SUBJECT: CPAM-2021-0001, ZMAP-2021-0011 & ZOAM-2021-0002, Airport Impact Overlay District Update

ELECTION DISTRICT(S): Countywide

CRITICAL ACTION DATE: At the pleasure of the Board

STAFF CONTACT(S): Joshua Peters, AICP, Principal Planner, Planning and Zoning
Joe Kroboth III, PE, Interim Director, Planning and Zoning

PURPOSE: The purpose of this item is to consider coordinated amendments to the Loudoun County 2019 General Plan (2019 GP) and the Revised 1993 Loudoun County Zoning Ordinance (Zoning Ordinance) that would amend the County’s policies and zoning regulations regarding airport noise impacts. The amendments comprise a Comprehensive Plan Amendment (CPAM), a Zoning Map Amendment (ZMAP), and a Zoning Ordinance Amendment (ZOAM) (collectively, “the Proposed Amendments”).

RECOMMENDATION: Staff supports a Planning Commission (Commission) recommendation of approval to the Board of Supervisors (Board). The item is ready for Commission action.
PROPOSAL: The Proposed Amendments to the 2019 GP and Zoning Ordinance are consistent with Board direction to staff during initiation of the CPAM and during adoption of the Resolution of Intent to Amend (ROIA) the Zoning Ordinance.\(^1\) Specific amendments include:

- **CPAM**:
  - **Amend the reference map within the 2019 GP** (Attachment 1) that depicts the aircraft noise contours of the Airport Noise Impact Area (ANIA) by replacing the existing noise contours for Washington Dulles International Airport (IAD) with the projected noise contours in the 2019 Washington Dulles International Noise Contour Map Update (2019 Noise Study).\(^2\) No changes are proposed to the noise contours for Leesburg Executive Airport.
  - **Amend the policies of the 2019 GP** (Attachment 2) pertaining to airport noise to clarify that 1) disclosure requirements required throughout the Airport Impact Overlay District (AIOD) apply to all subsequent property sales, not only the initial sale, and 2) previously approved residential rezonings should be able to develop in accordance with their approval, even if subsequently located within the Ldn\(^3\) 65 or higher aircraft noise impact area (Ldn 65+), which prohibits new residential development.

- **ZMAP**: **Amend the Zoning Ordinance Map** (Attachment 3) of the AIOD in accordance with the CPAM. The existing and proposed AIOD noise contours are depicted in Figures 1 and 2. The map depicting the noise contours is proposed to be the same in both the 2019 GP and the Zoning Ordinance.

- **ZOAM**: **Amend the Zoning Ordinance regulations** (Attachment 4) of the AIOD in accordance with the CPAM, to clarify notice requirements and protections for previously approved residential rezoning, as described above.

The Proposed Amendments include other minor amendments to maintain and improve consistency within and between the 2019 GP and the Zoning Ordinance. All proposed text amendments to the 2019 GP and Zoning Ordinance are presented as redline text within Attachments 2 and 4.

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\(^1\) Links to previous items and meeting videos are provided within the Background section of this report.

\(^2\) Review the Washington Dulles International Airport Aircraft Noise Contour Map Update [here](#).

\(^3\) The Zoning Ordinance defines Ldn as: “The symbol for ‘yearly day-night average sound level’, which means the 365-day average, in decibels, for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between 10 p.m. and 7 a.m., local time.”
Figure 1: Existing Noise Contours Map
Figure 2: Proposed Noise Contours Map
BACKGROUND: The AIOD is an overlay district of the Zoning Ordinance that was established to acknowledge the unique land use impacts of airports and mitigate incompatibilities between airports and nearby land uses. The AIOD is based on Ldn 60 and Ldn 65 aircraft noise contours and an area that extends one mile beyond the Ldn 60 noise contour (the “one-mile buffer”). The AIOD does not permit new residential development on properties that are closer to the airport than the Ldn 65 noise contour – this area is referred to as the Ldn 65 or higher aircraft noise impact area in the Zoning Ordinance (the “Ldn 65+”). Properties that are in the lower-noise areas of the AIOD (i.e., the Ldn 60-65 and one-mile buffer), are permitted to develop residential uses, subject to additional regulations such as providing disclosure statements, acoustical treatment, and avigation easement requirements. The currently adopted aircraft noise contours were established based on noise studies for IAD and Leesburg Municipal Airport conducted in 1992 and 1985, respectively. The Board adopted the County’s current AIOD in 1993.

In 2018, the Metropolitan Washington Airports Authority (MWAA) conducted an updated noise study and subsequently published the 2019 Noise Study, which projects updated aircraft noise contours based on the planned ultimate buildout and operational plans for IAD. County staff and representatives from MWAA presented an information item on the 2019 Noise Study to the Board at the March 5, 2019, Board Business Meeting. At that time, the Commission was finalizing their review of the draft 2019 GP, and staff recommended against adopting the new contours on the basis that they rely on conditions that are not anticipated to occur for many years. Staff recommended instead that the 2019 GP reference the recent noise study to allow the forecasted contours to be considered in the evaluation of residential and other noise sensitive projects requiring legislative approval, and to contemplate an update to the noise contour map in the future. Accordingly, the 2019 GP, adopted on June 20, 2019, includes an action to, “Consider replacing the existing noise contours for Washington Dulles International Airport to reflect the noise contours in the 2019 Washington Dulles International Noise Contour Map Update” (Chapter 3, Complementary Elements Action 7.2.F). The Comprehensive Plan is the basis for Loudoun County’s Zoning Ordinance and a map is contained in the 2019 GP displaying the currently adopted noise contours.

At the February 2, 2021, Board Business Meeting, the Board voted (9-0) to initiate CPAM-2021-0001, AIOD Update, which included an approximately 16-month work plan. The Board directed staff to return to a future Board meeting for a mapping exercise to define the noise contours that would become the basis for the AIOD update. At the May 4, 2021, Board Business Meeting, the Board forwarded (9-0) the AIOD mapping exercise to the Transportation and Land Use Committee (TLUC) for discussion and recommendation. At its May 19, 2021, meeting, TLUC conducted a mapping exercise and forwarded recommendations to the Board. At the June 15, 2021, Board Business Meeting, the Board considered TLUC’s recommendations on the AIOD update, and endorsed additional work plan and policy direction, each with a separate vote:

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4 View the March 5, 2019, information Item here; view the meeting video here.
5 View the February 2, 2021, CPAM Initiation Item here; view the meeting video here.
6 View the May 4, 2021, Mapping Exercise Action Item here; view the meeting video here.
7 View the May 19, 2021, TLUC Mapping Exercise here; view the meeting video here.
8 View the June 15, 2021 TLUC Report to the Board here; view the meeting video here.
1. Update the Zoning Ordinance concurrently with the CPAM.  
   *The motion passed 9-0.*

2. Revise a portion of the Ldn 65 noise contour from that projected in the 2019 Noise Study. The area of revision is referenced herein as the “IAD Planned Fifth Runway Impact Area.”  
   *The motion passed 7-2: Buffington and Umstattd opposed.*

3. Require the AIOD Disclosure to be applied uniformly to all home sales within the AIOD and require that homes within the IAD Planned Fifth Runway Impact Area provide notification of the planned runway.  
   *The motion passed 5-4: Kershner, Randall, Umstattd, and Buffington opposed.*

4. Protect previously approved rezonings so they are not called into question by the policy and zoning amendments associated with this project.  
   *The motion passed 9-0.*

5. Eliminate the one-mile buffer from the AIOD. A motion was made to restore the notice requirements within the one-mile buffer outside of the Ldn 60 noise contour, counter to the TLUC recommendation.  
   *The motion failed 4-5: Buffington, Turner, Glass, Randall, Kershner opposed. The Board did not approve an alternate motion; however, staff interpreted the failed motion as Board direction to remove the one-mile buffer.*

Following the June 15, 2021, Board Business Meeting, staff implemented the revised work plan, which included drafting the Proposed Amendments, evaluating fiscal impacts based on resulting changes in land use, soliciting agency referral comments (Attachment 5), and public outreach.

At the March 1, 2022, Board Business Meeting, the Board considered a ROIA\(^9\) in coordination with the CPAM and consistent with the staff work plan. The Board adopted (8-0-1: Buffington absent) the ROIA along with revised policy and work plan direction to staff such that revisions to the Ldn 65 noise contour (#2 in the above list) and elimination of the one-mile buffer (#5 in the above list) are no longer proposed. As reflected in the Proposal section on page 2 of this report, the Board’s current work plan and policy direction for the Proposed Amendments are as follows:

1. Update the Zoning Ordinance concurrently with the CPAM.

2. Require the AIOD Disclosure to be applied uniformly to all residential sales within the AIOD.

3. Protect previously approved rezonings so they are not called into question by the policy and zoning amendments associated with this project.

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\(^9\) View the March 1, 2022, ROIA Item [here](#); view the meeting video [here](#).
Staff has received 17 comments on Loudoun Online Land Application System (LOLA) as of June 22, 2022, and many additional phone calls and emails. The majority of callers and emailers express objection to current and/or increased noise levels and the anticipated construction of a planned fifth runway at IAD; neither of which are subject to this legislative process. The DPZ Customer Service Center is fully engaged in responding to concerns and helping to clarify the scope of the Proposed Amendments. The staff reports and associated attachments can be viewed online at www.loudoun.gov/lola; search “CPAM-2021-0001.”

ISSUES: This section includes discussion of several issues raised during the initiation and review phases. Expanded discussion is provided in the Analysis section.

1. **Areas Affected by Ldn 65+ Restriction on Residential Development.** The AIOD does not permit new residential development on properties within the Ldn 65+. Most of the land that would experience a reduction in development potential is located west and south of IAD (Figure 1). A web-based mapping platform is also available for a parcel-level review of the existing and proposed noise contours.\[10\]

2. **Existing Homes and Lots Newly Located in Ldn 65+.** Under the Proposed Amendments, 600 existing residential structures that are not currently located within the Ldn 65+ would become located within the new Ldn 65+. If the Proposed Amendments are adopted, such homes would become designated as nonconforming uses under Section 1-400 of the Zoning Ordinance.

3. **Vested Rights under Code of Virginia vs. Proposed Protections for Proffered Rezoning.** The Board directed staff that the Proposed Amendments should not invalidate previously approved residential rezonings that were located outside the Ldn 65+ at the time of approval, but subsequently would become located within the Ldn 65+ as a result of the adoption of the Proposed Amendments. Customarily, the various sections of the Code of Virginia applicable to vested rights would provide sufficient protection for such approved residential rezonings.\[11\] Nonetheless, pursuant to the Board’s direction, the Proposed Amendments were drafted to include an additional exception to the prohibition on residential uses and structures located within the Ldn 65+ that is intended to provide the requested protection for such previously approved residential rezonings.

4. **Impacts to Property Value by Airport Disclosure.** There are many studies that attempt to capture the impact of airports and associated land use regulations on home values. A review of several studies (Attachment 6) indicates that although requirements for a disclosure in the loudest noise zones of an airport are correlated with lower property values, this correlation is not evident in lower noise zones.

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10 Access the web-based mapping platform [here](#).
11 Access the Code of Virginia § 15.2-2307, Vested rights not impaired; nonconforming uses [here](#).
Figure 3. Impacts of Proposed Ldn 65+ on Residential Place Types

**Place Type(s):** Suburban Neighborhood
**Existing Development:** Active Adult Community
**Zoning:** PD-AAAR; PD-CC(CC)

**Place Type(s):** Suburban Mixed Use
**Existing Development:** Residential; Commercial; Vacant
**Zoning:** R-8; R-16; R-24; CLI; PD-CC(RC); PD-CC(SC)

**Place Type(s):** Suburban Mixed Use; Suburban Compact Neighborhood
**Existing Development:** Residential; Commercial; Vacant
**Zoning:** R-8; R-16; CLI

**Place Type(s):** Suburban Employment; Suburban Mineral Extraction
**Existing Development:** Light Industrial
**Zoning:** PD-IP; PD-GI

**Place Type(s):** Urban Employment; Urban Transit Center; Suburban Industrial/Mineral Extraction
**Existing Development:** Light Industrial
**Zoning:** PD-OP; PD-RDP

**Place Type(s):** Suburban Neighborhood
**Existing Development:** Light Industrial; Residential
**Zoning:** PD-OP, PD-RDP
ANALYSIS:

Ldn 65+ Restrictions on Residential Development

The impacts of the Proposed Amendments to residential development potential would be concentrated in areas south and southwest of IAD, as identified in Figure 3. These areas are designated as the Suburban Mixed Use Place Type in the 2019 GP, which anticipates residential uses as a component of mixed use development. The Board initially considered instituting a “carve-out” in this location that would have accommodated residential development within the Ldn 65+, subject to more stringent acoustical treatment and notice requirements. The Board’s intent was to preserve the ability for mixed use development, consistent with 2019 GP policy, along with the recognition that these areas are being mapped into the loudest noise zone associated with a fifth runway for IAD that is planned but not yet constructed. After further consideration, which included referral agency comment and communications with airport and MWAA staff, the Board directed DPZ staff not to move forward with the carve-out concept during the March 1, 2022, adoption of the ROIA, and to proceed instead with adopting the 2019 Noise Contours in their entirety. As a result, approximately 195 acres (of the net 380 acres) were added to the Ldn 65+ in this area and an additional approximately 192 acres are no longer slated for removal via carve-out.¹²

Changes to the Ldn 65+ north of IAD predominantly affect land that is planned for non-residential uses (Suburban Employment Place Type and Urban Employment Place Type) or already developed with or approved for non-residential uses. A portion of the Ldn 65+ would impact property designated as the Urban Transit Center Place Type, which also anticipates residential uses. However, those areas are either subject to an approved ZMAP that already contemplated the 2019 Noise Contours and removed residential uses from those areas, or are significantly constrained for residential development (e.g., major floodplain, property access, road network, existing zoning), and would not have likely developed with residential uses.

Table 1 provides a summary of the changes in acreage for each aircraft noise impact area that would result from the Proposed Amendments. The one-mile buffer would see a marginal reduction in acreage, the Ldn 60-65 represents the area of greatest change, and the Ldn 65+ would net an additional 380 acres. As noted throughout, this net 380 acres that has become subject to the Ldn 65+ pose the most significant change in land use due to the restriction on new residential development.

¹² Active applications in this area with proposed residential uses include ZMAP-2021-0016 (Cedar Terrace at South Riding) and ZMAP-2021-0013 (Pinebrook Landing). The Board approved ZMAP-2016-0011 (Avonlea II) on April 19, 2022.
Table 1. Summary of Changes in Acreage

<table>
<thead>
<tr>
<th>Aircraft Noise Impact Area</th>
<th>Existing AIOD (acres)</th>
<th>Proposed AIOD (acres)</th>
<th>Proposed Change (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-mile Buffer</td>
<td>20,532.40</td>
<td>20,264.08</td>
<td>-268.33</td>
</tr>
<tr>
<td>Ldn 60-65</td>
<td>7,504.03</td>
<td>12,969.75</td>
<td>+5,465.72</td>
</tr>
<tr>
<td>Ldn 65+</td>
<td>2,488.10</td>
<td>2,867.76</td>
<td>+379.66</td>
</tr>
<tr>
<td>Totals</td>
<td>30,524.54</td>
<td>36,101.59</td>
<td>+5,577.05</td>
</tr>
</tbody>
</table>

Table 2 tabulates the number of existing homes that would see a change in AIOD status. To generally summarize these AIOD designations, homes in the one-mile buffer are subject to a disclosure requirements; homes in the Ldn 60-65 ANIA are subject to disclosure requirements, avigation easements, and acoustical treatments for new construction; and new residential uses and structures are not permitted within the Ldn 65+.

