

**County of Fairfax, Virginia
Planning Commission Meeting
November 16, 2017
Verbatim Excerpt**

PA 2017-III-R1 – PLAN AMENDMENT – Concerns the Reston Transit Station Areas, and is further described as the areas 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. The Amendment is intended to restore language regarding noise impacts language that was omitted from the Plan during Phase II of the Reston Master Plan Special Study. This language was adopted during Phase I of the study. This Plan Amendment is noted as editorial and no changes are proposed to the original adopted language. Copies of the staff report for this proposed Plan amendment may be obtained from the Dept. of Planning & Zoning, 7th floor, Herrity Bldg., 12055 Government Center Pkwy, Fairfax, VA, and can also be viewed on the Web at, two weeks prior to the public hearing. Persons desiring to speak on this proposed amendment at the public hearing should call 703-324-2865 to have their names placed on the speakers' list. Any questions may be directed to the Planning Div. at 703-324-1380. (Dranesville and Hunter Mill)

After close of the Public Hearing

Commissioner de la Fe: Thank you very much. As I – as has been stated, this places back into the Comprehensive Plan, language which was – had gone through the public hearing process, the Planning Commission recommended approval, the Board of Supervisors adopted it, and then in the process of being more modern, we dropped it from what was published and we were told that in order – we couldn't just say, "oops" and put it back in – in and into the plan without going through the whole process again. So what we're doing is restoring the language that was previously approved. Mr. Chairman, staff has provided us with a recommendation of approval to the Plan Amendment that is entirely editorial involving the restoration of the Comprehensive Plan guidance regarding transportation generated noise for the Reston Transit Station Areas. This language was previously adopted during Phase I of the Reston Plan, and – but inadvertently deleted from the electronic versions after adoption of Phase II of the Reston Plan. The original language is being restored. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THE ADOPTION OF PLAN AMENDMENT 2017-III-R1 FOR THE RECOMMENDATION OF THE STAFF REPORT DATED NOVEMBER 2ND, 2017.

Commissioners Hart and Sargeant: Second.

Chairman Murphy: Seconded by Mr. Hart and Mr. Sargeant. Is there a discussion? All those in favor of the motion to recommend to the Board of Supervisors that it adopt PA 2017-III-R1, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Thank you very much.

The motion carried by a vote of 9-0. Commissioner Strandlie was absent from the public hearing.

SL



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2017-III-R1
November 2, 2017

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.

