

## Dulles Direct Newsletter November 2016

Welcome to the November edition of the Dulles Direct newsletter-I apologize I'm a day late with this month's newsletter. I wanted to get you the latest information on the Board's special meeting this week related to planning around our Metro stations and Dulles Airport. I hope you had an enjoyable Thanksgiving with family and friends.

Thank you to everyone that attended the Envision Loudoun Kick-Off meeting held earlier this month at Lunsford Middle School. Envision Loudoun is our public outreach effort related to the creation of a new Comprehensive Plan which governs the County's land use. If you weren't able to make it, there are more opportunities in other locations around the County coming up. See below for more information.

I appreciated the opportunity to speak at the Loudoun Valley Estates III Annual Meeting. We talked about Route 606 construction and other items of interest to the community.

Early in the month, I joined several of my colleagues at the groundbreaking of the new Kirkpatrick Fire and Rescue Station. This 15,000 square foot facility is located on Northstar Boulevard, south of Braddock

### In This Issue

[Paul VI Catholic High School](#)

[Silver Line CPAM](#)

[Bond Referendum Results](#)

[Update on New Dulles South High School](#)

[Edgewater Street Pedestrian Walkway](#)

[Third Westbound Lane on Rt. 50](#)

[Future Loudoun County Parkway/Route 606 Interchange](#)

[Construction Begins on Loudoun County Parkway/Center Street Improvements](#)

[Announcements](#)

Road, and will provide enhanced fire service coverage for the entire Dulles South area. I worked to accelerate funding for this project during previous budgets due to the growth in our area. It is expected to be complete in fall of 2018 and will help relieve growing pressure on our existing stations. Loudoun County Fire-Rescue does an outstanding job providing fire and EMS service, most recently in Stone Ridge with an unfortunate townhouse fire last week in which our fire crews were able to prevent spreading to neighboring units.



I also enjoyed the opportunity to visit with Girl Scout Troop #6706 at Dulles South Multipurpose Center. We discussed operations of local government in Loudoun County as they work towards their Government badge.



## LEGISLATIVE UPDATES



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## **Paul VI Catholic High School Approved**

At our November 1 Business Meeting, the Board of Supervisors gave final, unanimous approval to the Catholic Diocese of Arlington's plans to build Paul VI Catholic High School on Braddock Road south of Riding Center Drive. The Diocese had a previous approval that had expired, and filed a new application with a modified plan.

I'm excited to welcome Paul VI into our Dulles South community. The school provides an excellent educational opportunity for our students, along with outstanding athletics and extracurricular activities. While it will draw students from around the region, it should help provide us a little relief with our own crowded high schools.

My primary concern with the application was related to traffic impacts, particularly the potential for backups onto Braddock Road during peak drop off periods. Leading up to the vote, I worked with the Diocese on stronger language that requires a Traffic Management Plan and gives the County the ability to step in and force additional measures to be taken if we have concerns down the road. Obviously, Braddock Road already has congestion, so any additional development should be mitigated. However, the students will be coming from a variety of directions, and some of the school traffic will be against rush hour traffic which is good. They will also be busing students from various locations when possible.

The Diocese is contributing \$1.5 million for Braddock Road improvements, and building two turn lanes from Braddock onto their property. The County is already working on a traffic light to be installed at Riding Center Drive in the next six months, well before the school begins operations. As a reminder, Van Metre is making about \$3.5 million worth of improvements to the Gum Spring and Braddock Road intersection, which desperately needs more capacity. In the end, I believe the Diocese did enough to mitigate the traffic impacts, when weighed against the very positive outcomes from giving Loudoun students more choice,

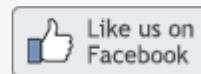
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and potentially saving taxpayer dollars and providing some enrollment relief.

### **Silver Line Comprehensive Plan Amendment**

I shared some information last month regarding the Silver Line Comprehensive Plan Amendment (CPAM). The Silver Line CPAM is an attempt to update the County's land use policies around the Ashburn and Loudoun Gateway Metro stations. The Board's Transportation and Land Use Committee has spent hours working on a plan, which will eventually be sent to the Planning Commission, and then back to the Board of Supervisors for approval sometime next year.

On Tuesday, the Board held a rare special meeting to focus on 11 specific issues related to Silver Line development. Going into the meeting, I had major concerns with some of the decisions that had been made to this point.

The area around where the Silver Line will run is already planned for thousands of units of residential and millions of square feet of commercial development-that part is a given at this point. Up until now, however, land around the Route 606 station that is directly adjacent to Dulles International Airport and within certain noise level corridors has not been planned for residential development. As I shared last month, the Board has heard from several interests, including the Dulles Area Association of Realtors, the Northern Virginia Building Industry Association, the Dulles Regional Chamber of Commerce, and the Economic Development Advisory Commission, encouraging us to consider adding residential density to the Loudoun Gateway Station area. That prompted the Transportation and Land Use Committee to adopt a plan that placed residential development directly north of the extended center-lines of the 2 western runways at Dulles Airport.

