

Airport Impact Overlay District Update, CPAM-2021-0001

*Public Comments, Questions, and Staff Responses from the December 13, 2021, Virtual Information Session
(Comments received 12/7/21 – 12/14/21)*

No	Name	Question/Comment	Staff Responses
1	Chris Lenderman	First of all, thank you for hosting this meeting! I've been monitoring aircraft noise at my personal residence since April 2019. During that time, I've recorded over 22,000 events where aircraft noise has been above 65dB (which is permitted for DNL), but is definitely a nuisance. Around 7,000 of those complaints have been aircraft over 75dB. Hopefully we can find common ground where the airport can operate without having noise impact have such a huge impact on residents.	County staff agree that future flight paths should avoid already populated areas. It is important to note that the purview of this exercise is to plan for appropriate land uses in areas that are anticipated to be impacted by aircraft noise. The Airport Impact Overlay District (AIOD) acknowledges existing and projected flight paths and provides for appropriate land use policies and regulations so that noise sensitive uses do not proliferate in these impacted areas. The AIOD does not control flight paths or noise levels for the airports.
2	Cheryl Gannon	When I bought my townhome in 2009, it was within the 1-mile buffer. The new boundaries put it within the 60-65 LDN. It is extremely loud already, and planes fly low and rattle items on shelves inside the house. How do the noise zones correspond to existing noise? How do they correspond to future allowable noise?	The AIOD is a tool for planning and regulating appropriate land use under the anticipated flight paths. The County is not able to control the noise levels or flight paths of airports in the area. The “noise zones” that you refer to are delineated on a noise contour map, which is the product of a noise study. The noise contours represent an average decibel (dB) level during a 24-hour period. If your home is located within the projected Ldn 60-65 aircraft noise impact area (i.e., between the Ldn 60 and Ldn 65 noise contours), it indicates that the average noise level would be between 60 and 65 dB during a 24-hour period when Dulles Airport is at full build-out and operating at full capacity. The full build-out and full capacity assumptions are representative of future airport operations.
3	Kim Hart	Based on the new 2019 contours, how many acres will be removed from the 65LDN and how many acres will be newly covered?	Approximately 18.60 acres of vacant-unentitled land will be removed from the Ldn 65 or greater aircraft noise impact area, and approximately 7.78 vacant-unentitled acres will be newly covered; net 10.82 acres removed. 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.
4	Carolyn Clarke	It is NOT appropriate to withhold information about the airport to prospective homebuyers. If people are not familiar with the area, they may not be aware that the airport is within 1 mile of their dream home. Some buyers are purchasing site unseen (such as military members) and would have no idea. To withhold that information is unfair to prospective buyers. Moving is very hard on families and for them to be surprised by the noise after a purchase makes it worse. Please do not remove the required notification to prospective homebuyers within 1 mile of the airport.	Your concern regarding removal of the one-mile buffer is added to the record and the issue will be represented to the Board at a future Board meeting. For the sake of clarification, the Disclosure requirement regarding noise impacts applies to all home sales throughout the AIOD, not just to the one mile buffer. If the Board moves forward with eliminating the one mile buffer from the AIOD, the Disclosure requirement would still apply to the Ldn 60-65 and Ldn 65 or greater aircraft noise impact areas. Additionally, the one-mile buffer of the AIOD is measured from the outer-most noise contour; it is not measured from the airport.
5	Todd Warr	People should be told they are buying within one mile of a airport. Also Dulles doesn't use the runways they have now, they don't need more. The runway design is inefficient because each new runway they build reduces the amount of traffic on another. It's a poor design from the 50's. They hardly use the last runway they built 19R/1L or the western most runway. It's just a waste of money and puts more aircraft noise closer to the people who live near the airport. Get MWAA to show the runway usage rates or from the FAA it will show the airport is nowhere near to using what they have. They growth argument also doesn't hole up because they traffic goes up and down and is not sustainable. There are fewer airlines today than 10 years ago so no one is going to expand into there. Dulles has always lacked competition and that's the way they want it because they can charge more.	Your concern regarding removal of the one-mile buffer is added to the record and the issue will be represented to the Board at a future Board meeting. For the sake of clarification, the Disclosure requirement regarding noise impacts applies to all home sales throughout the AIOD, not just to the one mile buffer. If the Board moves forward with eliminating the one mile buffer from the AIOD, the Disclosure requirement would still apply to the Ldn 60-65 and Ldn 65 or greater aircraft noise impact areas. Additionally, the one-mile buffer of the AIOD is measured from the outer-most noise contour; it is not measured from the airport.
6	Pamela Moore	Why aren't take offs more consistently done from all runways and not just primarily the east/west runway that directs planes over Brambleton?	County staff agree that future flight paths should avoid already populated areas. It is important to note that the purview of this exercise is to plan for appropriate land uses

