

Supervisor Steve Snow attended to lend his support and encouragement to stay focused on the long-term vision of the Dulles South area.

Bill Dean introduced Dr. Tom Hennessey, Chief of Staff to the President of George Mason University, who presented their plans to start building an Arcola campus in 2007 with a completion date for the first building of 2009. This year they've requested \$450,000 for planning from the Virginia General Assembly. They'll be looking to "partner" with Loudoun County and even discussed a future performing arts center as well as possible shared library facilities.

Bill Dean introduced Larry Beerman, Chairman of the Loudoun County Planning Commission, who spoke about the upcoming CPAM public hearing set for October 3, 2005 on proposed changes in land use and design policies for the Upper Broad Run and Upper Foley Subareas of the County's Transition Policy Area. **To view the proposed CPAM, go to www.Loudoun.gov - comprehensive plan - hot topics.**

The following items were voted on and unanimously approved by the members of the Dulles South Business Alliance (DSBA) on September 20, 2005.

Segment 1

- The proposed construction of the CLI road to the south of Route 50 along the back of Pleasant Valley United Methodist Church, as depicted on the designs of Equinox Investments, LLC, could take 35 feet of the church's property depending on what is determined in the zoning plans. The church wants the ability to expand in the future. The concern is that when the setbacks are applied, the church may not be able to expand.
- In regards to setbacks from Route 50 the DSBA supports a 50 ft setback for parking and 100 ft setback for buildings.
- DSBA supports the concept of a unified landscape plan along the Route 50 corridor to recreate a consistency in plantings and a Gateway appearance.
- DSBA supports a phased approach to allowing or removing entrances directly from Route 50.

Phase 1 - Property owners would receive increased FAR up to .10 for aggregate entrances (agreeing to share entrances with others).

Phase 2 - Once access is available to parallel roads, access on Route 50 should be eliminated except to allow for right in and out on Route 50.

- DSBA supports the county looking at modifying the sign ordinance for greater visibility as part of the exchange for restricted access to the businesses in this corridor.
- DSBA supports retaining all existing roadway entrances and crossings until parallel roads are available. At such time all roads should remain, but be right turn only.

Segment 2

- DSBA supports the extension of public water and sewer between Elk Road and Route 606.
- DSBA believes that Loudoun County and Fairfax County in a partnership and cooperation with the affected landowners in this area should begin a master plan for the needed road improvements as well as a combined landscaping plan.
- Members of DSBA with property along proposed Defender Drive expressed a concern that the proposed alignments.
- In regards to setbacks from Route 50 the DSBA supports a 50 ft setback for parking and 100 ft setback for buildings.
- DSBA supports the concept of a unified landscape plan along the Route 50 corridor to recreate a consistency in plantings and a Gateway appearance.
- DSBA supports a phased approach to allowing or removing entrances directly from Route 50.
 - Phase 1- Property owners would receive increased FAR up to .10 for aggregate entrances. (Agreeing to share entrances with others)
 - Phase 2- Once access is available to parallel roads access on Route 50 should be eliminated except to allow for right in and out on Route 50.
- DSBA supports the county looking at modifying the sign ordinance to allow for incentives for the landowners in this corridor.
- DSBA supports retaining all existing roadway entrances and crossings until parallel roads are available. At such time all roads should remain, but be right turn only.

Segment 3

- DSBA supports the movement and re-alignment of the North Collector Road toward Loudoun County Parkway to shift the alignment towards and onto the airport property so that the 18 different impacted properties will not be destroyed.
- DSBA believes that the North and South Collector Roads are vital links to ensure that Route 50 will be able to function as a limited access road in the future.
- DSBA supports a the creation of a clear incentive package for existing business tenants and landowners with a comprehensive benefit package in return for the change in land use, restricting road access and improved landscaping along their properties.
- DSBA request that Loudoun County re-look at the corridor retail policy in this area that established a two million square feet cap on retail use on Route 50. With the change in this area the retail policy should be market driven instead of an artificial number.
- Properties with Route 50 frontage, especially small properties should be allowed to develop as a mixed-use development. The combing of the residential/office and retail should include for the stacking of these uses. This concept would allow office over retail and residential over office or retail.
- DSBA supports the concept of preserving the “Village of Old Arcola” through an incentive program of converting contractor uses into retails uses that would be blended into residential uses as seen in the Old Village concept.
- In regards to setbacks from Route 50 the DSBA supports a 50 ft setback for parking and 100 ft setback for buildings.
- DSBA supports the concept of a unified landscape plan along the Route 50 corridor to recreate a consistency in plantings and a Gateway appearance.
- DSBA supports a phased approach to allowing or removing entrances directly from Route 50.
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- DSBA supports the county looking at modifying the sign ordinance to allow for incentives for the landowners in this corridor.
- **DSBA supports movement and realignment of the newly proposed West Spine Road on the north side of Rt. 50 so that Croson's Store is preserved at the same location with minimum impact.**
- DSBA supports retaining all existing roadway entrances and crossings until parallel roads are available. At such time all roads should remain, but be right turn only.

Segment 4

- Bringing public water and sewer service to this area is very important.
- The members of the DSBA support the mixed use, residential focused plan for this section, which is part of the Dulles South CPAM that the Planning Commission is reviewing and believe it supports the goals established by the Route 50 Task Force and is a necessary component to the success of the Route 50 CPAM initiative.
- Expedited Transportation improvements along Route 50 are critical to the objectives of the Route 50 corridor. There should also be consideration given to access being limited to Route 50 by trade off of incentives for limiting the cuts on Route 50.
- Route 659 interchange is an important element in achieving improvements along the Route 50 corridor.
- There is not support for the Route 50 Traffic Calming project, as currently proposed by VDOT.
- DSBA supports the use of CDAs to enable improvements such as transportation and amenities such as schools to be realized up front in the first phases of the overall development.
- DSBA supports the concept of a 200 acre park donation to the County and recognizes the deficit of public parks of this magnitude in the County, the idea that there could be a regional high school football stadium included in this park was a concept the members also supported.
- DSBA enthusiastically supports George Mason University and the development of the 120 plus acre campus located at the new relocated Route 659 alignment in close proximity to Route 50.
- In regards to setbacks from Route 50 the DSBA supports a 50 ft setback for parking and 100 ft setback for buildings.

- DSBA supports the concept of a unified landscape plan along the Route 50 corridor to recreate a consistency in plantings and a Gateway appearance.
- DSBA supports a phased approach to allowing or removing entrances directly from Route 50.
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Next Meeting Information

Tuesday, October 11, 2005
 12:00 p.m. – 2:00 p.m.
 Pleasant Valley United Methodist Church

Agenda:

Discuss the modification of our geographic boundaries including Watson Road in Lenah.

Action Items

Volunteer to sponsor an upcoming lunch.

Suggestions for Future Meetings :

Supervisor Snow will get candidates running this fall whose office would cover this area to attend.

Jonathan Gaffney, Vice President for Communications with the Metropolitan Washington Airports Authority, will invite James Bennett, President & CEO, to give an update on the airport's future plans.

