

Sully District Council of Citizens Associations



P.O. Box 230042
Sully Station, VA 20120-0042

Joint Sully District Land Use and Transportation Committee Resolution on Fairfax County's Comprehensive Plan Amendment 2020-CW-3CP Airport Noise Policy

WHEREAS the Joint Sully District Land Use and Transportation Committee (the "Joint Committee"), comprised of members of the Sully District Council of Citizens Associations ("SDCCA") and West Fairfax County Citizens Association ("WFCCA"), continues to recognize the paramount importance of the Northern Virginia airports (Dulles International and Reagan National) to the economy of the Washington Metropolitan region; and

WHEREAS the Joint Committee strongly supports facilitation of citizen and neighborhood engagement and participation in the development and amendment of Fairfax County's Comprehensive Plan and zoning ordinance, incorporating the best and most recent scientific data available regarding the health and safety of county residents; and

WHEREAS the Joint Committee strongly supports long-standing environmental noise policy, protecting residential uses and their occupants' safety and health from the detrimental impacts of airport noise, including the Comprehensive Plan text recommending the use of updated noise contour data, so that the best and most current noise contour data must be considered during the review of land use applications; and

WHEREAS the updated noise contours for Dulles Airport https://www.flydulles.com/sites/flydulles.com/files/legacyfiles/financial_dulles_updated_noise_contours_map_at_public_hearing_february

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[28 2019 and shared with localities april 2029.pdf](#) were published in 2019 by the Metropolitan Washington Airports Authority (MWAA), and the Joint Committee in 2020 requested that the Fairfax County Board of Supervisors authorize for advertising the updated noise contours, and maintain the long-standing policies protecting residential uses from airport noise, endangering residents' safety and health. The Board of Supervisors has failed to do so, instead retaining the outdated noise contours from 1993 (which do not reflect the addition of the fifth runway, and other operational changes), and relaxing the noise protection policy in the Comprehensive Plan, to allow additional new residential development in Land Unit J, between the 60 and 65 DNL noise contours; and

WHEREAS the Board of Supervisors has now authorized study of another amendment to the Fairfax County Comprehensive Plan, which would relax the noise protection policy countywide, and allow new residential development between the 60 and 65 DNL noise contours countywide, not limited to Land Unit J, causing potential impairment to residents' safety and health, but still has refused to adopt the updated MWAA noise contours; now therefore

BE IT RESOLVED that the Joint Committee again specifically requests that the Fairfax County Board of Supervisors forthwith authorize the necessary advertising for adoption and incorporation of the updated 2019 MWAA noise contour map into applicable County documents, including immediate authorization of any applicable Comprehensive Plan and zoning ordinance amendments, so that the best available scientific data, including the most recent and accurate noise contour delineations, will safeguard residents' safety and health, and must be considered by County staff and decisionmakers in a timely fashion, in the review process for pending rezonings and other land use applications.

BE IT FURTHER RESOLVED that the Joint Committee again strongly opposes further delays by the Board of Supervisors and its

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committees in the adoption of the updated 2019 MWAAs noise contour map, while significant land use applications affected by the noise contours continue to be reviewed and approved ignoring the best scientific data available, using outdated noise contours from 1993.

BE IT FURTHER RESOLVED that the Joint Committee again strongly requests that the Board of Supervisors comply with the requests of MWAAs to provide it with notice, upon acceptance or authorization, of all land use applications, and including any pertinent ordinance or Comprehensive Plan amendments, located either within the 60-65 DNL noise contours or higher, or within the Airport Noise Impact Overlay District [ANIOD], and to provide MWAAs staff with copies of any corresponding staff reports upon publication.

BE IT FURTHER RESOLVED that the Joint Committee requests that the Board of Supervisors require, in any residential development approvals within the noise contours of 60-65 DNL or higher, the provision of aviation easements, as well as comprehensive written disclosures to prospective purchasers, including potential safety and health consideration and a legible diagram depicting flight paths in proximity to the development.

BE IT FURTHER RESOLVED that the Joint Committee again strongly opposes the further weakening of Fairfax County environmental policies to facilitate approvals of new residential development on inappropriate sites impacted by airport noise, which approvals aggravate the conflicts between residential and airport uses and may impair and jeopardize future airport operations.

BE IT FURTHER RESOLVED that this resolution be communicated forthwith to the Fairfax County Board of Supervisors, Planning Commission, Board of Zoning Appeals, and its Environmental Quality Advisory Council (EQAC) as well as other local decisionmakers, including our federal Representatives and

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Senators, our State Delegates and Senators and officials in the Federal and Commonwealth Departments of Transportation.

The Joint Committee approved this resolution at its 21 February 2022 meeting:

Submitted by:

Jeffrey M. Parnes
President

Sully District Council of
Citizens Associations
@SullyDistrict
President2022@SullyDistrict.org
703.424.2956

Stephen Chulick
President

Western Fairfax County Citizens
Association
stephen.chulick@gmail.com
703-968-7029

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[http://www.sullydistrict.org/resolutions/
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