletic fields.



Hanson Park construction is in progress.

Dulles South Community Park: A new PRCS park is planned to be co-located on the Lightridge High School site, featuring passive and/or active recreation. Right now, the park is planned to feature either a baseball/softball complex or three large athletic fields. Design funding will begin in FY24 and planned completion is not until FY30.

Ashburn Senior Center: Loudoun recently celebrated the opening of the Ashburn Senior Center, which is a 15,000 sq. ft. facility that includes a gymnasium, multipurpose room, classrooms, fitness room, computer room, and more. This facility will provide relief to the Dulles South Senior Center.

Segra Field: Segra Field, Loudoun's professional sports stadium, debuted in 2019 at Bolen Park in Leesburg and is the home of the US Soccer League's Loudoun United, the minor league affiliate of Major League Soccer's DC United. Since the inaugural season, Segra has added the National Women's Soccer League's Washington Spirit and the professional rugby team Old Glory DC to their roster of tenants. DC United management is working with the County to schedule concerts and other events at the facility. Obviously, COVID-19 made things difficult in 2020, but events are back and capacity limitations have been lifted, so I encourage everyone to check out a soccer match or other event at the facility.

Private Sector Development

Arcola Center: Unfortunately, Wegmans pulled out of Arcola Center last year despite having a signed purchase contract (which they paid a penalty to void). I met with their top site selection executive and was told it was due to their concerns about cannibalizing their other locations and the high costs of building and operating a store. I hope that they will reconsider their decision in the future and I encourage residents to contact the company. I am not sure what this means for the retail section of Arcola Center and what tenants they will be able to attract. The Arcola Center developer has filed a land use application to convert approximately half (34 acres) of their retail zoned property over to flex/technology, industrial, and employment uses.

Avonlea: There's been nothing more frustrating to me than the inability to get Avonlea off the ground with development that the community wants. In 2019 I reported that Peterson Companies decided to go a different direction with the Avonlea property, which disappointed many residents. The COVID-19 pandemic didn't do anything to help the prospects of physical retail. The movie theater industry is in dire straits, and sit-down restaurants are also struggling. Peterson Companies has filed a new application with the County that consists of 339 apartments and 335,000 sq. ft. of commercial space including an assisted living facility, medical offices, and automotive uses.

The initial feedback from residents, not surprisingly, has been negative. From a land use standpoint, the parcel is supposed to be suburban-mixed use, and staff will analyze whether the project meets that place type. The project will eventually require legislative approval by the Board of Supervisors to move forward. I have had subsequent meetings with the developer as we try to improve their new proposal.

Bryant Property: This property is located behind the South Riding Marketplace and had previously been part of the Avonlea application before Toll Brothers decided to retain the property and move forward with their own plan. I've had some meetings with Toll Brothers about their project, which would currently result in approximately 70,000 square feet of retail development, a 6,000 square foot civic building, and 1,000 residential units on the 41-acre site. A portion of the residential units would be age-restricted and attainable housing units for lower income residents. I have made it clear that I won't support an entirely residential project, and that there must be new mixed use elements included. Toll Brothers has submitted a request to County staff for a pre-application meeting to meet with representatives of the different review agencies to discuss their plans and get guidance on submittals and scope the various studies that will be required. Following the pre-application meeting, the applicant will finalize their application materials and then submit for review. This will kick off months of staff referral agency reviews and comments before an application moves forward to the Planning Commission and Board of Supervisors.

Dulles Landing: The County has been trying to work with Dulles Landing on a Route 50 exit, without a lot of success. As mentioned above, we are moving forward with plans to make improvements to the Loudoun County Parkway and Route 50 intersection and Dulles West Boulevard should be opening to the west later this year. They continue working to recruit additional retailers and are pursuing some additional signage approvals.

Defender Drive Development: Construction of the Taco Bell on the southeast corner of Defender and South Riding Boulevard should be wrapping up this summer. The parcel directly east is planned for a 12,000 sq. ft. by-right retail building. The owner hasn't announced any expected tenants at this time.

Route 50 Warehouse Development: The undeveloped property on the southeast corner of Route 50 and Loudoun County Parkway recently changed hands. This property had originally been proposed as a potential data center site by some nationally known operators, but I told them that I wouldn't support that use in this particular location. The zoning is Commercial Light Industrial (like most of Route 50 has been for decades) and a data center would have required Special Exception approval. Instead, the site is being developed by-right (which does not require approval) for a 232,000 sq.ft., \$36 million warehouse building. Even as a by-right project, the Route 50 design guidelines, landscaping, and buffer requirements must be followed.

Whitman Farm: Site plans are being approved for the lots in the Whitman Commercial Center at the corner of Gum Spring and Braddock. The announced users so far are Lidl, Dunkin Donuts, and Virginia Tire & Auto. There is no announced timeline yet but we've been told by Van Metre that nothing unexpected has come up in the development process and they are undergoing site work to prepare for construction.



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On the Horizon

Due to space constraints, there are a lot of other items the Board is working on that I haven't covered. Over the next year, **expect to see the Board work on redistricting for the Board of Supervisors and School Board** (2023 elections) once final census data becomes available. The state is handling the process for Senate and House districts, with special elections for the House of Delegates expected next year. In addition, the Board will be taking up a **zoning ordinance rewrite**, which follows our comprehensive plan adoption in 2019. The Board is working on adopting new **Airport Noise Overlay Districts**, which follow the latest FAA/MWAA Dulles Airport noise study. **Both John Mosby Highway (Route 50) and Harry Byrd Highway (Route 7) are set to be renamed** (state code requires them to have a different name than their route numbers), and a task force has been set up to suggest new names (I appointed Gary Smith, long time board member of South Riding Proprietary). The topic of **affordable housing** has become even more pressing given the rise in home prices, and the Board is working on an Unmet Housing Needs Strategic Plan that is likely to be adopted this summer. On the Finance front, I'm planning some work on **tax policy** in light of our growing data center revenue, which has us concerned about one sector providing so much of our tax revenue. And much, much more . . .

If you have any questions about any of these topics or others I haven't covered, **please feel free to contact me at matt.letourneau@loudoun.gov**. I do maintain an active Facebook page (under "[Supervisor Matt Letourneau](#)") and we provide monthly email newsletters with updates on many of these topics. Send us an email to be added to the list or visit www.loudoun.gov/dulles to sign up yourself. While I'm frequently tagged on Facebook posts around the community, email is always a better way to reach me and my staff, and it allows us to keep track of requests more efficiently. I have resumed Town Hall and HOA meetings and look forward to seeing you virtually or in person.

Sign up for monthly email updates at www.loudoun.gov/dulles