Table 2. Summary of Homes with Change in AIOD Status

<table>
<thead>
<tr>
<th>Moving From</th>
<th>Moving To</th>
<th>Outside the AIOD</th>
<th>One-mile Buffer</th>
<th>Ldn 60-65</th>
<th>Ldn 65+</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outside the AIOD</td>
<td>0</td>
<td>11,933</td>
<td>2,250</td>
<td>0</td>
<td>14,183</td>
<td></td>
</tr>
<tr>
<td>One-mile Buffer</td>
<td>1,684</td>
<td>10,691</td>
<td>14,360</td>
<td>162</td>
<td>26,897</td>
<td></td>
</tr>
<tr>
<td>Ldn 60-65</td>
<td>816</td>
<td>2,725</td>
<td>2,356</td>
<td>438</td>
<td>6,335</td>
<td></td>
</tr>
<tr>
<td>Ldn 65+</td>
<td>0</td>
<td>16</td>
<td>38</td>
<td>10</td>
<td>64</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>2,500</td>
<td>25,365</td>
<td>19,004</td>
<td>610</td>
<td>47,479</td>
<td></td>
</tr>
</tbody>
</table>

Existing Homes and Lots Becoming Located in Ldn 65+

There are 600 existing residential structures that would become located within the new Ldn 65+, and thereby designated as nonconforming uses under Section 1-400 of the Zoning Ordinance. As nonconforming uses, such homes could continue as they existed on the adoption date of the Proposed Amendments. Additionally, both the existing text of the AIOD and the proposed ZOAM provide an exception for such existing homes that permits additions that comply with certain acoustical treatment requirements. Under this exception, such additions would not be subject to the size limits on the expansion of a nonconforming use under Section 1-402(A) of the Zoning Ordinance.
Traditional Vested Rights under Code of Virginia vs. Protections included with the Proposed Amendments

The Board directed staff that the Proposed Amendments should not invalidate previously approved residential rezonings. Under the Code of Virginia Section 15.2-2307, a property owner is deemed to have a vested right in a land use that shall not be affected by a subsequent amendment to a zoning ordinance when the landowner: (i) obtains or is the beneficiary of a significant affirmative governmental act which remains in effect allowing development of a specific project (e.g. the Board has accepted proffers or proffered conditions which specify use related to a zoning amendment or has approved an application for a rezoning for a specific use or density), (ii) relies in good faith on the significant affirmative governmental act, and (iii) incurs extensive obligations or substantial expenses in diligent pursuit of the specific project in reliance on the significant affirmative governmental act. The Board’s direction for the Proposed Amendments, that previously approved residential rezonings should be able to develop in accordance with their approval, provides protection to residential rezonings that only may meet the first prong of the traditional vested rights analysis provided under Code of Virginia Section 15.2-2307 (i.e., an affirmative governmental act).

Impacts to Property Value by Airport Disclosure

Staff has reviewed an article from the Journal of Urban Economics that was provided by the Dulles Area Association of Realtors (DAAR) to better understand what impact, if any, a requirement for disclosure is anticipated to have on home values (See Attachment 6, “Buyer information and the hedonic: The impact of a seller disclosure on the implicit price for airport noise”). The results of this study indicate that “It does not appear that the disclosure affected housing prices in the low noise zone,” which was defined in that study as average decibel levels between 55 and 65. For the highest noise zone, where average decibel levels were between 65 and 70, the study estimates that there is a 2.9 percent reduction in housing prices associated with a disclosure requirement. With respect to the Proposed Amendments, the study would indicate that no impacts to property values would be experienced in the one-mile buffer or the Ldn 60-65 aircraft noise impact areas, while a modest impact is possible within the Ldn 65+, although new residential development is prohibited.

ZONING ORDINANCE CRITERIA FOR APPROVAL: Section 6-1210(D), Text Amendments, of the Zoning Ordinance states “…for an amendment of the text of this Ordinance, the Planning Commission shall consider the following matters:”

Standard: Whether the proposed text amendment is consistent with the Comprehensive Plan.

Analysis: The Proposed Amendments are supported by existing policies of the 2019 GP and necessary in order to maintain consistency with the proposed CPAM that is outlined above.

Standard: Whether the proposed text amendment is consistent with the intent and purpose of this Ordinance.
Analysis: The purpose and intent of the Zoning Ordinance is defined under Section 1-102, which states: “This Ordinance is enacted in order to promote the health, safety and welfare of the residents of Loudoun County and to implement the Loudoun County Comprehensive Plan.” The Proposed Amendments are consistent with the intent and purpose of the Zoning Ordinance by creating consistency between Loudoun County zoning regulations, the enabling statutes of the Code of Virginia, and the Comprehensive Plan.

DRAFT MOTIONS:

1. I move that the Planning Commission forward CPAM-2021-0001, ZMAP-2021-0011 & ZOAM-2021-0002, Airport Impact Overlay District Update, to the Board of Supervisors with a recommendation of approval.

OR

2. I move an alternate motion.

ATTACHMENTS:

1. Proposed ANIA Noise Contours Map (CPAM)
2. Proposed Policy Amendments (CPAM) – Redline text
3. Proposed AIOD Noise Contours Map (ZMAP)
4. Proposed AIOD Zoning Text Amendments (ZOAM)
   a. Clean text – no markup
   b. Redline text
5. Referral Agency Comments
6. DAAR Property Value Studies
Loudoun County IS NOT LIABLE for any use of or reliance upon this map or any information contained herein. While reasonable efforts have been made to obtain accurate data, the County makes no warranty, expressed or implied, as to its accuracy, completeness, or fitness for use of any purpose.

Attachment 1
1.7. Ensure that projects proposed for eastern Loudoun’s legacy village cores – including Ashburn, Arcola, and Old Sterling – complement the scale, form, and historic land use patterns of these areas (see Legacy Village Cores Map).

Actions

A. Develop zoning regulations and design standards that emulate existing lot patterns in the village cores of Ashburn and Arcola with buildings oriented to the street, encouraging pedestrian activity.

B. Develop zoning regulations and design standards that promote a mix of land uses including residential, retail, office, institutional, public facilities, parks, playgrounds and other uses in the village cores where such uses do not otherwise conflict with existing uses or anticipated noise impacts from Washington Dulles International Airport.

C. Develop or maintain zoning regulations and design standards for the legacy village core of Ashburn that limit residential densities to four (4) units or fewer per acre.

D. Develop zoning regulations and design standards that limit commercial, flex, or industrial building footprints to 10,000 SF and building heights to three (3) stories.

E. Develop zoning regulations and design standards that discourage new automobile-oriented retail uses in the village cores.

F. Where compatible with surrounding land uses, allow residential or mixed-use development in areas of the Arcola village core that fall outside the Ldn (day-night average noise level) 65 or higher aircraft Ldn noise contours impact area of Washington Dulles International Airport, applying the standards of the Suburban Neighborhood Place Type.

G. Encourage residential development above first floor retail or employment uses in the village cores.

H. Use the community planning process to develop a unified planning vision and targeted implementation actions for Ashburn, Arcola, and Old Sterling.

1.8. Promote the retention or development of small-scale industrial, employment, and manufacturing uses in order to promote local provision of jobs and services and maintain a diversified commercial tax base.

Actions

A. Develop zoning regulations and design standards that discourage the displacement of legacy flex, industrial, and employment uses by new large-scale uses.

B. Develop zoning regulations and design standards that expand opportunities for small-scale manufacturing in place types allowing flex, light industrial, industrial, and employment uses.

C. Amend zoning use definitions in industrial, flex, and employment-centered zoning districts to accommodate makerspaces, emerging small-scale manufacturing sectors,
Suburban Policy Area

Vision
The Suburban Policy Area (SPA) contains self-sustaining communities where one can live, work, learn, and play. The SPA will have a mix of residential, commercial, and employment uses; a full complement of public services and facilities; amenities that support a high quality of life; and a design that incorporates a holistic approach to maintaining and improving community character through compatible development.

Introduction
The 48,000-acre SPA is located in the easternmost portion of the County, in close proximity to the job centers and activity areas located east of Loudoun. The Suburban Policy Area is defined on the north by the Potomac River and on the south by Braddock Road. Its eastern edge is the Fairfax County line, and its western edge begins at the Potomac River and follows a southerly path along the Goose Creek just east of Leesburg, the Goose Creek and Beaverdam Reservoirs, and a combination of property lines, roads, and power line easements, and Washington Dulles International Airport’s 65 Ldn (day-night average noise level) noise contours. The earliest planned development occurred within the Potomac and Sterling communities during the 1960s signaling the beginning of the transformation of eastern Loudoun County from farmland with a centuries old rural heritage to the suburban area that it is today.

The SPA is designated as one of the growth areas of the County and has accommodated most of the residential and commercial development over the past decades due to the presence of central water and sewer utilities and an expanded road network. Two major events helped to open the SPA to residential development: 1) the construction of Washington Dulles International Airport, and 2) the construction of a major sewer line that accommodated the airport and improvements to Route 7 and Route 28.

Route 7 and Route 28 have evolved into critical transportation corridors that are contributing to Loudoun County’s reputation as an international center for technology, communications, and global data management sectors. Given its connection to the Washington Dulles International Airport, Route 28 continues to play a major economic role for Loudoun County as a key location for on-going development. The County is committed to the continuing growth of and need for an economically vibrant Route 28 corridor, and the Route 28 Highway Transportation Improvement District, aids in accomplishing this goal by levying additional tax assessments on commercial and industrial properties to finance transportation improvements to Route 28. Additionally, the SPA
Aural Environment

Efforts to protect existing and future residents from increased levels of environmental noise have focused primarily on airport noise surrounding Washington Dulles International Airport (IAD) and Leesburg Executive Airport (see Airport Impact Overlay District Airport Noise Impact Area Map). The Airport Impact Overlay District (AIOD) of the Zoning Ordinance imposes development restrictions within specified areas to protect existing and future residents as well as maintains the economic viability of these important transportation and economic development resources. Future Airport Noise Corridor studies could lead to updates to the noise contours surrounding IAD.

The County also has policies to protect noise-sensitive uses adjacent to major roadways, calling for appropriate noise mitigation measures to be incorporated into the overall project design when Noise Abatement Criteria (NAC) Hourly A-Weighted Sound Levels are approached or exceeded.

Lighting and the Night Sky

The County’s night sky is an asset that should be protected from excessive and improper lighting. The County recognizes the need for artificial lighting for the purposes of public safety and visibility, but such lighting should be designed and programmed to minimize light pollution. Action steps call for updating lighting standards that promote quality and energy-efficient lighting, preserve the natural beauty of the night sky, and minimize impacts on people, plants, and wildlife.

Sustainability

Sustainability seeks to achieve economic development, social equity, and environmental protection in a balanced manner. Sustainability is commonly defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Over the last several decades, Loudoun County has integrated sustainability into the community fabric to foster a high quality of life. The County will continue its leadership and infuse a sense of responsibility among all sectors of the community to take a more active role in sustainability.

Sustainable development calls for practices that are cost-effective, enhance human health and well-being, and protect and restore the environment. The County has developed and implemented the following programs and plans that demonstrate a commitment to a more sustainable community:

- **Clean Waters Initiative**, which hosts educational and partner projects, from floating wetlands, to native tree planting, to rain gardens, to pasture and crop management, to stream protection.
- **The Loudoun County Energy Efficiency and Conservation Program**, which provides leadership, guidance, education, and technical expertise to reduce energy consumption, improve energy efficiency, reduce energy costs, and facilitate energy conservation in County facilities.
- **Energy Strategy 2009**, a 30-year road map of energy strategies for the Loudoun County government and community.
B. Identify essential wildlife corridors and encourage protection of these areas through conservation easements acquired by the County or others, participation in the Open Space Preservation Program, development design, and other means.

C. Ensure that new development, redevelopment, and infill development incorporates existing native vegetation and plantings of native vegetation into the landscape design.

D. Encourage the preservation and plantings of native vegetation to protect pollinators, migrant birds, and other wildlife.

E. Promote and support the establishment of public and private nature preserves throughout the County as part of the protection and enjoyment of natural, environmental, and heritage resources.

**Complementary Elements**

**CE Policy 7: The County promotes healthy air and low levels of noise and light pollution as essential elements for current and future residents.**

*Strategy*

7.1. Preserve and protect air quality.

*Actions*

A. Comply with the requirements of the Federal Clean Air Act Amendments of 1990 through support of the State Implementation Plan (SIP).

B. Evaluate and implement methods to reduce emissions of airborne pollutants including particulates, greenhouse gases, ozone precursors, and other gases known to adversely affect human and environmental health.

*Strategy*

7.2. Protect noise-sensitive uses.

*Actions*

A. Continue to support the Washington Dulles International and Leesburg Executive Airports by continued and complete prohibition of new residential and other noise-sensitive land uses from the areas located within the Ldn 65 and-or higher aircraft noise contours for both airports and by allowing only non-noise-sensitive land uses within these contours.

The **Airport Noise Impact Area (ANIA)** consists of three (3) components or aircraft noise contours:

(i) **Within the** Ldn 65 or higher;
(ii) **Between the** Ldn 60-65; and
(iii) **Outside of but within** one (1) mile of the Ldn 60.
B. Continue to work with the Metropolitan Washington Airports Authority to understand and minimize the effects of airport operations and routes on existing noise-sensitive areas within the 60 to 65 Ldn noise contour area at for Washington Dulles International Airport and minimize residential and noise-sensitive development in noise sensitive areas.

C. Prohibit residential encroachment into the existing areas designated as within the Ldn 65 or higher aircraft noise impact area to ensure that residential development will not create pressure for reductions in the intensity of service or prohibit the expansion of service at the airport.

D. Continue to enforce and update with the most current information, as appropriate, the Airport Impact Overlay District included as part of the Loudoun County Zoning Ordinance.

E. Consider the 2019 Washington Dulles International Noise Contour Map Update when reviewing land development applications surrounding the airport. [Implemented with CPAM-2021-0001, ZMAP-2021-0011, and ZOAM-2021-0002, Airport Impact Overlay District Update]

F. Consider replacing the existing noise contours for Washington Dulles International Airport to reflect the noise contours in the 2019 Washington Dulles International Noise Contour Map Update. [Implemented with CPAM-2021-0001, ZMAP-2021-0011, and ZOAM-2021-0002, Airport Impact Overlay District Update. See Chapter 7, Implementation Matrix, Complementary Elements Action 7.2.F.]

G. Require roadway noise studies for residential, institutional, or other noise sensitive uses adjacent to existing or proposed arterial and major collector roads to ensure that forecasted noise levels fall within acceptable levels, or can be abated to meet County standards (See also Loudoun County 2019 Countywide Transportation Plan, Chapter 7, Environmental and Heritage Resources).

H. Allow approved residential rezonings that were located outside of the Ldn 65 or higher aircraft noise impact area at the time of approval but subsequently became located within the Ldn 65 or higher aircraft noise impact area as a result of updates to the AIOD to develop in accordance with their approval.