		<p>This is especially true for late flights - specifically those international flights that fly over our homes in Brambleton 10-11:15 pm and are extremely loud, since this is when residents are trying to sleep.</p> <p>Why couldn't other runways, such as the Route 28 (north/south) runways, be used during these late hours which would greatly reduce the airplane noise impact over our homes?</p> <p>Those north/south runways do not fly over populated housing developments at such low altitudes.</p> <p>Thank you for the opportunity to address this issue.</p>	<p>in areas that are anticipated to be impacted by aircraft noise. The Airport Impact Overlay District (AIOD) acknowledges existing and projected flight paths and provides for appropriate land use policies and regulations so that noise sensitive uses do not proliferate in these impacted areas. The AIOD does not control flight paths or noise levels for the airports.</p>
7	<i>Bruce and Maureen Newton</i>	<p>We live within the proposed area of increased noise level to 60-65 LDN. We find the current level of noise difficult - especially the high-pitched sounds. It is currently disruptive to conversation and sleep. Please re-consider the proposed plan so that the increase in air traffic and noise would NOT impact our neighborhood.</p>	<p>County staff agree that future flight paths should avoid already populated areas. It is important to note that the purview of this exercise is to plan for appropriate land uses in areas that are anticipated to be impacted by aircraft noise. The Airport Impact Overlay District (AIOD) acknowledges existing and projected flight paths and provides for appropriate land use policies and regulations so that noise sensitive uses do not proliferate in these impacted areas. The AIOD does not control flight paths or noise levels for the airports.</p>
8	Mackie Christenson	<p>I am against further noise over River Creek. We did pay to live in this area to be a commercial aircraft shortcut to Dulles. I have no patience for homeowners who complain about aircraft noise level that was often present when they bought the property. Our elected officials okaying further noise to established neighborhoods is another matter, entirely. It will affect the value of this entire community.</p> <p>My question is what is the financial benefit to Loudoun County? It must be balance against the reduction in property tax as the value of our homes will surely diminish.</p>	<p>County staff agree that future flight paths should avoid already populated areas. It is important to note that the purview of this exercise is to plan for appropriate land uses in areas that are anticipated to be impacted by aircraft noise. The Airport Impact Overlay District (AIOD) acknowledges existing and projected flight paths and provides for appropriate land use policies and regulations so that noise sensitive uses do not proliferate in these impacted areas. The AIOD does not control flight paths or noise levels for the airports. Further, there is no direct financial gain associated with this CPAM. As noted above, approximately 10.82 acres of buildable land would become available for residential development. This poses a likely benefit to the County in terms of additional housing availability in areas that are planned for such growth.</p>

			However, residential development also typically poses a negative fiscal impact because the increased demand on public services (schools, emergency response, parks, libraries, etc.) typically is not fully recouped through the additional residential tax base. The motivation for the subject CPAM is to seek
9	Leya Cotten	I agree with the changes to the Impact Overlay District. I live near the intersection of Belmont Ridge and Evergreen Mills rd. I can hear the airplanes when they are taking off. The sound from an airplane going over my house shakes the walls and scared my puppies. The noise wakes me up when I'm sleeping. There are a lot of townhouses being built with rooftop decks and they should be warned about the airport noise.	Acknowledged.
10	Ravi Mathur	<p>There is worldwide research, including in the US, regarding the adverse respiratory health effects of jet engine fine particulate discharge on folks living near airports. This is apart from the adverse health effects of the noise generated for folks living under the flight path of jet airplanes taking off at full power. The adverse respiratory health effects have not been considered in permitting residential developments near major airports. A list of relevant research reports on the adverse effects of aircraft noise and pollution are listed below:</p> <ol style="list-style-type: none"> 1. https://envhealthcenters.usc.edu/2019/02/ultrafine-particle-pollution-lax.html 2. https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5437751/?report=printable1 3. https://blogs.bmj.com/bmj/2019/06/18/the-harms-to-health-caused-by-aviation-noise-require-urgent-action/ 4. https://doi.org/10.1186/s12940-020-00690-y 5. Andrew W Correia et al. BMJ 2013;347:bmj.f5561 <p>I live in the Birchwood at Brambleton 55+ Active Adult community which is still building out. Jet airplanes taking off from the East-West runways from Dulles Airport heading for northern destinations as well as transatlantic jumbo jets fly very low directly over us. The noise sometimes shakes our</p>	<p>The 2019 noise study for Washington Dulles International Airport analyzed the same geography that you describe, and captures the flight paths over the Brambleton Active Adult community.</p> <p>The Board of Supervisors provided direction that this CPAM should not call into question any previously approved residential rezoning, rather, they should be able to develop in accordance with their existing approvals.</p> <p>Your comments regarding air quality are acknowledged. The AIOD does not currently regulate for air quality impacts, however, air quality is typically regulated by the Environmental Protection Agency (EPA) and monitored by the Virginia Department of Environmental Quality (DEQ).</p>

		<p>windows, wakes us up at night, and we are breathing in the harmful effects of fine particulate emissions every day.</p> <p>Recommendations</p> <ol style="list-style-type: none"> 1. A noise measurement study should be done for the airplanes that fly directly above us. 2. An air quality survey should be done for our community, focusing on harmful chemicals and particulates in the air that we breathe every day. <p>Until these studies are done and the results are available for review and public comment, no further building permits should be granted for this development. The details of this development are as follows: ZONING MAP AMENDMENT ZMAP 2013-0002 ZONING CONCEPT PLAN AMENDMENT ZCPA 2013-0001 Thanks</p>	
11	Paul Wilson	<p>I live south of Purcellville, 10 miles away from Loudoun airport. I have pretty much non-stop private airplane traffic over my farm from before sunrise until well after dark. All started after the attack on 9/11. Flying east of Leesburg became more complicated, requiring a flight plan, etc. so all the air traffic goes due west right over my property. One right after the other. Full throttle. Has turned my quiet farm into a highway for noisy slow moving airplanes.</p>	<p>County staff agree that future flight paths should avoid already populated areas. It is important to note that the purview of this exercise is to plan for appropriate land uses in areas that are anticipated to be impacted by aircraft noise. The Airport Impact Overlay District (AIOD) acknowledges existing and projected flight paths and provides for appropriate land use policies and regulations so that noise sensitive uses do not proliferate in these impacted areas. The AIOD does not control flight paths or noise levels for the airports.</p>