

AN AMENDMENT TO
**THE COMPREHENSIVE PLAN
 FOR FAIRFAX COUNTY, VIRGINIA
 2017 EDITION**

GENERAL LOCATION: Located along both sides of the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) from Hunter Mill Road on the east and Centreville Road on the west.

PLANNING AREA AND DISTRICT:
 Area III, Upper Potomac Planning District

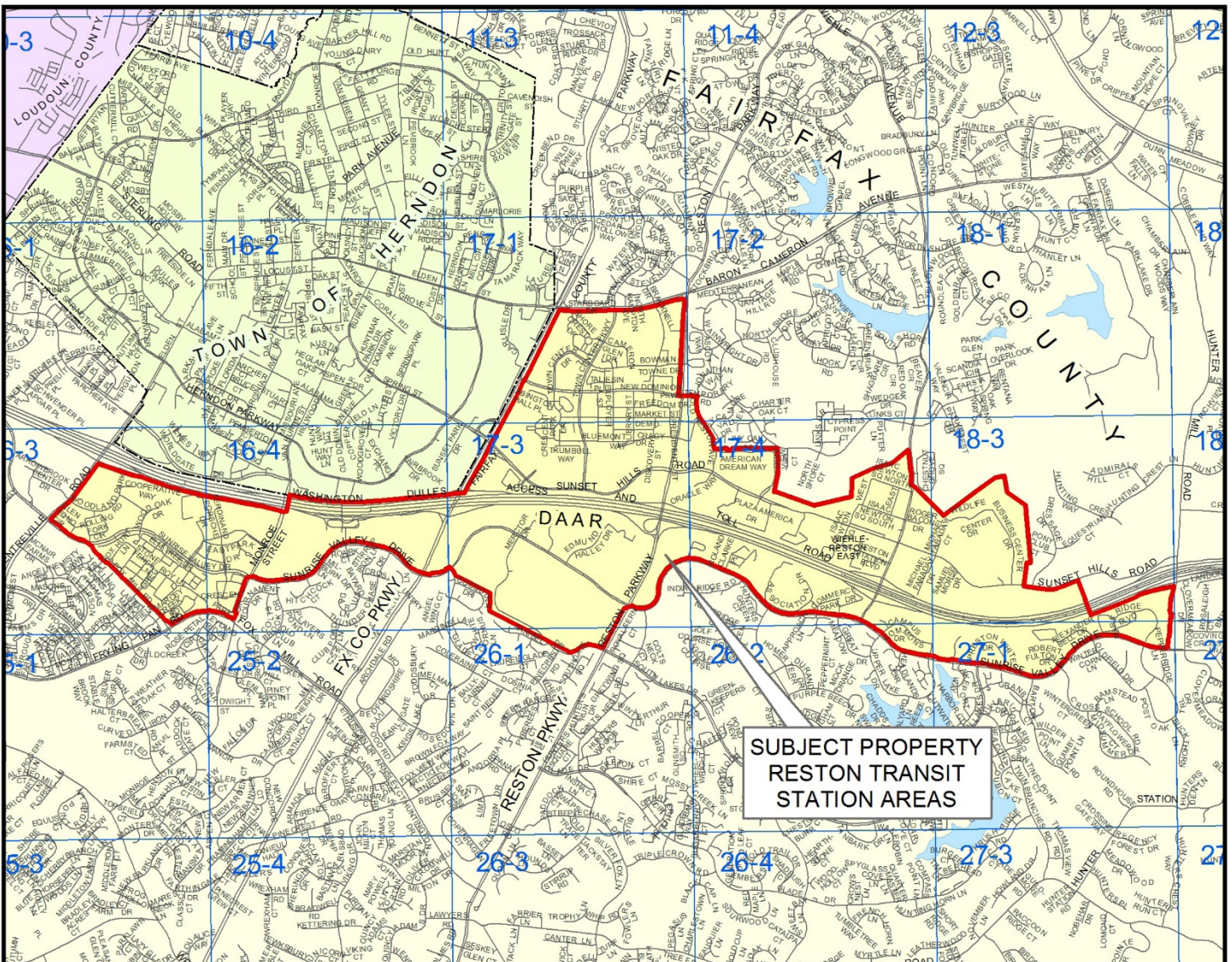
SPECIAL PLANNING AREA: Reston Transit Station Areas

SUPERVISOR DISTRICT: Hunter Mill & Dranesville

ADOPTED: January 23, 2018

ITEM NO. PA 2017-III-R1

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



4000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
 Reston, Transit Station Areas Noise Impacts Plan Text



AMENDMENT TO THE COMPREHENSIVE PLAN (2017 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, text which has been added is shown as underlined.

ADD: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, as amended through 3-14-2017, Community-wide Recommendations, Environment Stewardship, page 48, after Green Building Practices:

“Noise Impacts

The Policy Plan recommends against new residential development in areas with projected highway noise exposures exceeding DNL 75 dBA, which is a day-night weighted average noise level. However, broader planning goals for the Reston TSAs may suggest that sites near major highways and Metrorail would be appropriate for residential development and/or other noise sensitive uses, even when projected noise impacts may exceed DNL 75 dBA. Design approaches may be available that would shield noise-sensitive areas from these impacts; efforts should be taken to design noise-sensitive uses to minimize, if not avoid, the exposure of facades of noise sensitive interior spaces to noise levels above DNL 75 dBA.

Where residential or other noise sensitive uses are proposed near rail and major highways, such proposals should only be considered with the provision of a noise study during the review of the development, appropriate commitments to noise mitigation measures, and, potentially, commitments to the provision of disclosure statements and a post-development noise study.

The noise study during development review should clearly define the noise levels impacting the proposed uses as a measure of dBA DNL. The noise study should include noise contours and/or noise impacts at each façade of each affected building with current noise levels and future noise levels based on a minimum 20-year traffic volume projection for the roadway and other transportation noise sources. In addition, the noise study should identify differing noise levels that may affect building facades at different elevations.

For those studies that indicate noise levels in excess of DNL 65 dBA on proposed noise sensitive uses, appropriate mitigation measures should be provided with the goal of achieving DNL 45 dBA for interior space and DNL 65 dBA for outdoor recreation areas. Attenuation may include siting and orientation of the noise sensitive use, as well as the use of appropriate building materials and noise barriers.

In areas where projected noise impacts at affected building facades will exceed DNL 75 dBA, and for dwelling units where outdoor spaces including balconies will be projected to be exposed to noise levels that exceed DNL 65 dBA, disclosure statements should be provided to potentially affected residents and users within the impacted uses

or units, which clearly identify the mitigated and unmitigated noise levels for interior space and the noise levels for any affected balconies in addition to noise mitigation for interior space and outdoor recreational areas. When feasible, post-development noise studies should be conducted in order to help staff evaluate the effectiveness of noise mitigation measures.”

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan map will not change.

TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan map will not change.