I. Require disclosure by property owners to prospective buyers of dwellings within the Airport Noise Impact Area (ANIA) that the property may be impacted by airport noise.

Strategy

7.3. Prevent light pollution.
Airport Impact Overlay District - Airport Noise Impact Area (Map #2022-0472018-145)

African American Historic Communities (Map #2018-201)

Impaired Streams (Map #2018-203)

Limestone Overlay District (Map #2018-204)

Countywide Prime Agricultural Soils Map (Map #2019-262)
• Update the Land Subdivision and Development Ordinance and Facility Standards Manual to align with the policies, strategies, and actions of this Plan.
• Continue to create and update watershed and environmental corridor management plans.
• Provide a resolution of intent to amend the Zoning Ordinance to the Board to consider replacing the existing noise contours for Washington Dulles International Airport and consider adopting the noise contours in the 2019 Washington Dulles International Noise Contour Map Update. [Implemented with CPAM-2021-0001, ZMAP-2021-0011, and ZOAM-2021-0002, Airport Impact Overlay District Update]
• Continue outreach and coordination with Loudoun’s Towns as described in Chapter 2.
• Develop a strategy to facilitate the development of high-speed wired and wireless telecommunication networks, including broadband technology, in the RPA.
• Develop performance standards for data centers to address design, landscaping, and compatibility that could eliminate the need for a special exception.
• Consider reducing the maximum allowable accessory dwelling unit square footage to the lesser of 1,200 square feet or 70 percent of the principle structure gross square footage and ground floor footprint for applicable zoning districts in the Suburban Policy Area, subject to performance standards.
• Develop performance standards to address design, landscaping, and compatibility for industrial uses in the Suburban Industrial and Mineral Extraction adjacent to residences and primary roads.
• Deployment of implementation strategies set forth in the Loudoun County 2019 Countywide Transportation Plan.

Implementation Matrix
The ability to monitor and evaluate the progress of the Loudoun County 2019 General Plan is crucial to determining whether the Plan is achieving the community’s vision and goals. The implementation matrix that follows summarizes all action items found in the Plan that require subsequent County action, such as studies, analyses, program development, and regulatory changes. The implementation matrix is provided as a tool for the Board to use as the framework for developing a work program to implement the Plan.
## Complementary Elements

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsibility (Loudoun County Department or Agency)</th>
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<tr>
<td><strong>7.1.B.</strong> Evaluate and implement methods to reduce emissions of airborne pollutants including particulates, greenhouse gases, ozone precursors, and other gases known to adversely affect human and environmental health.</td>
<td>County Government, Planning &amp; Zoning, Building &amp; Development</td>
</tr>
<tr>
<td><strong>7.2.D.</strong> Continue to enforce and update with the most current information, as appropriate, the Airport Impact Overlay District included as part of the Loudoun County Zoning Ordinance.</td>
<td>County Government</td>
</tr>
<tr>
<td><strong>7.2.F.</strong> Consider replacing the existing noise contours for Washington Dulles International Airport to reflect the noise contours in the 2019 Washington Dulles International Noise Contour Map Update. [Implemented with CPAM-2021-0001, ZMAP-2021-0011, and ZOAM-2021-0002, Airport Impact Overlay District Update]</td>
<td>County Government</td>
</tr>
<tr>
<td><strong>7.3.A.</strong> Update lighting standards. <em>(See Chapter 3 for more information)</em></td>
<td>County Government, Building &amp; Development</td>
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## Sustainability

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<tr>
<td><strong>8.1.A.</strong> Update and implement the County Energy Strategy (CES) to account for rapid growth in population and high energy demand uses, technological changes allowing improved energy storage, changing renewable energy markets, and the impacts of climate change.</td>
<td>General Services, Transportation &amp; Capital Infrastructure, Planning &amp; Zoning</td>
</tr>
<tr>
<td><strong>8.1.D.</strong> Use the data from benchmarking the energy use to set policy and regulations in the County.</td>
<td>General Services</td>
</tr>
<tr>
<td><strong>8.1.E.</strong> Whenever feasible, build County-constructed facilities to LEED Silver, or equivalent, standards.</td>
<td>General Services, Building &amp; Development</td>
</tr>
<tr>
<td><strong>8.1.G.</strong> Continue to monitor the efforts of MWCOG.</td>
<td>County Government</td>
</tr>
<tr>
<td><strong>8.1.I.</strong> Incorporate natural, environmental, and heritage resources and BMPs into County Energy Strategy.</td>
<td>General Services, Planning &amp; Zoning</td>
</tr>
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</table>
CHAPTER 7-38

Update the Land Subdivision and Development Ordinance and Facility Standards Manual to align with the policies, strategies, and actions of this Plan.

County Government

Develop a strategy to facilitate the development of high-speed wired and wireless telecommunication networks, including broadband technology, in the RPA.

Planning & Zoning, Transportation & Capital Infrastructure

Deployment of implementation strategies set forth in the Loudoun County 2019 Countywide Transportation Plan.

Initial Board-Directed Amendments to the Zoning Ordinance

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<td>County Government, Planning &amp; Zoning</td>
</tr>
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<td>Develop performance standards for data centers to address design, landscaping, and compatibility that could eliminate the need for a special exception.</td>
<td>County Government, Planning &amp; Zoning</td>
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<tr>
<td>Consider reducing the maximum allowable accessory dwelling unit square footage to the lesser of 1,200 square feet or 70 percent of the principle structure gross square footage and ground floor footprint for applicable zoning districts in the Suburban Policy Area, subject to performance standards.</td>
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<tr>
<td>Develop performance standards to address design, landscaping, and compatibility for industrial uses in the Suburban Industrial and Mineral Extraction adjacent to residences and primary roads.</td>
<td>County Government, Planning &amp; Zoning</td>
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sheep, hogs, horses or other livestock; activities that produce grains such as wheat, barley and corn; fruit and vegetable production and tree or timber production.

**Agricultural Soils:** Productive soils that include both Prime Agricultural Soils (Class I) and Secondary Cropland (Class II) that are essential for growing plants and crops, raising livestock, and supporting ecosystems.

**Agricultural Supportive Business:** Uses that provide either direct or indirect services to agricultural, silvicultural, horticultural, equine, and/or animal husbandry activities. These uses include farm machinery sales, rental, and repair services; veterinary services; blacksmithing; agricultural product storage and processing; feed and seed supply; and similar uses.

**Agricultural and Forestal District:** Districts that landowners voluntarily enter into, subject to Board of Supervisors approval, that limit the use and development of property for a specified term to protect agricultural and forest lands.

**Agritourism:** A commercial enterprise that links agricultural production and/or processing with tourism in order to attract visitors to a farm, ranch, or other agricultural business for the purposes of entertaining and/or educating the visitors and generating income for the farm, ranch, or business owner.

**Airport Noise Impact Area:** Areas within one mile of the Ldn 60 and greater aircraft noise contour that have been determined to be impacted by noise caused by airport operations, as depicted on the Airport Noise Impact Area map (see Chapter 3 for the ANIA map and relevant policy guidance).

**Apartment/Residential Condo:** A building, or portion thereof, designed for occupancy by three or more households living independently of each other. (See also, *Multifamily Residential*)

**Aquifer:** A geologic formation or structure that transmits underground water in sufficient quantity to supply pumping wells or springs.

**Archaeological Site:** The physical remains of any area of human activity greater than fifty years of age for which a boundary can be established, including but not limited to domestic/habitation sites, industrial sites, burial sites, earthworks, mounds, quarries, canals and roads.

**Archaeological Survey:** The scientific archaeological investigation of a known or potential archaeological resource as defined by the Virginia Department of Historic Resources’ Guidelines for Archaeological Investigations in Virginia. See also, *Historic Resources Survey*.

**Area Median Income (AMI):** The middle household income in a specific metropolitan area; half of households of a particular size have incomes higher and half have incomes lower. AMI is used to determine eligibility for housing programs.
Loudoun County IS NOT LIABLE for any use of or reliance upon this map or any information contained herein. While reasonable efforts have been made to obtain accurate data, the County makes no warranty, expressed or implied, as to its accuracy, completeness, or fitness for use of any purpose.
AIOD-Airport Impact Overlay District

4-1401 Purpose. The purpose of the Airport Impact Overlay District (AIOD) is to acknowledge the unique land use impacts of airports, regulate the siting of noise sensitive uses, ensure that the heights of structures are compatible with airport operations, and complement Federal Aviation Administration (FAA) regulations regarding noise and height.

4-1402 AIOD Boundaries.

(A) The following sources were used as a basis for delineating the Ldn aircraft noise contours:

(1) Washington Dulles International Airport: Washington Dulles International Airport Aircraft Noise Contour Map Update, May 2019, and


(B) The AIOD is composed of three (3) aircraft noise impact areas:

(1) **Within one (1) mile of Ldn 60.** The area outside of but within one mile of the Ldn 60 noise contour.

(2) **Ldn 60 – 65.** The Ldn 60 noise contour and the area between the Ldn 60 noise contour and Ldn 65 noise contour.

(3) **Ldn 65 or higher.** The Ldn 65 noise contour and the area within the Ldn 65 noise contour.

4-1403 Overlay District Established. The AIOD is hereby established as an overlay district, meaning that it is a district overlaid upon other districts. Land within the AIOD may be used as permitted in the underlying district, subject to the separate regulations of the AIOD. The AIOD boundaries are depicted on the AIOD Map, which is a component of the Zoning Map.

4-1404 Use Limitations. In addition to the use limitations and regulations for the district over which the AIOD is located, the following use limitations apply to residential uses and structures located within the AIOD:

(A) **Within one (1) mile of Ldn 60:**

(1) **Disclosure Statement.** The applicant and every subsequent owner of the property must disclose in writing to all prospective purchasers that they are located within an area that will be impacted by aircraft overflights and aircraft
noise. Such notification will be accomplished by inclusion of this information in all sales contracts, brochures, and promotional documents, including any illustrative site plan(s) on display within any sales related office(s), as well as in homeowner association documents and all deeds of conveyance, and by inclusion on all subdivision plats and site plans.

(B) **Ldn 60 – 65:**

1. **Disclosure Statement.** The applicant and every subsequent owner of the property must disclose in writing to all prospective purchasers that they are located within an area that will be impacted by aircraft overflights and aircraft noise. Such notification will be accomplished by inclusion of this information in all sales contracts, brochures, and promotional documents, including any illustrative site plan(s) on display within any sales related office(s), as well as in homeowner association documents and all deeds of conveyance, and by inclusion on all subdivision plats and site plans.

2. **Acoustical Treatment.** The applicant must incorporate acoustical treatment into all residential uses and structures to ensure that interior noise levels within living spaces (not including garages, sunrooms, or porches) do not exceed an average sound level of Ldn 45 db(A). Compliance with this must be based upon a certification from an acoustical engineer licensed in the Commonwealth of Virginia, submitted prior to zoning permit approval, that the design and construction methods and materials to be used in the construction of the residential use or structure are such that the foregoing standard will be met, assuming exterior noise levels between Ldn 60 – 65.

3. **Avigation Easements.** Prior to the approval of any subdivision plat creating a lot upon which a residential use or structure could be constructed, zoning permit for a residential use or structure on an existing lot of record, or site plan for one or more dwellings, the owner(s) of the property subject to such subdivision plat, zoning permit, or site plan must dedicate an avigation easement to the Metropolitan Washington Airports Authority, indicating the right of flight to pass over the property, as a means to securing the long-term economic viability of Washington Dulles International Airport.
(C) **Ldn 65 or higher**: Residential uses and structures are not permitted.

(1) Exception: New residential uses and structures and additions to existing legally established residential uses and structures may be permitted, provided that:

(a) **Lot Creation.** The lot upon which such residential use is established or proposed was recorded or had subdivision plat approval prior to [original adoption date of the AI] or notwithstanding Section 1-103(O), such residential use was designated on a proffered rezoning approved prior to [original adoption date of the AI] as being located outside of the Ldn 65 or higher aircraft noise impact area, and subsequently became located within the Ldn 65 or higher aircraft noise impact area as a result of the adoption of ZMAP-2021-0011 & ZOAM-2021-0002;

(b) **Acoustical Treatment.** The applicant must incorporate acoustical treatment into all residential uses and structures to ensure that interior noise levels within living spaces (not including garages, sunrooms, or porches) do not exceed an average sound level of Ldn 45 db(A). Compliance with this must be based upon a certification from an acoustical engineer licensed in the Commonwealth of Virginia, submitted prior to zoning permit approval, that the design and construction methods and materials to be used in the construction of the residential use or structure are such that the foregoing standard will be met, assuming exterior noise levels between Ldn 65–70; and

(c) **Avigation Easements.** Prior to the approval of any subdivision plat creating a lot upon which a residential use or structure could be constructed, zoning permit for a residential use or structure on an existing lot of record, or site plan for one or more dwellings, the owner(s) of the property subject to such subdivision plat, zoning permit, or site plan must dedicate an avigation easement to the Metropolitan Washington Airports Authority, indicating the right of flight to pass over the property, as a means to securing the long-term economic viability of Washington Dulles International Airport.
(D) **Building Heights**: Notwithstanding Section 1-103(D)(2), no building or other structure will be located in a manner or built to a height that constitutes a hazard to aerial navigation. Where a structure is proposed in a location or to be built to a height that may be hazardous to air traffic such structure shall not be erected without certification from the FAA that it will not constitute a hazard to air traffic.

4-1405 **Disclosure Statement Required.** A disclosure statement must be placed on all subdivision plats, site plans, and deeds to any parcel or development within the AIOD, that clearly identifies any lot that is located within the AIOD and any aircraft noise impact area of the AIOD (i.e., Section 4-1402(B)(1), 4-1402(B)(2), or 4-1402(B)(3)) within which the lot is located.

4-1406 **Definitions.** Unless otherwise specially provided, or unless clearly required by the context, the words and phrases defined in this subsection shall have the following meanings when used in Section 4-1400.

(A) **Ldn**: The term for "yearly day-night average sound level", which means the 365-day average, in decibels, for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between 10 p.m. and 7 a.m.

(B) **Ldn 45 db(A)**: The term for the required level of noise attenuation in residential structures, expressing a required yearly interior day-night average sound level of 45 decibels or less.
DIVISION C: ENVIRONMENTAL IMPACT DISTRICTS

ARTICLE 1 Section 4-1400 AIAIOD - Airport Impact Overlay District

4-1401 Purpose. This district is established to acknowledge the unique land use impacts of airports, regulate the siting of noise sensitive uses, ensure that the heights of structures are compatible with airport operations, and complement Federal Aviation Administration (FAA) regulations regarding noise and height.

4-1402 District Boundaries.

(A) The Airport Impact (AI) Overlay District boundaries shall be based on the 60 and 65 Ldn noise contours and an area that extends one (1) mile beyond the 60 Ldn contours. The Board shall use the following sources as a basis for delineating the Ldn aircraft noise contour:


For the purpose of administering these regulations the Airport Impact Overlay District shall have three (3) components:

1. Ldn 65 or higher.
2. Ldn 60 - Ldn 65.

The AIOD is composed of three (3) aircraft noise impact areas:

1. Within the A-I overlay district, but one (1) mile of Ldn 60. The area outside theof but within one mile of the Ldn 60 noise contour.
2. Ldn 60 – 65. The Ldn 60 noise contour and the area between the Ldn 60 noise contour and Ldn 65 noise contour.
3. 4-1403 Ldn 65 or higher. The Ldn 65 noise contour and the area within the Ldn 65 noise contour.