SUPERVISOR DISTRICT: Hunter Mill & Dranesville

PLANNING AREA: Area III

PLANNING DISTRICT: Upper Potomac

SPECIAL PLANNING AREA:
Reston Transit Station Areas

PLANNING COMMISSION PUBLIC HEARING:
Thursday, November 16, 2017 @ 8:15 PM

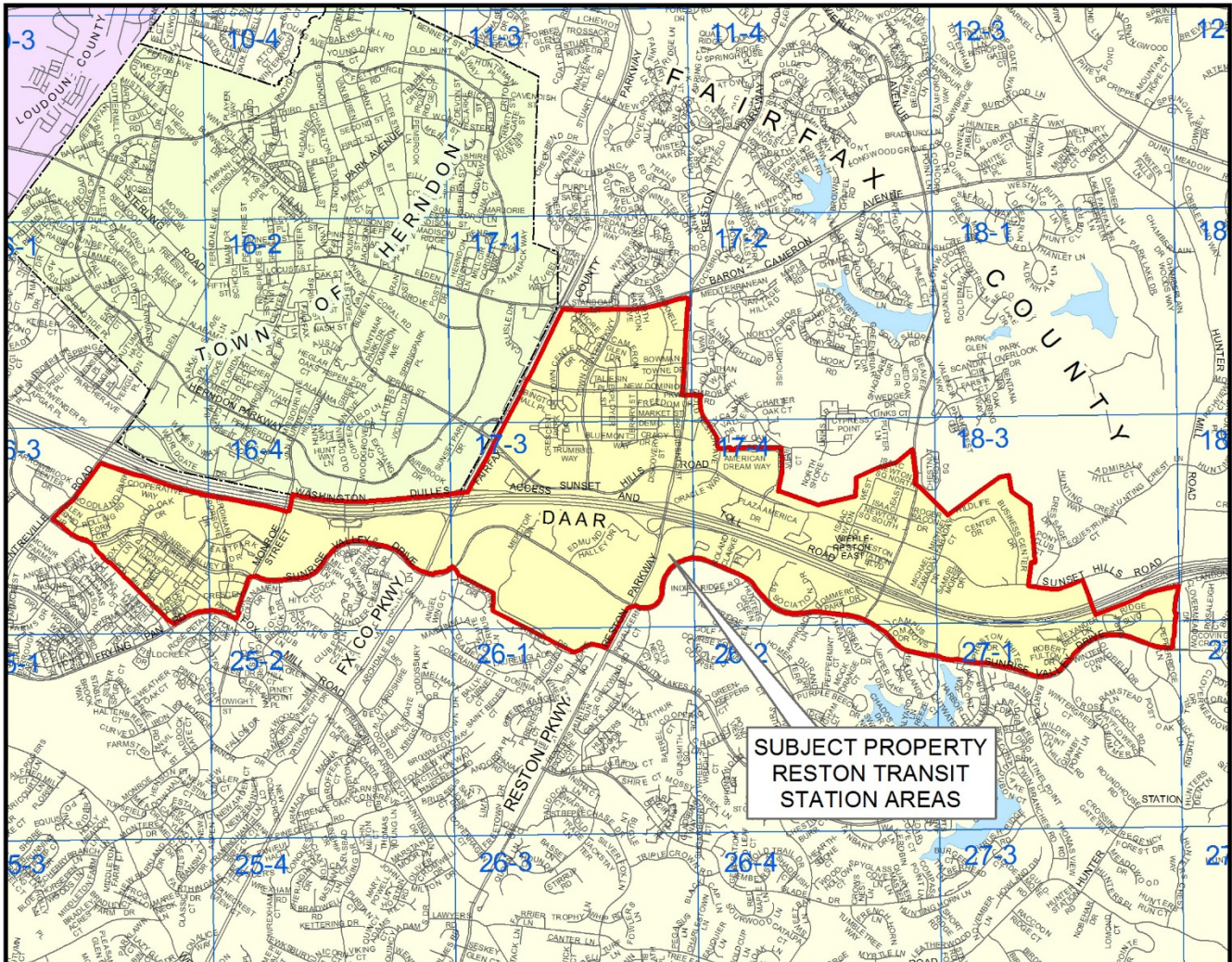
BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, January 23, 2018 @ 4:00 PM

**PLANNING STAFF DOES RECOMMEND
THIS ITEM FOR PLAN AMENDMENT**



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

For additional information about this amendment call (703) 324-1380.



SUBJECT PROPERTY
RESTON TRANSIT
STATION AREAS

4000 FEET

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



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STAFF REPORT FOR PLAN AMENDMENT 2017-III-R1

BACKGROUND

On June 6, 2017, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2017-III-R1 to restore language regarding transportation-generated noise guidance pertaining to Reston Transit Station Areas, which was inadvertently deleted during from the Reston Comprehensive Plan.

PROPOSED PLAN AMENDMENT

The noise impacts guidance to be restored was adopted by the Board of Supervisors as part of the Reston Transit Station Areas Plan, Phase I on February 11, 2014. Phase II of the study, which encompassed the Reston Village Centers, residential neighborhoods and other small commercial areas, was adopted on June 2, 2015, completing the review of the Reston Area. During the process of integrating the sections to create a new small area plan, the adopted noise impacts language was omitted from the proposed Plan text presented to the Planning Commission and Board of Supervisors. The proposed Plan Amendment would remedy the unintentional deletion..

ANALYSIS AND CONCLUSION

The proposed Plan text was previously drafted by staff, recommended for approval by the Planning Commission and subsequently adopted by the Board of Supervisors. The proposed Plan Amendment would restore the language which was deleted during Phase II of the Reston Special Study.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be 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.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.