There's a lot of reasons that's a terrible idea. Residential units under a flight path almost always eventually lead to complaints, which brings

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restricted operations. We've seen this happen all over the world, time and time again. Dulles Airport is not even at 50% of its capacity, which means it can support a lot more flights. More flights at Dulles is good for Loudoun's economy and the entire region. More than any other single factor, the presence of Dulles Airport drives Loudoun's economy, so doing anything that threatens its future is short sighted. Furthermore, the Dulles Airport Airline Council, and United Airlines specifically-the largest carrier-have asked the Board of Supervisors not to place residential within these flight paths.

Fortunately, at the meeting on Tuesday, the Board rolled back some of these proposals. I introduced a land use map which restricted residential development directly north of the Airport, and in the area of Barrister Street near the Greenway. My colleague, Supervisor Buffington, had a different plan which was similar to mine in terms of the residential restrictions north of the Greenway and east of Loudoun County Parkway, but not as restrictive in the Barrister area. Ultimately, the Board rejected my plan, 6-3-with Supervisors Buona and Umstatted joining me, and supported Supervisor Buffington's plan, also on a 6-3 vote.

While Supervisor Buffington's plan represents a major improvement over the Transportation and Land Use Committee's recommendation, I still could not support it, and I hope that the Planning Commission takes a closer look at the main issue I raised in opposition to it, which is the future use of Runway 1L at Dulles Airport. Runway 1L is the furthest west, and today is only being used for peak arrivals. In the future, however, it will be used for arrivals and departures, and when that happens, I believe that two parcels of land that have residential allowed in them in the Board's adopted plan will be seeing direct overflights from Dulles at very low altitude-less than 500 feet. Given the proximity of that runway to the undeveloped western lands, it is quite possible that cargo operators will eventually be using that runway in proximity to future facilities on the airport grounds. Currently, most

aircraft departing Dulles to the north fly west immediately upon taking off, which pushes some traffic from Runway 1C into the parcels near Barrister Street. This will only be exacerbating with 1L departures. I have asked the Airports Authority for additional analysis, including overflight projections for these parcels, so that the Planning Commission and the Board can have that information before these plans are final.

There were several other issues discussed at length, including the appropriateness of townhouses (including a new category called "urban townhouses" within proximity to the Ashburn Metro station, and the location of several planned roads. These areas will need more work by the Planning Commission and the Board before the Silver Line CPAM is finalized.

## **DULLES DISTRICT UPDATES**

### **Bond Referendum Results**

Thank you to everyone that voted in favor of the County's bond referendum questions on Election Day. The Dulles District supported all of the measures in great numbers. The parks and recreation question passed with 61%, public safety with 76%, transportation with 77%, and schools with 79%. The County will now be able to pursue General Obligation Bond funding for several needed infrastructure projects around the County at the lowest interest rate possible.

Since the referendum did pass, the County will be moving forward with funding for Hal and Berni Hanson Regional Park, widening and intersection improvements at the Braddock Road and Supreme/Summerall Drive intersection, one Dulles South elementary school, one Dulles South middle school, one Dulles South high school, and several classroom additions at schools in the Dulles Planning Area.

### **Updates on the Next Dulles South High School**

I have been in regular contact with School Board Representative Jeff Morse during the School Board's attendance boundary process. The School Board has settled on plans that will create an interim intermediate school at the new Middle School 7 which will house grades 8 and 9 for students in the Champe-Mercer cluster. This intermediate school solution can be alleviated with the opening of the County's next High School, HS-9, which is currently planned for 2021.

Over the last several weeks, I have been working with County Administration and Finance staff to explore the possibility of opening HS-9 in 2020. Due to information provided by LCPS regarding cash flows for the school project and the passage of the bond referendum, County staff now believes that HS-9 funds can be delivered to LCPS early without requiring major changes to the County's capital program. Therefore, I intend to make a formal motion accelerating HS-9 at an upcoming Board of Supervisors meeting.

At the December 6 meeting, the Board will be considering the contract to purchase the site for HS-9. At this time, the County is pursuing a joint purchase with LCPS, because the parcel in question is large enough to co-locate a County site, such as a park. Ultimately, the Board of Supervisors must appropriate funds for the project, and the County would have a greater comfort level with having a seat at the table during the initial design and subdivision process, which we believe will not affect the timeline of the school in any way. Stay tuned.

#### **Edgewater Street Pedestrian Walkway**

As VDOT moves forward with the Poland-Edgewater Permanent Roundabout, I have been working on a plan to extend the sidewalk on Edgewater across Poland to Paramount Place. This missing link was identified in the Dulles Community Outreach project and would provide residents access to the East Gate Park and Ride lot by foot or bicycle in a much safer fashion.

At our November business meeting, the Board approved my motion to appropriate \$300,000 to design and construct the piece of sidewalk concurrent with the roundabout project. I appreciate the cooperation of the Ridings at Blue Springs HOA Board and management on this project.

### **Third Westbound Lane on Route 50 Opens**

As I shared last month, I became concerned (and heard from many of you) about a lack of progress on the third westbound lane of Route 50 between Loudoun County Parkway and Medical Drive.