Overlay District Established. The Airport Impact (AI) Overlay District is hereby established as an overlay district, meaning that it is a district overlaid upon other districts. Land within the Airport Impact (AI) Overlay District may be used as permitted in the underlying district, subject to the additional separate regulations of this district. The AIOD boundaries are depicted on the AIOD Map, which is a component of the Zoning Map.

Use Limitations. In addition to the use limitations and regulations for the zoning district over which an Airport Impact (AI) Overlay District is located, the following use limitations shall apply:

For areas outside of, but to residential uses and structures located within the AIOD:

Within one (1) mile of the Ldn 60:

Full Disclosures Statement. For all residential dwelling units to be constructed outside of, but within one (1) mile of the Ldn 60. The applicant shall and every subsequent owner of the property must disclose in writing to all prospective purchasers that they are located within an area that will be impacted by aircraft overflights and aircraft noise. Such notification will be accomplished by inclusion of this information in all sales contracts, brochures, and promotional documents, including any illustrative site plan(s) on display within any sales related office(s), as well as in homeowner association documents and all deeds of conveyance, and by inclusion on all subdivision plats and site plans.
(B) Ldn 60 – 65:

(1) **Disclosure Statement.** The applicant and every subsequent owner of the property must disclose in writing to all prospective purchasers that they are located within an area that will be impacted by aircraft overflights and aircraft noise. Such notification will be accomplished by inclusion of this information in all sales contracts, brochures, and promotional documents, including the **Illustrative Site Plan**(s) on display within any sales-related office(s), as well as in homeowner association documents and all deeds of conveyance, and by inclusion on all subdivision plats and site plans.
office(s), as well as in Homeowner Association Documents, and by inclusion on all subdivision and site plans, and within all Deeds of Conveyance.

(B) For areas between the Ldn 60-65 aircraft noise contours:

(1) **Full Disclosure Statement.** For all residential dwelling units to be constructed between the Ldn 60-65 aircraft noise contours, the applicant shall disclose in writing to all prospective purchasers that they are located within an area that will be impacted by aircraft overflights and aircraft noise. Such notification will be accomplished by inclusion of this information in all sales contracts, brochures and promotional documents, including the Illustrative Site Plan(s) on display within any sales related office(s), as well as in Homeowner Association Documents, and by inclusion on all subdivision and site plans, and within all Deeds of Conveyance.

(2) **Acoustical Treatment.** For all residential units located between the Ldn 60-65 aircraft noise contours, the applicant shall The applicant must incorporate acoustical treatment into all dwelling units to insures all residential uses and structures to ensure that interior noise levels within living spaces (not including garages, sunrooms, or porches) do not exceed an average sound level of Ldn 45 db(A)-Ldn. Compliance with this standard must be based upon a certification from an acoustical engineer licensed in the Commonwealth of Virginia, submitted at the time of prior to zoning permit issuance, that the design and construction methods and materials to be used in the construction of the dwellingresidential use or structure are such that the foregoing standard will be met, assuming exterior noise levels between Ldn 60—65-Ldn.

(3) **Avigation Easements.** For all Prior to the approval of any subdivision plat creating a lot upon which a residential dwelling unitsouse or structure could be constructed between the Ldn 60-65 aircraft noise contours. Prior to the approval of a Record Plat creatingzoning permit for a residential lotsuse or forstructure on an existing lotslot of record, prior to the issuance of a zoning permittor site plan for one or more dwellings, the owner(s) of the property subject to such parcel or parcels shall dedicate an avigation easement to the Metropolitan Washington Airports Authority, indicating the right of flight to pass over the property, as a means to securing the long-term economic viability of Washington Dulles International Airport.
(C) In Airport Noise Impact areas of Ldn 65 or higher, residential dwellings shall: Residential uses and structures are not permitted. However, new dwelling units

(C)(1) Exception: New residential uses and structures and additions to existing dwellings legally established residential uses and structures may be permitted, provided that:

(1) The lot was recorded or had record plat approval prior to the effective date of adoption of this Ordinance.

(2) The new dwelling unit or addition complies with the acoustical treatment requirements for residential districts set forth in the Virginia Uniform Statewide Building Code.
(a) **Lot Creation.** The lot upon which such residential use is established or proposed was recorded or had subdivision plat approval prior to [original adoption date of the AI] or notwithstanding Section 1-103(O), such residential use was designated on a proffered rezoning approved prior to [original adoption date of the AI] as being located outside of the Ldn 65 or higher aircraft noise impact area, and subsequently became located within the Ldn 65 or higher aircraft noise impact area as a result of the adoption of ZMAP-2021-0011 & ZOAM-2021-0002;

(b) **Acoustical Treatment.** The applicant must incorporate acoustical treatment into all residential uses and structures to ensure that interior noise levels within living spaces (not including garages, sunrooms, or porches) do not exceed an average sound level of Ldn 45 db(A). Compliance with this must be based upon a certification from an acoustical engineer licensed in the Commonwealth of Virginia, submitted prior to zoning permit approval, that the design and construction methods and materials to be used in the construction of the residential use or structure are such that the foregoing standard will be met, assuming exterior noise levels between Ldn 65–70; and

(c) **Avigation Easements.** Prior to the approval of any subdivision plat creating a lot upon which a residential use or structure could be constructed, zoning permit for a residential use or structure on an existing lot of record, or site plan for one or more dwellings, the owner(s) of the property subject to such subdivision plat, zoning permit, or site plan must dedicate an avigation easement to the Metropolitan Washington Airports Authority, indicating the right of flight to pass over the property, as a means to securing the long-term economic viability of Washington Dulles International Airport.

(D) **Building Heights:** Notwithstanding Section 1-103(D)(2), no building or other structure shall be located in a manner or built to a height which constitutes a hazard to aerial navigation. Where a structure is proposed in a location or to be built to a height which may be hazardous to air traffic such structure shall not be erected without certification from the Federal Aviation Administration FAA that it will not constitute a hazard to air traffic.
4-1405 Disclosure, Statement Required. A disclosure statement must be placed on all subdivision plats, site plans, and deeds to any parcel or development within the AI District, AIOD, that clearly identifies any lot which is located within the AI District AIOD and identifying the component aircraft noise impact area of the AI District AIOD (i.e., Section 4-1402(B)(1), 4-1402(B)(2), or 4-1402(B)(3)) within which the lot is located.

4-1406 Definitions. Unless otherwise specially provided, or unless clearly required by the context, the words and phrases defined in this subsection shall have the following meanings when used in Section 4-1400.

(A) Ldn: The symbol for "yearly day-night average sound level", which means the 365-day average, in decibels, for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between 10 p.m. and 7 a.m., local time.

(B) Ldn 45 db(A): The symbol for the required level of noise attenuation in residential structures constructed within the area between airport noise contour 60 and airport noise contour 65, expressing a required yearly interior day-night average sound level of 45 decibels or less.
DATE: January 3, 2022
TO: Josh Peters, AICP, Senior Planner, Community Planning
    Department of Planning & Zoning (DPZ)
FROM: Lou Mosurak, AICP, Senior Coordinator
      DTCI, Transportation Planning & Traffic Engineering Division
SUBJECT: CPAM 2021-0001 – Airport Impact Overlay District (AIOD) 2021 Update #2

This memo updates the previous DTCI memo dated January 14, 2021 on CPAM 2021-0001, a
Comprehensive Plan Amendment (CPAM) that proposes to revise the County’s Airport Impact
Overlay District (AIOD) based on changes to the noise contours surrounding Washington Dulles
International Airport.

DTCI has reviewed the updated maps and summary tables produced by DPZ and received in
August 2021. Based on the information provided on the place types and acreages impacted by
the currently proposed AIOD change, a net increase of approximately 10.82 unencumbered
acres would be realized, allowing for a potential maximum increase of 115 new residential units.

DTCI finds that an increase in 115 residential dwelling units is not a significant change that would
impact the public roadway network at a countywide level. As such, DTCI does not believe it to
be necessary to run the County’s Travel Demand Model as part of this CPAM process. DTCI
would evaluate any future rezoning of the areas opened to new residential development with this
CPAM as part of the rezoning process through scoping and development of site-specific traffic
impact analyses. Such analyses would help to identify transportation impacts and mitigation
needed specific to the areas being rezoned.

Please advise if you need anything further from DTCI regarding this CPAM effort.

cc: John Thomas, PTP, Assistant Director, DTCI
September 20, 2021

Joshua Peters, AICP
Loudoun County Department of Planning and Zoning
1 Harrison Street, SE
Leesburg, Virginia 20177-7000

SUBJECT: CPAM-2021-0001, Airport Impact Overlay District Update

Dear Mr. Peters:

Thank you for the opportunity to review and comment on the proposed amendment to the Loudoun County 2019 General Plan to update the mapped airport noise contours, as well as associated content and associated policies.

BACKGROUND
Loudoun County proposes a Comprehensive Plan Amendment (CPAM) to amend the Airport Noise Impact Areas (ANIA) map of the Loudoun County 2019 General Plan, along with the associated content and policy statements. The map provides the basis for administering the policies that address airport noise impacts from the Washington Dulles International Airport (Dulles) and the Leesburg Executive Airport and for establishing the Airport Impact Overlay District (AIOD) of the Loudoun County Zoning Ordinance. If adopted, the ANIA map update would reflect the latest noise contours for the Dulles Airport provided by the Metropolitan Washington Airports Authority (MWAA) based on the 2019 Washington Dulles International Noise Contour Map Update.

Loudoun County uses airport noise contours to determine where residential development can occur. New residential and other noise-sensitive uses are not permitted within the 65+ Ldn impact area and greater. If the new contours are adopted as proposed, Loudoun County anticipates that 7.78 acres would be added to the area currently designated as 65+ Ldn, while 18.60 acres would be removed from this area. Overall, the adoption of the new contours would result in a net reduction of 10.82 acres within the 65+ Ldn impact area.

Depicted below is the draft map of the proposed airport noise contours.
STAFF COMMENTS

Like the policies of Loudoun County, Fairfax County has adopted policies to minimize adverse aircraft noise impacts on its citizens and to balance these policies with policies that foster the economic growth of both Dulles and the County. (See Fairfax County Comprehensive Plan, 2017)
The Fairfax County Board of Supervisors (Board) has previously considered the Metropolitan Washington Airports Authority’s (MWAA) 2019 Washington Dulles International Noise Contour Map Update that Loudoun County is now considering and decided in July 2020 not to adopt those contours. The Board’s decision was based primarily upon the fact that those contours are based on a projected full operational capacity that might not be reached for 90 years; that, with the exception of the Denver International Airport, the methodology is not typically employed throughout the United States; that the variables that went into the creation of these contours may change over time; that most jurisdictions around other international airports focus on noise abatement measures for noise-sensitive uses located within the 60-65 DNL contours; that the noise contours are based on a capacity analysis, not a demand analysis; and that such long-term projections might not predict as yet unknown technological, operational, economic, and other unknown variables, and may be inaccurate over time. Loudoun County may wish to consider these variables as well.

On July 28, 2020, the Board authorized a Comprehensive Plan amendment for the consideration of permitting residential uses in the area between the 60 and 65 DNL airport noise contours. An issues paper is being prepared to provide background information and to identify potential considerations and noise mitigations.

If you have any questions regarding these comments, please contact Joseph Gorney of the Department of Planning and Development (DPD) at 703-324-1380. Thank you for the opportunity to comment.

Sincerely,

Leanna H. O’Donnell, AICP, Director
Department of Planning and Development, Planning Division

LHO: JCG

cc: Board of Supervisors
    Bryan Hill, County Executive
    Rachel Flynn, Deputy County Executive
    Barbara Byron, Director, DPD
    Kelly Atkinson, Branch Chief, Environment & Development Review Branch, Planning Division, DPD
    Joseph Gorney, Senior Environmental Planner, DPD-PD
February 25, 2022

Joshua Peters, AICP  
Loudoun County Department of Planning and Zoning  
1 Harrison Street, SE  
Leesburg, Virginia 20177-7000  
Email: joshua.peters@loudoun.gov

SUBJECT: Airport Impact Overlay District Update: CPAM-2021-0001; ZOAM-2021-0002; and ZMAP-2021-0011

Dear Mr. Peters:

Thank you for the opportunity to review and comment on the proposed Loudoun County General Plan and Zoning Ordinance amendments and the proposed rezoning of the Loudoun County Airport Impact Overlay District.

BACKGROUND

Loudoun County proposes three coordinated actions to update the maps, policies, and zoning text related to the County’s Airport Impact Overlay District (AIOD) for the Washington Dulles International (Dulles) and the Leesburg Executive Airports. The Comprehensive Plan Amendment (CPAM-2021-0001) proposes to amend the Airport Noise Impact Area (ANIA) map of the Loudoun County 2019 General Plan. The map provides the basis for administering the 2019 Plan policies that address airport noise impacts and for establishing the Airport Impact Overlay District (AIOD) of the Zoning Ordinance. The Comprehensive Plan Amendment proposes to update the ANIA map by replacing the noise contours for the Dulles Airport based on the noise contours in the 2019 Washington Dulles International Noise Contour Map Update provided by the Metropolitan Washington Airports Authority (MWAA). Additional amendments to associated content and policy statements are also proposed as part of the Amendment. The Zoning Map Amendment (ZMAP-2021-0011) and the Zoning Ordinance Amendment (ZOAM-2021-0002) propose corresponding Zoning Ordinance updates to the map of the overlay district and to the zoning regulation text to maintain consistency with the CPAM.

The current airport noise contours were established based on noise studies for the Dulles Airport and the Leesburg Executive Airport published in 1993 and 1985, respectively. Policy guidance within Loudoun County’s 2019 General Plan, which was adopted on June 20, 2019, states, “Consider replacing the existing noise contours for Washington Dulles International Airport to reflect the noise contours in the 2019 Washington Dulles International Noise Contour Map Update” (Chapter 3, Complementary Elements Action 7.2.F).
Loudoun County uses airport noise contours to determine where residential development can occur. New residential and other noise-sensitive uses are not permitted within the 65+ Ldn impact area and greater. If the new contours are adopted as proposed, Loudoun County anticipates that 7.78 acres would be added to the area currently designated as 65+ Ldn, while 18.60 acres would be removed from this area. Overall, the adoption of the new contours would result in a net reduction of 10.82 acres within the 65+ Ldn impact area.

Depicted below is the draft map of the proposed airport noise contours.

![Loudoun County Draft Airport Noise Impact Areas](image-url)
STAFF COMMENTS

Like the policies of Loudoun County, Fairfax County has adopted policies to minimize adverse aircraft noise impacts on its citizens and to balance these policies with those that foster the economic growth of both the Dulles Airport and the County. (See Fairfax County Comprehensive Plan, 2017 Edition, Area III, Area Plan Overview, Amended through 10-16-2018, Introduction, Pages 19-20).

The Fairfax County Board of Supervisors (“Board”) is not considering the adoption of the 2019 noise contours, as discussed in our previous letter dated September 20, 2021 and included as Attachment 1. On July 28, 2020, the Fairfax County Board authorized a Comprehensive Plan amendment for the consideration of new residential uses in the area between the current Board adopted DNL 60-65 dBA airport noise contours with commitments to noise mitigation measures, notification requirements, and appropriate construction techniques. An issues paper was prepared to provide background information and to identify potential considerations and noise mitigations. A copy of this Issues Paper was forwarded to you via email on February 1, 2022. Staff also notes that community outreach related to the amendment is currently in process and looks forward to discussing this amendment with Loudoun County. The amendment is scheduled for public hearings before the Planning Commission on May 18, 2022 and the Board of Supervisors on June 28, 2022.

If you have any questions regarding these comments, please contact Joseph Gorney of the Department of Planning and Development (DPD) at 703-324-1380. Thank you for the opportunity to comment.

Sincerely,

Leanna H. O’Donnell, AICP, Director
Department of Planning and Development, Planning Division

LHO: JCG

Attachment 1: Letter to Joshua Peters dated September 20, 2021

cc: Board of Supervisors
    Bryan Hill, County Executive
    Rachel Flynn, Deputy County Executive
    Barbara Byron, Director, DPD
    Kelly Atkinson, Branch Chief, Environment & Development Review Branch, Planning Division, DPD
    Joseph Gorney, Senior Environmental Planner, DPD-PD
September 20, 2021

Joshua Peters, AICP
Loudoun County Department of Planning and Zoning
1 Harrison Street, SE
Leesburg, Virginia 20177-7000

SUBJECT: CPAM-2021-0001, Airport Impact Overlay District Update

Dear Mr. Peters:

Thank you for the opportunity to review and comment on the proposed amendment to the Loudoun County 2019 General Plan to update the mapped airport noise contours, as well as associated content and associated policies.

BACKGROUND
Loudoun County proposes a Comprehensive Plan Amendment (CPAM) to amend the Airport Noise Impact Areas (ANIA) map of the Loudoun County 2019 General Plan, along with the associated content and policy statements. The map provides the basis for administering the policies that address airport noise impacts from the Washington Dulles International Airport (Dulles) and the Leesburg Executive Airport and for establishing the Airport Impact Overlay District (AIOD) of the Loudoun County Zoning Ordinance. If adopted, the ANIA map update would reflect the latest noise contours for the Dulles Airport provided by the Metropolitan Washington Airports Authority (MWAA) based on the 2019 Washington Dulles International Noise Contour Map Update.

Loudoun County uses airport noise contours to determine where residential development can occur. New residential and other noise-sensitive uses are not permitted within the 65+ Ldn impact area and greater. If the new contours are adopted as proposed, Loudoun County anticipates that 7.78 acres would be added to the area currently designated as 65+ Ldn, while 18.60 acres would be removed from this area. Overall, the adoption of the new contours would result in a net reduction of 10.82 acres within the 65+ Ldn impact area.

Depicted below is the draft map of the proposed airport noise contours.
Like the policies of Loudoun County, Fairfax County has adopted policies to minimize adverse aircraft noise impacts on its citizens and to balance these policies with policies that foster the economic growth of both Dulles and the County. (See Fairfax County Comprehensive Plan, 2017)
The Fairfax County Board of Supervisors (Board) has previously considered the Metropolitan Washington Airports Authority’s (MWAA) 2019 Washington Dulles International Noise Contour Map Update that Loudoun County is now considering and decided in July 2020 not to adopt those contours. The Board’s decision was based primarily upon the fact that those contours are based on a projected full operational capacity that might not be reached for 90 years; that, with the exception of the Denver International Airport, the methodology is not typically employed throughout the United States; that the variables that went into the creation of these contours may change over time; that most jurisdictions around other international airports focus on noise abatement measures for noise-sensitive uses located within the 60-65 DNL contours; that the noise contours are based on a capacity analysis, not a demand analysis; and that such long-term projections might not predict as yet unknown technological, operational, economic, and other unknown variables, and may be inaccurate over time. Loudoun County may wish to consider these variables as well.

On July 28, 2020, the Board authorized a Comprehensive Plan amendment for the consideration of permitting residential uses in the area between the 60 and 65 DNL airport noise contours. An issues paper is being prepared to provide background information and to identify potential considerations and noise mitigations.

If you have any questions regarding these comments, please contact Joseph Gorney of the Department of Planning and Development (DPD) at 703-324-1380. Thank you for the opportunity to comment.

Sincerely,

[Signature]

Leanna H. O’Donnell, AICP, Director
Department of Planning and Development, Planning Division

LHO: JCG

cc: Board of Supervisors
Bryan Hill, County Executive
Rachel Flynn, Deputy County Executive
Barbara Byron, Director, DPD
Kelly Atkinson, Branch Chief, Environment & Development Review Branch, Planning Division, DPD
Joseph Gorney, Senior Environmental Planner, DPD-PD
MEMORANDUM

TO: Joshua Peters, AICP, Project Manager, DPZ
FROM: Megan Bourke, Acting Deputy Director
THROUGH: Janet Romanchyk, Chief Financial Officer
DATE: September 24, 2021
RE: Fiscal Impact Data
CPAM-2021-0001, Airport Impact Overlay District Update

Background

This memorandum provides data on the potential change in Loudoun County revenues and expenditures that could occur based on the changes to the location of the 65 Ldn\(^1\) airport noise contours for Washington Dulles International Airport (Dulles Airport) proposed as part of the Airport Impact Overlay District Comprehensive Plan Amendment (AIOD CPAM). This memorandum primarily focuses on the impact of this change on residential development, as restriction on the location of residential uses is a fundamental impact of setting noise contours.

Fiscal impact data compare the revenues and expenditures that a land use change could generate. It most often is used to assess whether the fiscal balance will be positive, neutral, or negative. The difference between revenues and expenditures is the net fiscal impact. If revenues and expenditures approximately match, the fiscal impact is neutral, whereas if revenues exceed expenditures the impact is positive, and conversely if they are less, the impact is negative. While fiscal impact calculations produce figures that appear precise, they should only be used as a guide to the overall direction and magnitude of changes that could occur based on a land use decision. Fiscal impact data help illustrate differences in revenues and expenditures when comparing future development with a proposed land use change versus if planned land uses were not changed.

Fiscal impact analysis is distinct from economic impact analysis, which analyzes the changes to an area’s economy arising from the presence, expansion, or contraction of an entity or industry. It also is distinct from the capital facility impacts analysis that the Department of Finance and Budget provides in memoranda as part of residential rezoning referrals.

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\(^1\) Day-Night Average Sound Level: The energy-average level of sound, in decibels, for 24 hours adjusted to include a 10 decibel penalty for noise exposures during night-time hours (10:00 pm to 6:00 am).
Data in this memorandum are presented in tables which summarize fiscal impacts once construction is complete. This memorandum presents fiscal impacts for each product type (each type of residential development), calculated on a per unit basis. Impacts per product type are based on analysis done for the 2019 Comprehensive Plan, as presented in the *White Paper on the Fiscal Impacts of the Residential Sector in Loudoun County* by the consulting firm TischlerBise.2

**CPAM Details**

This CPAM proposes to amend the Airport Noise Impact Areas (ANIA) of the *Loudoun County 2019 General Plan* (2019 GP). The County’s current AIOD was adopted into the Zoning Ordinance by the Board of Supervisors (Board) in 1993. Policy guidance within the 2019 GP includes, “Consider replacing the existing noise contours for Washington Dulles International Airport to reflect the noise contours in the 2019 Washington Dulles International Noise Contour Map Update” (Chapter 3, Complementary Elements Action 7.2.F). In addition to considering the noise contours, the Board directed that the “Planned Fifth Runway Impact Area” be treated similar to the 60-65 Ldn noise impact area rather than be included within the 65+ Ldn noise impact area. The purpose for this shift is to acknowledge that the runway is not yet constructed and the timeframe for its development is potentially well beyond the planning horizon of the 2019 GP.

The AIOD directly impacts land use by regulating where residential development can and cannot occur. As set forth in both zoning regulations and the policies of the 2019 GP, new residential and other noise-sensitive uses are not permitted within the 65+ Ldn impact area. Adoption of a new 65+ Ldn contour line would newly encumber some areas by prohibiting new residential uses (unless buildable lots were established prior to adoption of the new AIOD), while some areas that are currently encumbered would potentially become available for residential development. Table 1 provides an overview of acreage and residential development capacity changes that are anticipated with the proposed ANIA/AIOD updates. These figures are based on changes in the acreage of land that can be developed with residential uses.3

While the change in the airport noise contours encompasses a fairly large area, the portions of this area most likely to develop differently because of the proposed changes in the noise contours are much smaller, as documented in Table 1 and shown on Figure 1, on the following two pages.

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2 This report was attachment eight (8) to the April 3, 2019 Board of Supervisors work session item, starting on p. 165 of the PDF.
3 The acreages shown in the table represent actual developable land. A GIS analysis was conducted to select areas that are neither developed nor subject to an approved rezoning (vacant-unentitled acreage). The acreage figures were further refined to eliminate vacant-unentitled acreage that could not reasonably be expected to develop with residential uses, such as slivers of land or land that is otherwise constrained. In at least one case, acreage of an existing, undeveloped approval was included in these figures based on a reasonable expectation that, as a direct result of this CPAM, its entitlements could be amended to allow additional residential density.
Table 1. Summary of Acreage and Potential Residential Development Changes

<table>
<thead>
<tr>
<th>Place Type</th>
<th>Acres</th>
<th>Residential Units</th>
<th>Households</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Increases Where Ldn Removed</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUBURBAN MIXED USE</td>
<td>16.8</td>
<td>200</td>
<td>189</td>
<td>482</td>
</tr>
<tr>
<td>SUBURBAN NEIGHBORHOOD</td>
<td>1.8</td>
<td>8</td>
<td>6</td>
<td>19</td>
</tr>
<tr>
<td>Subtotals</td>
<td>18.6</td>
<td>208</td>
<td>195</td>
<td>501</td>
</tr>
<tr>
<td>Residential Decreases Where Ldn Added</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUBURBAN MIXED USE</td>
<td>7.8</td>
<td>93</td>
<td>87</td>
<td>221</td>
</tr>
<tr>
<td>SUBURBAN NEIGHBORHOOD</td>
<td>0.0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Subtotals</td>
<td>7.8</td>
<td>93</td>
<td>87</td>
<td>221</td>
</tr>
<tr>
<td>Net Change, Areas Where Ldn Has Been Removed Minus Where Added</td>
<td>9.0</td>
<td>107</td>
<td>102</td>
<td>261</td>
</tr>
<tr>
<td>SUBURBAN MIXED USE</td>
<td>1.8</td>
<td>8</td>
<td>6</td>
<td>19</td>
</tr>
<tr>
<td>Totals (Net)</td>
<td>10.8</td>
<td>115</td>
<td>108</td>
<td>280</td>
</tr>
</tbody>
</table>

To identify those areas where future residential development is most likely to change, staff assessed whether there was land in any of the three following categories that would likely be developed differently because of the proposed changes:

- Vacant, unentitled land
- Entitled, but undeveloped land
- Developed (occupied) land where redevelopment could occur

The land identified in Table 1 represents a mix of vacant, unentitled land, and entitled but undeveloped land. No developed land where redevelopment could occur was identified.

Changes to the noise contours encompass several Place Types, including Urban Transit Center, Suburban Mixed Use, Suburban Neighborhood, and Suburban Compact Neighborhood. Areas identified where future residential development is most likely to change based on alterations to the noise contours are to the west of the east-west runways, as well as south of Rt. 50 near the Loudoun-Fairfax border. These areas encompass only the Suburban Mixed Use and Suburban Neighborhood Place Types, with most of the land located in the area south of Rt. 50.

Approximately 22.5 acres of vacant-unentitled land that would be removed from the 65+ Ldn impact area through this CPAM has been excluded from the development figures that are summarized in Table 1. The parcel is located along the northern boundary of Dulles Airport (see Figure 1) and designated as the Urban Transit Center (UTC) Place Type pursuant to the 2019 GP. Although the property is technically developable, the extent of impediments, particularly to residential uses (e.g., extensive floodplain, challenging site access, and adjacency to the Dulles Greenway, an existing industrial park, and Dulles Airport property), make it unlikely that new residential uses will establish on this parcel as a result of this CPAM. Considering that this Place Type anticipates the most intensive
Figure 1. Areas of Vacant and Unentitled Land

22.5 ac. of UTC Place Type: Significant development constraints, not anticipated to develop residential uses.

1.8 ac. of SN Place Type: Anticipated to develop additional residential uses.

4.39 ac. of SMU Place Type: Adjacent to industrial uses, not anticipated to develop residential uses.

7.8 ac. of SMU Place Type: Becomes encumbered by 65+ Ldn.

17 ac. of SMU Place Type: Existing ZMAP approval anticipated to redevelop with additional residential density.
development pattern in the county, removal of 22.5 acres of UTC property from these figures results in a significantly reduced net change in population.

Approximately 17 acres of an approved but undeveloped 27-acre mixed use development (ZMAP-2008-0004, Fox Gate, approved June 7, 2011) would be removed from the 65+ Ldn impact area through this CPAM. The development figures in Table 1 include considerations that additional residential density would reasonably be expected to result from this CPAM in the form of an amendment to the approved rezoning or through a new land development application.

**Fiscal Impact Data**

This section provides an overview of the potential annual impact of the net change in residential development, once construction is complete.

Data are presented in Table 2, which presents fiscal impacts for each product type (each type of residential development), calculated on a per unit basis. The number of units by type was determined using the methodology developed to forecast future development scenarios for the 2019 GP, including consideration of acreage by Place Type, along with the maximum residential densities and preferred share of residential uses shown for each Place Type. As noted above, fiscal impacts per product type are based on analysis done for the 2019 Comprehensive Plan, as presented in the November 2018 White Paper on the Fiscal Impacts of the Residential Sector in Loudoun County by the consulting firm TischlerBise.

The net fiscal impact from the potential changes in residential development is negative, but small, in keeping with the small number of units involved. Table 2 shows the annual impact as approximately -$400,000 for 115 units, resulting from the increase of 208 units where the Ldn would be removed along with a decrease of 93 units where it would be added.

The table below focuses on changes in residential development, since that is what changes to the noise contours directly influence. On the 7.8 acre area where the Ldn would be added, nonresidential development is already allowed under the Suburban Mixed Use Place Type. With respect to areas where the Ldn would be removed, most of this area (16.8 acres) is the nonresidential portion of an existing rezoning (Fox Gate), identified by staff as likely to seek rezoning consistent with the Suburban Mixed Use Place Type. Under Suburban Mixed Use, this property would be expected to develop with less nonresidential square feet than currently approved.