After reaching out to Buchanan, the developer that took the lead for multiple proffered improvements for that lane, I found that some plan revisions required by VDOT had slowed progress and things weren't moving as fast as they should. I was able to intervene and bring some light to the issue that helped move the plan review through quickly. The contractor was able to complete the work fairly quickly and the lane was opened earlier this month. I have certainly noticed a difference in PM westbound traffic congestion on 50 past Loudoun County Parkway.

### **Future Loudoun County Parkway and Route 606 Interchange**

At the November 1 Business Meeting, the Board was presented with a summary of the final Route 606 at Loudoun County Parkway Interchange Study. The conceptual design - which addresses ultimate condition and will likely call for an interchange design - was presented to the Board back in February. Also in February, the Board asked to study the current land use assumptions set forth by MWAA for their Western Lands initiative at Dulles Airport. We also asked for a detailed analysis of access options using volume projections and explore options to provide direct vehicle access elsewhere along Route 606.

The study presented 5 different alternatives. MWAA had two preferred alternatives. They preferred Alternative 1, a Full-directional access between Route 606 and IAD property via the existing (or improved) at-grade signalized intersection of Route 606 at

Overland Drive, as an interim improvement. For long-term growth, MWAA preferred Alternative 2 which would allow grade-separated access between Route 606 and airport property.

Although there are no current development plans for the Western Lands, it was important for the County to look at any implications future access to Dulles could have on final 606 widening designs and any potential plans for an interchange at Route 606 and Loudoun County Parkway.

**Construction Begins on Loudoun County Parkway/Center Street Permanent Improvements**

As you might recall, I obtained funding for safety improvements at Center Street and Loudoun County Parkway. The first phase was the flex post system that is in place today. Due to the improved safety record of the intersection, I obtained additional funding to upgrade the temporary configuration to a permanent one.

The project to make the Center Street changes permanent will begin next week and will include the construction of raised islands with landscaping for traffic calming at the intersection.

Electronic message boards are in place to advise motorists of the upcoming construction activity. Work will begin on or about December 7, 2016, and continue through May 2017 as weather and temperatures permit.

The scheduled work will involve temporary varying lane closures and flagging operations. Lane closures will occur from 9:00 a.m. to 3:30 p.m., Monday through Thursday, and 9:00 a.m. to 2:00 p.m. on Fridays. Work and associated traffic management may also occur from 9:00 a.m. to 5:00 p.m. on Saturday and Sunday pending approval from VDOT.

Motorists are advised to watch for signage, lane closures and flagger operations. There will also be pedestrian detours and temporary sidewalk closures along Center Street.

As always, you can track County construction projects at [www.loudoun.gov/underconstruction](http://www.loudoun.gov/underconstruction).

## ANNOUNCEMENTS

### **Secondary School Boundary Process**

In anticipation of the opening of MS-7 (Dulles South Middle School) and HS-9 (Dulles South High School), the School Board is currently undergoing a review of the attendance boundaries for several middle and high schools in our area, including Eagle Ridge, Lunsford, Mercer, Stone Hill, Briar Woods, Freedom, Champe, and Rock Ridge. Meetings are ongoing with boundaries expected to be adopted in December.

**This is one of the largest and most impactful school attendance boundary discussions in the history of our area. Please note that this process is completely under the direction of the School Board and I do not have a role in the decision that is ultimately made.** Information on the process and scheduled meetings can be found at the following link: <http://www.lcps.org/Page/104704>.

### **Envision Loudoun**

Loudoun County is underway on an 18-month initiative called Envision Loudoun, which will result in a New Comprehensive Plan. The plan will serve as the county government's guiding document for land use and development in the foreseeable future.

There will be several rounds of community engagement opportunities throughout the process. Input from the community will be used by a 26-member Stakeholders Comprehensive Plan Committee and county staff to form the foundation of Envision Loudoun. Subsequent phases include developing a new vision to guide and effectively manage future growth and development and adopting a New Comprehensive Plan.

The Envision Loudoun effort will have a lasting impact on the Loudoun community, helping to promote a

continued high quality of life in the county. Envision Loudoun will address growth, land use, transportation, community facilities and amenities, economic development, and fiscal management.

Envision Loudoun includes a project-specific website focused on community engagement and public participation. Find out more at [www.envision-loudoun.org](http://www.envision-loudoun.org).

### **VDOT Snow Removal**

Winter will be here before we know it. VDOT has already begun preparations for this year's winter weather. Their goal is to have at least one passable lane on every road within 24 hours when snowfall is 2-4", 48 hours for 4-6", over 6" is expected to be at least 48 hours.

If you feel that your street is missed after these time-frames have passed, you can use the resources below to get more information on plowing status and/or report your issue directly to VDOT:

- [www.virginiadot.org/novaemergency](http://www.virginiadot.org/novaemergency) for news releases, important messages, and links for some of the items below
- [www.511virginia.org](http://www.511virginia.org) for road conditions
- [www.vdotplows.org](http://www.vdotplows.org) for neighborhood status and locations of plows
- @vadotnova on Twitter
- 800-FOR-ROAD (367-7623) to report issues

### **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 two years ago, 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 in 2017.

The food pantry is now 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](mailto:info@dsfp.org) to schedule a private appointment.

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

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