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4 Product types are identified and defined in Loudoun County's Fiscal Impact Committee Guidelines. The Guidelines document provides detailed assumptions and background supporting long-range forecasting.
Table 2. Summary of Residential Unit and Fiscal Impact Changes

<table>
<thead>
<tr>
<th>Fiscal Impacts: Residential Increases Where Ldn Removed</th>
<th>Units</th>
<th>Fiscal Impact per Unit</th>
<th>Annual Fiscal Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Detached: Suburban</td>
<td>19</td>
<td>$ (6,632)</td>
<td>$ (126,008)</td>
</tr>
<tr>
<td>Single-Family Attached</td>
<td>71</td>
<td>$ (4,823)</td>
<td>$ (342,433)</td>
</tr>
<tr>
<td>Multi-Family Attached</td>
<td>118</td>
<td>$ (1,985)</td>
<td>$ (234,240)</td>
</tr>
<tr>
<td><strong>Subtotals</strong></td>
<td><strong>208</strong></td>
<td>-</td>
<td><strong>$ (702,681)</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fiscal Impacts: Residential Decreases Where Ldn Added</th>
<th>Units</th>
<th>Fiscal Impact per Unit</th>
<th>Annual Fiscal Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Detached: Suburban</td>
<td>7</td>
<td>$ (6,632)</td>
<td>$ (46,424)</td>
</tr>
<tr>
<td>Single-Family Attached</td>
<td>31</td>
<td>$ (4,823)</td>
<td>$ (149,513)</td>
</tr>
<tr>
<td>Multi-Family Attached</td>
<td>55</td>
<td>$ (1,985)</td>
<td>$ (109,180)</td>
</tr>
<tr>
<td><strong>Subtotals</strong></td>
<td><strong>93</strong></td>
<td>-</td>
<td><strong>$ (305,117)</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Difference: Net Fiscal Impact, Areas Where Ldn Would Be Removed vs. Added</th>
<th>Units</th>
<th>Fiscal Impact per Unit</th>
<th>Annual Fiscal Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Detached: Suburban</td>
<td>12</td>
<td>$ (6,632)</td>
<td>$ (79,584)</td>
</tr>
<tr>
<td>Single-Family Attached</td>
<td>40</td>
<td>$ (4,823)</td>
<td>$ (192,920)</td>
</tr>
<tr>
<td>Multi-Family Attached</td>
<td>63</td>
<td>$ (1,985)</td>
<td>$ (125,060)</td>
</tr>
<tr>
<td><strong>Totals (Net)</strong></td>
<td><strong>115</strong></td>
<td>-</td>
<td><strong>$ (397,564)</strong></td>
</tr>
</tbody>
</table>

**Market Dynamics**

The discussion above has focused on what could occur if the full amount of development based on each Place Type were to occur in each area of vacant and unentitled or entitled but undeveloped land. Given that analysis supporting development of the 2019 GP showed that demand for single-family development was expected to outpace supply, the single-family detached and attached units would be expected to develop. With regards to multi-family attached development, other areas of the county also provide a great deal of future supply. It is possible that not all the multi-family units would be built, or that they would slightly reduce the units built elsewhere in the county.

**Conclusion**

The proposed changes to the Ldn noise contours, with a net result of increasing residential development slightly, are expected to result in a sufficiently small negative fiscal impact that the changes can be considered fiscally neutral.
Josh,

Fire and Rescue doesn't have any comments regarding this application. Thank you for the opportunity to review.

Maria

From: 

Sent: 

To: 

Cc: 

Subject: 


Good afternoon:

Please see the attached referral cover sheet and materials for **CPAM-2021-0001, Airport Impact Overlay District Update**. Your review and comments are requested for this application. All application materials are attached to this email and will be uploaded to LMIS or LOLA under CPAM-2021-0001 for public review.

This referral packet includes:

1. Referral Cover Sheet
2. Project Narrative
3. Map – Proposed Noise Contours
4. Map – Existing Noise Contours
5. Tracking Sheet – Proposed text amendments to 2019 General Plan
6. Proposed text amendments to 2019 GP (redline)

No hard copies will be distributed at this time.

Please provide your comments by 5:00 p.m., September 20, 2021.

Regards,

Joshua Peters, AICP
Senior Planner, Community Planning
Department of Planning and Zoning
703-771-5128
<table>
<thead>
<tr>
<th>PAGE IN 2019 GP</th>
<th>EDITS</th>
<th>COUNTY PROPOSED AMENDED TEXT TO 2019 GENERAL PLAN</th>
<th>MWAA RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-25 JR Action 1.7.F</td>
<td>Where compatible with surrounding land uses, allow residential or mixed-use development in areas of the Arcola Village core that fall outside the 65 Ldn (day-night average noise level) noise contours of Washington Dulles International Airport, applying the standards of the Suburban Neighborhood Place Type.</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>2-41 Chapter 2, Introduction</td>
<td>The Suburban Policy Area is defined on the north by the Potomac River and on the south by Braddock Road. Its eastern edge is the Fairfax County line, and its western edge begins at the Potomac River and follows a southerly path along the Goose Creek just east of Leesburg, the Goose Creek and Beaverdam Reservoirs, and a combination of property lines, roads, and power line easements, and Washington Dulles International Airport’s 65 Ldn, day-night average noise level noise contours.</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-12 Chapter 3, Aural Environment</td>
<td>Efforts to protect existing and future residents from increased levels of environmental noise have focused primarily on airport noise surrounding Washington Dulles International Airport (IAD) and Leesburg Executive Airport (see Airport Impact Overlay District, Airport Noise Impact Area Map).</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-29 Chapter 3, Complementary Elements, ANIA call-out box</td>
<td>The Airport Noise Impact Area (ANIA) consists of three (3) components or aircraft noise contours: (i) 65 Ldn or higher; (ii) Ldn 60 to 65; and (iii) Outside of but within one mile of the IAD, the Planned Fifth Runway Impact Area. This applies only to Washington Dulles International Airport.</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-30 CE Action 7.2.C</td>
<td>Prohibit residential encroachment into the ANIA areas designated as within the Ldn 65 or higher aircraft noise contours to ensure that residential development will not create pressure for reductions in the intensity of service or prohibit the expansion of service at the airport.</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-30 CE Action 7.2.E</td>
<td>Consider replacing the existing noise contours for Washington Dulles International Airport to reflect the noise contours in the 2019 Washington Dulles International Noise Contour Map Update.</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-30 CE Action 7.2.F</td>
<td>Consider replacing the existing noise contours for Washington Dulles International Airport to reflect the noise contours in the 2019 Washington Dulles International Noise Contour Map Update.</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-30 New Statement (CE Action 7.2.H)</td>
<td>Allow residential rezonings that were located outside the 65 Ldn noise contour at the time of approval but subsequently moved inside the 65 Ldn noise contour as a result of updates to the AOI to develop in accordance with their approval.</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-30 New Statement (CE Action 7.2.I)</td>
<td>Require disclosure to prospective buyers of homes within the Airport Noise Impact Area that the property is within the ANIA. For prospective buyers of homes that are within the IAD Planned Fifth Runway Impact Area, this disclosure should state that the noise impact caused by aircraft overflights may change if the planned fifth runway is constructed.</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-33 Chapter 3 Reference Maps</td>
<td>Airport Impact Overlay District (Map #2018-126) Airway Airport Noise Impact Area (Map #2021-127)</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-38 Implementation Strategy, Other-priority implementation actions</td>
<td>Provide a resolution of intent to amend the Zoning Ordinance to the Board to consider replacing the existing noise contours for Washington Dulles International Airport and consider adopting the noise contours in the 2019 Washington Dulles International Noise Contour Map Update.</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>7-4 Implementation Matrix, Complementary Elements</td>
<td>Consider replacing the existing noise contours for Washington Dulles International Airport to reflect the noise contours in the 2019 Washington Dulles International Noise Contour Map Update.</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>7-27 Implementation Matrix, Initial Board-Directed Amendments to the Zoning Ordinance</td>
<td>Provide a resolution of intent to amend the Zoning Ordinance to the Board to consider replacing the existing noise contours for Washington Dulles International Airport and consider adopting the noise contours in the 2019 Washington Dulles International Noise Contour Map Update.</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>7-38 Glossary 2 Definition of “Airport Noise Impact Area”</td>
<td>The Airport Noise Impact Area consists of three (3) components or aircraft noise impact areas: (i) Ldn 65 or higher; (ii) Ldn 60-65; and (iii) The Planned Fifth Runway Impact Area. This applies only to Washington Dulles International Airport.</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>PAGE IN 2019 GP</td>
<td>TITLE</td>
<td>2019 COUNTY PROPOSED AMENDED TEXT TO 2019 GENERAL PLAN</td>
<td>RECOMMENDATION</td>
</tr>
<tr>
<td>---------------</td>
<td>-------</td>
<td>------------------------------------------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>3-41</td>
<td>Chapter 2, Introduction</td>
<td>Airport Operations Analysis: Noise Analysis, Chapter 7.2</td>
<td>No further change.</td>
</tr>
<tr>
<td>3-12</td>
<td>Chapter 3, Airport Environment</td>
<td>Airport Noise Impact Area (Map #2021-278)</td>
<td>No further change.</td>
</tr>
<tr>
<td>3-12</td>
<td>Chapter 3, Airport Environment</td>
<td>Airport Impact Overlay District (Map #2018-145)</td>
<td>No further change.</td>
</tr>
<tr>
<td>3-28</td>
<td>CE Action 7.2.A</td>
<td>Resilience Strategy: Resilience Elements, Action 7.2.F</td>
<td>Ensure that the proposed new noise contours for the 2019 Washington Dulles International Noise Contour Map Update include the areas designated as within the 60 DNL and greater aircraft noise contour that have been determined to be impacted by noise caused by airport operations. Substitute null text with text below.</td>
</tr>
<tr>
<td>3-28</td>
<td>CE Action 7.3.E</td>
<td>Resilience Strategy: Resilience Elements, Action 7.3.F</td>
<td>Review existing noise zones in the 2019 Washington Dulles International Noise Contour Map Update to ensure that residential development will not create pressure for reductions in the intensity of service or prohibit the expansion of service at the airport.</td>
</tr>
<tr>
<td>7-38</td>
<td>Glossary 2</td>
<td>Definitions: Noise Impact Area</td>
<td>No further change.</td>
</tr>
<tr>
<td>PAGE IN 2019 GP</td>
<td>EDITS</td>
<td>Round 2 MWAA RESPONSE</td>
<td>Round 3 COUNTY RESPONSE</td>
</tr>
<tr>
<td>----------------</td>
<td>----------------------------------------------------------------------</td>
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<td>--------------------------</td>
</tr>
<tr>
<td>2-25</td>
<td>IR Action 1.7.F</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>2-41</td>
<td>Chapter 2, Introduction</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-12</td>
<td>Chapter 3, Aural Environment</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-12</td>
<td>Chapter 3, Aural Environment</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-29</td>
<td>Chapter 3, Complementary Elements, ANIA call-out box</td>
<td>The Airport Noise Impact Area (ANIA) consists of three (3) components or aircraft noise contours impact areas: (i) Within the Ldn 65 or higher; (ii) Between the Ldn 60-65; and (iii) Outside of Area within one mile of the Ldn 60. The Loudoun County IAD Planned Fifth Runway Impact Area. *Applies only to Washington Dulles International Airport. MWAA is not a proponent of the Planned Fifth Runway Impact Area, this &quot;carve out&quot; is a County-driven initiative.</td>
<td>The &quot;carve out&quot; concept is no longer proposed with these amendments.</td>
</tr>
<tr>
<td>3-29</td>
<td>CE Action 7.2.A</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-30</td>
<td>CE Action 7.2.B</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-30</td>
<td>CE Action 7.2.C</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-30</td>
<td>CE Action 7.2.E</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-30</td>
<td>CE Action 7.2.F</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-30</td>
<td>New Statement (CE Action 7.2.H)</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-30</td>
<td>New Statement (CE Action 7.2.1)</td>
<td>Require disclosure to prospective buyers of homes within the Airport Noise Impact Area that the property is within the ANIA. For prospective buyers of homes that are within the Loudoun County IAD Planned Fifth Runway Impact Area, this disclosure should state that the noise impact caused by aircraft overflights may change if the planned fifth runway is constructed. MWAA is not a proponent of the Planned Fifth Runway Impact Area, this &quot;carve out&quot; is a County-driven initiative.</td>
<td>The &quot;carve out&quot; concept is no longer proposed with these amendments.</td>
</tr>
<tr>
<td>3-33</td>
<td>Chapter 3 Reference Maps</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>3-38</td>
<td>&quot;Map Replacement&quot;</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>7-4</td>
<td>Implementation Strategy, Other priority implementation actions</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>7-27</td>
<td>Implementation Matrix, Complementary Elements</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>7-38</td>
<td>Implementation Matrix, Initial Board-Directed Amendments to the Zoning Ordinance</td>
<td>No comment, concur.</td>
<td></td>
</tr>
<tr>
<td>Glossary 2</td>
<td>Definition of &quot;Airport Noise Impact Area&quot;</td>
<td>No comment, concur.</td>
<td>MWAA is not a proponent of eliminating the existing 60 DNL - 2 Mile Buffer contour, this is a County-driven initiative.</td>
</tr>
</tbody>
</table>
RESOLUTION NO. 2021-173

A RESOLUTION: ENDORSEMENT OF CONSOLIDATED COMMENT LETTER FOR CPAM 2021-0001 AIRPORT IMPACT OVERLAY DISTRICT FIRST SUBMISSION TO MAINTAIN THE ONE-MILE DISCLOSURE AREA AROUND THE LEESBURG EXECUTIVE AIRPORT

WHEREAS, Loudoun County has requested referral comments for an amendment to the Loudoun County 2019 General Plan; and

WHEREAS, this amendment proposes to update the noise contours at the Washington Dulles International Airport that provide the basis for administering the County’s airport noise impact policies and Zoning Ordinance Overlay District; and

WHEREAS, the amendment proposes elimination of the one-mile disclosure area around the Leesburg Executive Airport which will decrease new residents and community awareness of aircraft noise and overflights; and

WHEREAS, the Town staff have prepared a consolidated comment letter with comments provided by the Airport Director, and the Department of Planning and Zoning where significant concerns were raised about the proposed elimination of the one-mile disclosure area around the Leesburg Executive Airport; and

WHEREAS, the Airport Commission has reviewed this proposal at its regular meeting on October 13, 2021; and

WHEREAS, the Airport Commission does not support the elimination of the one-mile disclosure area around the Leesburg Executive Airport because it could increase noise complaints to the Town and impact property buyers who may be unaware of frequent aircraft overflights.
A RESOLUTION: ENDORSEMENT OF CONSOLIDATED COMMENT LETTER FOR CPAM 2021-0001 AIRPORT IMPACT OVERLAY DISTRICT FIRST SUBMISSION TO MAINTAIN THE ONE-MILE DISCLOSURE AREA AROUND THE LEESBURG EXECUTIVE AIRPORT

THEREFORE, RESOLVED, by the Council of the Town of Leesburg in Virginia as follows:

1. The Town Council endorses the consolidated comment letter responding to Loudoun County's referral request for comments on CPAM 2021-0001 as presented by staff at the November 8, 2021 Town Council Work Session which recommends that the one-mile disclosure area around the Leesburg Executive Airport be retained as it is currently depicted in the Loudoun County 2019 General Plan and that no changes be made to the disclosure area.

PASSED this 9th day of November, 2021.

Kelly Burk, Mayor
Town of Leesburg

ATTEST:

Clerk of Council
November 15, 2021

Joshua Peters, Project Manager
Loudoun County Department of Planning and Zoning
1 Harrison Street SE, 3rd Floor
Leesburg VA, 20175

VIA ELECTRONIC MAIL

RE: CPAM 2021-0001, Airport Impact Overlay District
1st Referral Comments

Dear Mr. Peters:

Thank you for the opportunity to provide referral comments on the first submission of the above referenced comprehensive plan amendment (CPAM). Referral comments are based upon the project narrative and maps sent with your referral request on August 20, 2021.

This amendment was reviewed by the Town of Leesburg Airport Director, Airport Commission and the Department of Planning and Zoning.

This is a proposed amendment to the Loudoun County 2019 General Plan (2019 GP) to update the noise contours that provide the basis for administering the County’s airport noise impact policies and Zoning Ordinance Overlay District.

The overview for CPAM 2021-0001 states: “In 2018, the Metropolitan Washington Airports Authority (MWAA) conducted an updated noise study and established newly projected noise contours (2019 Projected Contours) based on the planned ultimate buildout and operational plans for Dulles Airport. Policy guidance with the 2019 GP – which was adopted on June 20, 2019 – includes, “Consider replacing the existing noise contours for Washington Dulles International Airport to reflect the noise contours in the 2019 Washington Dulles International Noise Contour Map Update.” To address this Plan direction, on June 15, 2021, the Board of Supervisors initiated:

- The subject CPAM
- An update to the Zoning Ordinance to run concurrently with the CPAM
- Revisions to a portion of the 65+ Ldn noise impact area
- Airport Impact Overlay District (AIOD) disclosure for all homes with the AIOD;
- Protection of previously approve rezonings
- Removal of the one-mile buffer from the AIOD
Existing ANIA Map
Planning and Zoning. The Town Plan offers the following policy guidance cited below.

"Chapter 6. Southeast Planning Area. Objective 6. Protect the Leesburg Executive Airport from incompatible land uses."
a. Encourage Regional Office use, which includes corporate headquarters, emerging technologies facilities, hotels, conference centers, and higher education facilities, between the Leesburg Executive Airport and Dulles Greenway.
b. Implement land use categories depicted on the Airport Area Land Use Policy Map and accompanying text in order to limit the development of noise-sensitive uses, such as residences, hospitals, and convalescent homes, in areas close to the airport and subject to typical flight patterns generated by the airport.
c. Require the disclosure at the time of purchase of property in areas subject to typical overflight that the property may be subject to noise from airport traffic.
d. Develop a program to notify the public within the area subject to overflight, as indicated by the typical flight patterns on the Airport Area Land Use Policy Map that the area may be subject to overflight air traffic noise.”

As noted in (c) and (d) above, the Town Plan encourages that notification be provided to prospective property purchasers regarding the existence of over flights from the Leesburg Executive Airport. The Town Plan and

Airport.
The Airport Manager and Airport Commission are opposed to removal of the one-mile buffer from the AIOD for Leesburg Executive Airport the following reasons:

- Eliminating the 1-mile buffer/notification area in the Dulles Airport Noise Impact Areas may make sense due to the changes in the noise patterns at Dulles (and prompted Supervisor’s concerns about homeowner notifications) – but the noise patterns at Leesburg Executive Airport haven’t changed (in fact, they’re probably increasing, but there isn’t a definitive study such as the one cited in the CPAM), which causes the Town to question why the County would eliminate the notification requirement in Leesburg along with Dulles. Making a change at Leesburg because something changed at Dulles makes no sense.

- Eliminating the 1-mile buffer/notification area in the Airport Noise Impact Areas will have a negative impact on community awareness of aircraft noise and overflights, and will create potential legal liabilities for both the Town and the County in the future.

- The General Aviation flight paths at the Leesburg Executive Airport differ significantly from the commercial airline flight paths at Washington Dulles International Airport. To demonstrate this point, please refer to the aerials in Figures 1 & 2, below. These are FAA radar feeds depicting 24 hours of aircraft overflights below 2,000 feet Mean Sea Level (approximately 1,600 feet above the ground, and below) on the same day in August.

- The Leesburg Airport has significant flight training activity and repetitive takeoffs and landings that are accomplished in a box traffic pattern extending within the One-Mile Disclosure around the airport’s single runway. See the Town’s Land Use Policy Map for an exemplar of how aircraft overflights impact the contiguous properties (Figure 3, below).

- The AIOD Disclosure requirements work. For example, the Leesburg Executive Airport has not received any complaints from homeowners in the Meadowbrook Farm subdivision, currently under a fifth phase of construction and located under the airport’s flight paths. All homeowners received notification when they purchased their properties
Figure 1. Dulles International Airport Air Traffic Tracks < 2,000 Feet MSL.
Figure 2. Leesburg Executive Airport Air Traffic Tracks < 2,000 Feet MSL.
Figure 3. Town Of Leesburg Airport Area Land Use Policy Map.

The Leesburg Airport Commission reviewed this CPAM at their meeting on October 13, 2021 and voted unanimously to recommend to the Town Council that the Council object to the removal of the one-mile AIOD for Leesburg Executive Airport. Their recommendation is based on the points delineated above, as well as their conversations with tenant businesses at the airport, and MWAA Planning staff.

The Town Council reviewed this request with the Chair of the Airport Commission and the Airport Director at a work session on November 8, 2021 and supports the recommendation as provided in this referral letter and memorialized through approval of Town Council Resolution 2021-173 (Attachment 3).

Sincerely,

Susan Berry Hill, AICP
Director

Attachments:
1) Project overview
2) Maps of Exiting ANIA and Proposed ANIA
3) Town Council Resolution 2021-173

cc:  Mayor Burk and Town Council
     Airport Commission
     Planning Commission
     Kaj Dentler, Town Manager
     Chris Spera, Town Attorney
     Scott Coffman, Airport Director
Comprehensive Plan Amendment  
CPAM-2021-0001, Airport Impact Overlay District Update

Project Narrative

Introduction
This Comprehensive Plan Amendment (CPAM) proposes to amend the Airport Noise Impact Areas (ANIA) of the Loudoun County 2019 General Plan (2019 GP). The map provides the basis for administering the 2019 GP policies that address airport noise impacts and for establishing the Airport Impact Overlay District (AIOD) of the Zoning Ordinance. Figures 1 and 2 depict the existing and proposed ANIA maps of the 2019 GP. A web-based mapping tool is also available for more detailed review of the proposed changes at a parcel level. This CPAM proposes to update the ANIA map by replacing the noise contours for Washington Dulles International Airport based on the projected noise contours in the 2019 Washington Dulles International Noise Contour Map Update (2019 Noise Study). Additional amendments to associated content and policy statements are also proposed with this CPAM and described herein.

**Figure 1.**  
Existing ANIA Map

**Figure 2.**  
Proposed ANIA Map

Background
The adopted 1.dn noise contours were established based on noise studies for Washington Dulles International Airport (Dulles Airport) and Leesburg Executive Airport conducted in 1992 and 1985, respectively. The County’s current AIOD was adopted into the Zoning Ordinance by the Board of Supervisors (Board) in 1993.

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1Day-Night Average Sound Level: The energy-average level of sound, in decibels, for 24 hours adjusted to include a 10 decibel penalty for noise exposures during night-time hours (10:00 pm to 6:00 am).
Impacts to Land Use
The AIOD directly impacts land use by regulating where residential development can and cannot occur. As set forth in both the zoning regulations and policies of the 2019 GP, new residential and other noise-sensitive uses are not permitted within the 65+ Ldn impact area. Adoption of a new 65+ Ldn contour line would newly encumber some areas by prohibiting new residential uses (unless buildable lots were established prior to adoption of the new AIOD), while some areas that are currently encumbered would potentially become available for residential development. Other impact areas of the ANIA/AIOD may require performance measures for residential development but do not prohibit development, so evaluation of land use impacts focuses on where developable land is added to or removed from the 65+ Ldn impact area. Table 1 provides an overview of acreage and residential development capacity changes that are anticipated with the proposed ANIA/AIOD updates. These figures are based primarily on changes in acreage of developable land.2

| Table 1. Summary of Acreage and Residential Density Changes in 65+ Ldn Impact Area |
|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| **AREAS ADDED TO 65-LDN**       | **PLACE TYPE**                  | **ACRES**                       | **Residential Units**           | **Households**                  | **Population**                  |
| URBAN TRANSIT CENTER            | 0.00                            | 0                               | 0                               | 0                               | 0                               |
| SUBURBAN MIXED USE              | 7.78                            | 93                              | 87                              | 221                             |
| SUBURBAN NEIGHBORHOOD           | 0.00                            | 0                               | 0                               | 0                               |
| SUBURBAN COMPACT NEIGHBORHOOD   | 0.00                            | 0                               | 0                               | 0                               |
| **TOTALS**                      | 7.78                            | 93                              | 87                              | 221                             |

| **AREAS REMOVED FROM 65-LDN**   | **PLACE TYPE**                  | **ACRES**                       | **Residential Units**           | **Households**                  | **Population**                  |
| URBAN TRANSIT CENTER            | 0.00                            | 0                               | 0                               | 0                               | 0                               |
| SUBURBAN MIXED USE              | 16.82                           | 200                             | 189                             | 482                             |
| SUBURBAN NEIGHBORHOOD           | 1.78                            | 8                               | 6                               | 19                              |
| SUBURBAN COMPACT NEIGHBORHOOD   | 0.00                            | 0                               | 0                               | 0                               |
| **TOTALS**                      | 18.60                           | 208                             | 195                             | 501                             |

| **NET: REMOVED FROM 65-LDN**    | **PLACE TYPE**                  | **ACRES**                       | **Residential Units**           | **Households**                  | **Population**                  |
| URBAN TRANSIT CENTER            | 0.00                            | 0                               | 0                               | 0                               | 0                               |
| SUBURBAN MIXED USE              | 9.04                            | 107                             | 102                             | 261                             |
| SUBURBAN NEIGHBORHOOD           | 1.78                            | 8                               | 6                               | 19                              |
| SUBURBAN COMPACT NEIGHBORHOOD   | 0.00                            | 0                               | 0                               | 0                               |
| **TOTALS**                      | 10.82                           | 115                             | 108                             | 280                             |

2 The acreages shown in the table represent actual developable land. A GIS analysis was conducted to select areas that are neither developed nor subject to an approved rezoning (vacant-unentitled acreage). The acreage figures were further refined to eliminate vacant-unentitled acreage that could not reasonably be expected to develop with residential uses, such as slivers of land or land that is otherwise constrained. In at least one case, acreage of an existing, undeveloped approval was included in these figures based on a reasonable expectation that, as a direct result of this CPAM, its entitlements could be amended to allow additional residential density.
RESOLUTION NO. 2021- A RESOLUTION: ENDORSEMENT OF THE CONSOLIDATED COMMENT LETTER FOR CPAM 2021-0001, AIRPORT IMPACT OVERLAY DISTRICT, FIRST SUBMISSION AND

WHEREAS, Loudoun County has requested referral comments for an amendment to the Loudoun County 2019 General Plan; and

WHEREAS, this amendment proposes to update the noise contours that provide the basis for administering the County’s airport noise impact policies and Zoning Ordinance Overlay District; and

WHEREAS, the Town staff have prepared a consolidated comment letter with comments provided by the Airport Manager, and the Department of Planning and Zoning and concerns were raised about the proposed elimination of the one-mile notification area around the Leesburg Executive Airport; and

WHEREAS, the Airport Commission has reviewed this proposal at a regular meeting on October 13, 2021; and

WHEREAS, the Airport Commission does not support the elimination of the one-mile notification areas around the Leesburg Executive Airport because it will result in increased noise complaints about the Airport for the Town; and

WHEREAS,

THEREFORE, RESOLVED, by the Council of the Town of Leesburg in Virginia as follows:
A RESOLUTION: ENDORSEMENT OF THE CONSOLIDATED COMMENT LETTER FOR CPAM 2021-0001, FIRST SUBMISSION

1. The Town Council endorses the consolidated comment letter responding to Loudoun County’s referral request for comments on CPAM 2021-0001 as presented by staff at the November 8, 2021 Town Council Work Session which recommends that the one-mile notification area around the Leesburg Executive Airport be retained as it is currently depicted in the Loudoun County 2019 General Plan and that no changes be made to the notification area.

2. PASSED this __ day of __________, 2021.

______________________________
Kelly Burk, Mayor
Town of Leesburg

ATTEST:

______________________________
Clerk of Council
February 9, 2022

Joshua Peters, Project Manager
Loudoun County Department of Planning and Zoning
1 Harrison Street SE, 3rd Floor
Leesburg VA, 20175

VIA ELECTRONIC MAIL

RE: CPAM 2021-0001, Airport Impact Overlay District
2nd Referral Comments

Dear Mr. Peters:

Thank you for the opportunity to provide referral comments on the second submission of the above referenced comprehensive plan amendment (CPAM). Referral comments are based upon the project narrative and maps sent with your referral request on January 12, 2022.

This amendment was reviewed by the Town of Leesburg Airport Director, Airport Commission and the Department of Planning and Zoning.

This is a proposed amendment to the Loudoun County 2019 General Plan (2019 GP) to update the noise contours that provide the basis for administering the County’s airport noise impact policies and Zoning Ordinance Overlay District.

The overview for CPAM 2021-0001 states: “In 2018, the Metropolitan Washington Airports Authority (MWAA) conducted an updated noise study and established newly projected noise contours (2019 Projected Contours) based on the planned ultimate buildout and operational plans for Dulles Airport. Policy guidance with the 2019 GP – which was adopted on June 20, 2019 – includes, “Consider replacing the existing noise contours for Washington Dulles International Airport to reflect the noise contours in the 2019 Washington Dulles International Noise Contour Map Update.” To address this Plan direction, on June 15, 2021, the Board of Supervisors initiated:

- The subject CPAM
- An update to the Zoning Ordinance to run concurrently with the CPAM
- Revisions to a portion of the 65+ Ldn noise impact area
- Airport Impact Overlay District (AIOD) disclosure for all homes with the AIOD;
- Protection of previously approve rezonings
- Removal of the one-mile buffer from the AIOD
Existing ANIA Map
Planning and Zoning. The Town Plan offers the following policy guidance cited below.

"Chapter 6. Southeast Planning Area. Objective 6. Protect the Leesburg Executive Airport from incompatible land uses."
a. Encourage Regional Office use, which includes corporate headquarters, emerging technologies facilities, hotels, conference centers, and higher education facilities, between the Leesburg Executive Airport and Dulles Greenway.
b. Implement land use categories depicted on the Airport Area Land Use Policy Map and accompanying text in order to limit the development of noise-sensitive uses, such as residences, hospitals, and convalescent homes, in areas close to the airport and subject to typical flight patterns generated by the airport.
c. Require the disclosure at the time of purchase of property in areas subject to typical overflight that the property may be subject to noise from airport traffic.
d. Develop a program to notify the public within the area subject to overflight, as indicated by the typical flight patterns on the Airport Area Land Use Policy Map that the area may be subject to overflight air traffic noise."

As noted in (c) and (d) above, the Town Plan encourages that notification be provided to prospective property purchasers regarding the existence of overflights from the Leesburg Executive Airport. The Town Plan and

**County Project Manager Response (1st):** Pursuant to both the existing and proposed AIOD, notification is and will continue to be required for all areas within the AIOD. The specific change that would affect Leesburg Executive Airport is the removal of the one-mile buffer, which is measured from the Ldn 60 noise contour. No changes are proposed to the Ldn 60-65 or Ldn 65 or greater aircraft noise impact areas for Leesburg Executive Airport.

**Town Staff Response (2nd):** The Leesburg AIOD Ldn 60-65 and Ldn >65 areas do not contain any residential homes, therefore maintaining the notification requirement within the AIOD has very little effectiveness. Due to the rectangular traffic pattern of General Aviation air traffic at Leesburg, homes within the 1-mile buffer are subject to constant, repetitive overflights at 800' above ground level. Maintaining the notification zone within the 1-mile buffer remains very relevant at Leesburg.

**Airport.**
The Airport Manager and Airport Commission are opposed to removal of the one-mile buffer from the AIOD for Leesburg Executive Airport the following reasons:

- Eliminating the 1-mile buffer/notification area in the Dulles Airport Noise Impact Areas may make sense due to the changes in the noise patterns at Dulles (and prompted Supervisor’s concerns about homeowner notifications) – but the noise patterns at Leesburg Executive Airport haven’t changed (in fact, they’re probably increasing, but there isn’t a definitive study such as the one cited in the CPAM), which causes the Town to question why the County would eliminate the notification requirement in Leesburg along with Dulles. Making a change at Leesburg because something changed at Dulles makes no sense.
- Eliminating the 1-mile buffer/notification area in the Airport Noise Impact Areas will have a negative impact on community awareness of aircraft noise and overflights, and will create potential legal liabilities for both the Town and the County in the future.
The General Aviation flight paths at the Leesburg Executive Airport differ significantly from the commercial airline flight paths at Washington Dulles International Airport. To demonstrate this point, please refer to the aerials in Figures 1 & 2, below. These are FAA radar feeds depicting 24 hours of aircraft overflights below 2,000 feet Mean Sea Level (approximately 1,600 feet above the ground, and below) on the same day in August.

The Leesburg Airport has significant flight training activity and repetitive takeoffs and landings that are accomplished in a box traffic pattern extending within the One-Mile Disclosure around the airport’s single runway. See the Town’s Land Use Policy Map for an exemplar of how aircraft overflights impact the contiguous properties (Figure 3, below).

The AIOD Disclosure requirements work. For example, the Leesburg Executive Airport has not received any complaints from homeowners in the Meadowbrook Farm subdivision, currently under a fifth phase of construction and located under the airport’s flight paths. All homeowners received notification when they purchased their properties.

**County Project Manager Response #1:** The AIOD disclosure requirements will continue to be in force for the entirety of the AIOD, which for Leesburg Executive Airport would continue to include the Ldn 60-65 and Ldn 65 or greater noise impact areas.

**Town Staff Response #2** - Reference above comment that no residential homes are located in the existing 60-65 or greater than 65 impact areas. Removal of the 1-mile buffer is equivalent to eliminating the AIOD at Leesburg.

**County Project Manager Response #1:** Community Planning staff agrees that the one-mile buffer is intended to provide an additional measure of community awareness and to avoid conflicts between airports and noise-sensitive uses. However, the rational basis for the AIOD is established by the noise studies that create the noise contours. The one-mile buffer is a derivative of those contours, and while it serves a legitimate public purpose, does not represent a specific level of noise.

**Town Staff Response #2** - The Federal Aviation Administration (FAA) classifies the Leesburg Airport as "Regional - General Aviation - Reliever". Dulles is classified as a "Primary - Commercial Service - Large Hub". These classifications are significantly different, and it is reasonable that separate zoning regulations could be developed that distinguish and manage noise impacts from large commercial airline aircraft differently from general aviation aircraft.
Figure 1. Dulles International Airport Air Traffic Tracks < 2,000 Feet MSL.
Figure 2. Leesburg Executive Airport Air Traffic Tracks < 2,000 Feet MSL.
Figure 3. Town Of Leesburg Airport Area Land Use Policy Map.

The Leesburg Airport Commission reviewed this CPAM at their meeting on October 13, 2021 and voted unanimously to recommend to the Town Council that the Council object to the removal of the one-mile AIOD for Leesburg Executive Airport. Their recommendation is based on the points delineated above, as well as their conversations with tenant businesses at the airport, and MWAA Planning staff.

The Town Council reviewed the first submission at a meeting on February November 8, 2021 and reviewed the second submission on February 8, 2022 and supports the recommendations as provided in this referral letter and memorialized through approval of Town Council resolution (Attachment 3).

Sincerely,

Susan Berry Hill, AICP
Director
Attachments:
Town Council Resolution

cc: Mayor Burk and Town Council
    Airport Commission
    Planning Commission
    Kaj Dentler, Town Manager
    Chris Spera, Town Attorney
    Scott Coffman, Airport Director
RESOLUTION NO. 2022-

A RESOLUTION: ENDORSEMENT OF THE CONSOLIDATED LETTER FOR CPAM 2021-0001, AIRPORT IMPACT OVERLAY DISTRICT, 2ND SUBMISSION

WHEREAS, Loudoun County has requested referral comments for an amendment to the Loudoun County 2019 General Plan; and

WHEREAS, this amendment proposes to update the noise contours that provide the basis for administering the County's airport noise impact policies and Zoning Ordinance Overlay District; and

WHEREAS, the Town staff have prepared a consolidated comment letter with comments provided by the Airport Manager, and the Department of Planning and Zoning and concerns were raised about the proposed elimination of the one-mile notification area around the Leesburg Executive Airport; and

WHEREAS, the Airport Commission has reviewed this proposal at a regular meeting on October 13, 2021; and

WHEREAS, the Airport Manager and Airport Commission do not support the elimination of the one-mile notification areas around the Leesburg Executive Airport because it will result in increased noise complaints about the Airport for the Town.

THEREFORE, RESOLVED, by the Council of the Town of Leesburg in Virginia as follows:

The Town Council endorses the consolidated comment letter responding to Loudoun County's referral request for comments on CPAM 2021-0001 as presented by staff at
A RESOLUTION: ENDORSEMENT OF THE CONSOLIDATED COMMENT LETTER FOR CPAM 2021-0001, AIRPORT IMPACT OVERLAY DISTRICT, SECOND SUBMISSION

the February 8, 2021 Town Council meeting which recommends that the one-mile notification area around the Leesburg Executive Airport be retained as it is currently depicted in the Loudoun County 2019 General Plan and that no changes be made to the notification area.

PASSED this 8th day of February, 2022.

______________________________
Kelly Burk, Mayor
Town of Leesburg

ATTEST:

______________________________
Clerk of Council
This Comprehensive Plan Amendment (CPAM) proposes to amend the Airport Noise Impact Areas (ANIA) of the Loudoun County 2019 General Plan (2019 GP). This CPAM will require a Zoning Ordinance Amendment (ZOAM) to make the Zoning Ordinance consistent with the 2019 GP.

1. The Zoning Ordinance will need to be revised to distinguish between the residential notification and performance standards for lots between Ldn 60 and Ldn 65 and lots located within the IAD Planned Fifth Runway Impact Area.
2. In anticipation of Zoning Ordinance revisions, would additional acoustical treatments be necessary for residential units located within the IAD Fifth Runway Impact Area to ensure that indoor sound levels will not increase if the fifth runway is developed?
3. There appear to be some changes in terminology such as Airport Noise Impact Areas (ANIA) from Airport Impact Noise Contours used today. Zoning Administration staff recommends these terms be consistent through-out the CPAM and future ZOAM text.
4. Zoning Administration defers additional comment for review of draft Zoning Ordinance text.
This Comprehensive Plan Amendment (CPAM) proposes to amend the Airport Noise Impact Areas (ANIA) of the *Loudoun County 2019 General Plan* (2019 GP). This CPAM will require a Zoning Ordinance Amendment (ZOAM) to make the Zoning Ordinance consistent with the 2019 GP. Zoning Administration has reviewed the Zoning Ordinance draft text provided with this submission and offers the following comments:

1. Could Section 4-1402(B) be formatted to state, “IAD Planned Fifth Runway Impact Area (Only Washington Dulles International Airport)” as opposed to the footnote reference, or is the footnote even necessary since “IAD” is Washington Dulles International Airport?

2. Would Section 4-1404(E) allow ZCPAs to be approved for residential rezonings or does this simply allow an approved rezoning to be developed in accordance with the CDP? Zoning Administration staff questions whether this Section is needed as Section 1-103(H) and 1-103(O) allow for an applicant to demonstrate vested rights regarding a “significant governmental act”, such as a rezoning. Zoning Administration defers to the County Attorney’s Office for confirmation if this section is necessary.

3. In order to further address and clarify the Board’s directive regarding the required disclosure for all homes within the AIOD, Zoning Administration staff recommends Amending Section 4-1404(A)(1) and 4-1404(B)(1) to state, “The applicant and every subsequent owner of the property must disclose in writing...”
To: Josh Peters, Project Manager
From: Josh Elkins, Senior Planner
Date: April 19, 2022
Re: CPAM-2021-0001 Airport Impact Overlay District
CC: Michelle Lohr, Deputy Zoning Administrator

This Comprehensive Plan Amendment (CPAM) proposes to amend the Airport Noise Impact Areas (ANIA) of the Loudoun County 2019 General Plan (2019 GP). This CPAM will require a Zoning Ordinance Amendment (ZOAM) to make the Zoning Ordinance consistent with the 2019 GP. Zoning Administration has reviewed the Zoning Ordinance draft text provided with the 3rd referral and offers the following comments:

1. **Previous Comment:** Would Section 4-1404(E) allow ZCPAs to be approved for residential rezonings or does this simply allow an approved rezoning to be developed in accordance with the CDP? Zoning Administration staff questions whether this Section is needed as Section 1-103(H) and 1-103(O) allow for an applicant to demonstrate vested rights regarding a “significant governmental act”, such as a rezoning. Zoning Administration defers to the County Attorney’s Office for confirmation if this section is necessary.

**New Comment:** The response letter states that this section would not allow ZCPAs to approved ZMAPs in these situations. Should the language be revised to specifically state that? Would minor ZCPAs that don’t affect use be permitted? Zoning Administration staff defers to the County Attorney’s Office for additional comment.
Hi Joshua,

Thank you for your patience as we gathered the information you requested. Most of the studies and resources we were able to find pointed to a relatively negative correlation between noise counters and the values of homes within them. However, the difference in price appears to relatively depend on geographic location. As you will see below, for example (in item #3), homes in noise counters of 65 dB or more had an approximate 20% discount in sales price in Atlanta, Georgia (2008-2009). This is in comparison to homes near the Raleigh-Durham airport in North Carolina that had a < 3% reduction in sales price (2008).

With the help from NAR’s Research Department, here are some of the resources/studies we were able to come across:

1. Study by: Federal Aviation Administration (FAA) and Booz Allen. They found out that the noise impact is more pronounced in higher-priced areas and is hard to detect in relatively low-priced neighborhoods. However, the magnitude of this impact varies by airport. Please note the difference of the unadjusted value between a noisy and quiet neighborhood in the following examples:

   **Table 3-2. Summary of Appraisal Approach Implemented at BWI**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>Neighborhood</th>
<th>Difference</th>
<th>% Difference</th>
<th>Difference Per dB</th>
<th>% Differ. Per dB</th>
</tr>
</thead>
<tbody>
<tr>
<td>DNL, dB</td>
<td>Noisy: 72</td>
<td>Quiet: 61</td>
<td>11</td>
<td>N.A.</td>
<td>N.A.</td>
</tr>
<tr>
<td>Value (unadj.)</td>
<td>$120,538</td>
<td>$126,857</td>
<td>-$6,319</td>
<td>-5.0%</td>
<td>-574</td>
</tr>
<tr>
<td>Value (adj.)</td>
<td>$125,262</td>
<td>$125,875</td>
<td>-$617</td>
<td>-0.5%</td>
<td>-56</td>
</tr>
</tbody>
</table>

   **LAX airport:**
Paper: The Effect of Airport Noise on Housing Values: A Summary Report:

2. The following paper found out that houses located in an area in which noise disrupts normal activities (defined by a day-night sound level of 70-75 decibels) sell for 20.8 percent less than houses located where noise does not disrupt normal activities (defined by a day-night sound level below 65 decibels).

Paper: Spatial Hedonic Models of Airport Noise, Proximity, and Housing Prices:

3. This paper focuses on Minneapolis-St. Paul International Airport (MSP) and examines the airport noise impacts on housing prices by using two soundproofing initiatives for MSP as an identification strategy. They use information on properties that were eligible for soundproofing, after the soundproofing initiatives, to identify the causal impact of noise on house prices. They find that the magnitudes of the noise impacts on housing prices are approximately 2% per decibel, and are statistically significant. (See attached).

- Some additional things to note:
  - There are some cities, such as San Francisco, in the United States that have subsidized sound insulation programs for eligible homes within certain noise counters.
    - Another of these cities is the City of Chicago: see the program’s fact sheet from the Chicago Department of Aviation here and from the O’Hare Noise Compatibility Commission here.
  - The general conclusion from this study is that, to combat noise pollution, affected homes should be “soundproofed”. This currently appears to be the most feasible/tangible solution, according to this study, to address the decreased values of homes.
(See page 31 in the attached study): After several years of soundproof eligibility, the noise discounts of homes seem to diminish. This suggests that sound-proofing homes may be the most effective and efficient way to combat the lowering of home values in high-noise areas.

- Find more information on sound insulation programs from the city of Chicago here.
- Find more information on the sound insulation program/initiative in San Francisco here.
- In Loudoun County, we could not find a similar program. See Dulles International Airport’s statement on aircraft noise concerns here.

4. This study provides estimates of the marginal implicit price of distance from large and small airports in Southern California. The results suggest that the distance at which home prices are not significantly different is around 4,500 meters. They also found out that homes located within 5,000 meters (3.10 miles) of a large airport have an average price that is estimated to be 4% to 10% lower than homes located greater than 5,000 meters from a large airport. Homes located within 5,000 meters of a small airport have a mean price that is 1.75% to 7.5% lower than homes outside the 5,000-meter perimeter.


5. Focusing on Hartsfield-Jackson Atlanta International Airport, this study found out that proximity to the airport is related positively to housing prices. However, airport noise has a negative impact on home prices. This study also found evidence indicating that the prices of houses near the Atlanta airport were affected positively by declining noise levels. The magnitude of the resulting impact on housing prices, roughly 20 percent, is substantial.


6. A primary result from the analysis in this study is that the airport noise disclosure appears to have increased the price discount for homes near the airport by 37 percentage points.


I hope these resources provide you with the information you’re looking for. As always, please let me know if you have any questions or would like additional clarity.

Best regards,

**Eric Fryer**
Government Affairs Director
**Dulles Area Association of REALTORS®**
Direct: +1 (571) 291-9801
Main: +1 (703) 777-2468
Email: efryer@dullesarea.com
Hi Eric,
Thanks for responding. We’re aiming to bring an item back in front our Board in early April. I’ll check back a little closer to our internal report deadlines see what information is available.

Best regards,
Josh Peters

Hi Joshua,

I hope this email finds you well. My name is Eric Fryer, and I am the new Government Affairs Director here at DAAR. It’s wonderful to meet you!

I wanted to let you know that I have received your inquiry about relevant studies/data related to home values and noise contours in Loudoun County. At this time, I am working on gathering more information for you, and I will be sure to follow up when more details are available.

In the meantime, please let me know if there is anything else I can assist you with. If you have any questions, feel free to reach out as well.

Best regards,

Eric Fryer
Government Affairs Director
Dulles Area Association of REALTORS®
Direct: +1 (571) 291-9801
Main: +1 (703) 777-2468
Email: efryer@dullesarea.com