Sully

HISTORIC DISTRICT

fairfax county, virginia

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SULLY HISTORIC DISTRICT

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Office of Comprehensive Planning
Fairfax, Virginia 22030

COMMONWEALTH OF VIRGINIA

COUNTY OF FAIRFAX

FAIRFAX, VIRGINIA 22030

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October 1, 1971

William S. Hoofnagle, Chairman
Fairfax County Board of Supervisors
County of Fairfax
Fairfax, Virginia 22030

Dear Dr. Hoofnagle:

Forwarded for transmittal to the Board of Supervisors is the staff proposal for the County's third historic district surrounding Sully, near Chantilly. The district is intended to serve as a guide for development of the planned airport-oriented property surrounding Sully while at the same time protecting the environment of the historic home.

This preliminary report has been prepared in accordance with the historic district amendment adopted by the Board in November 1967. In addition, preparation of the report has been coordinated with the appropriate Fairfax County agencies -- the Park Authority, Industrial Authority, History Commission and Architectural Review Board.

Sincerely,

George J. Kelley, Jr.
County Executive

PTJ:mgm

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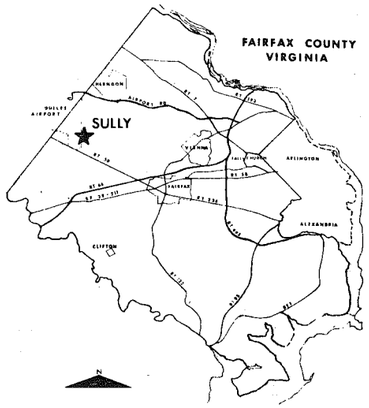
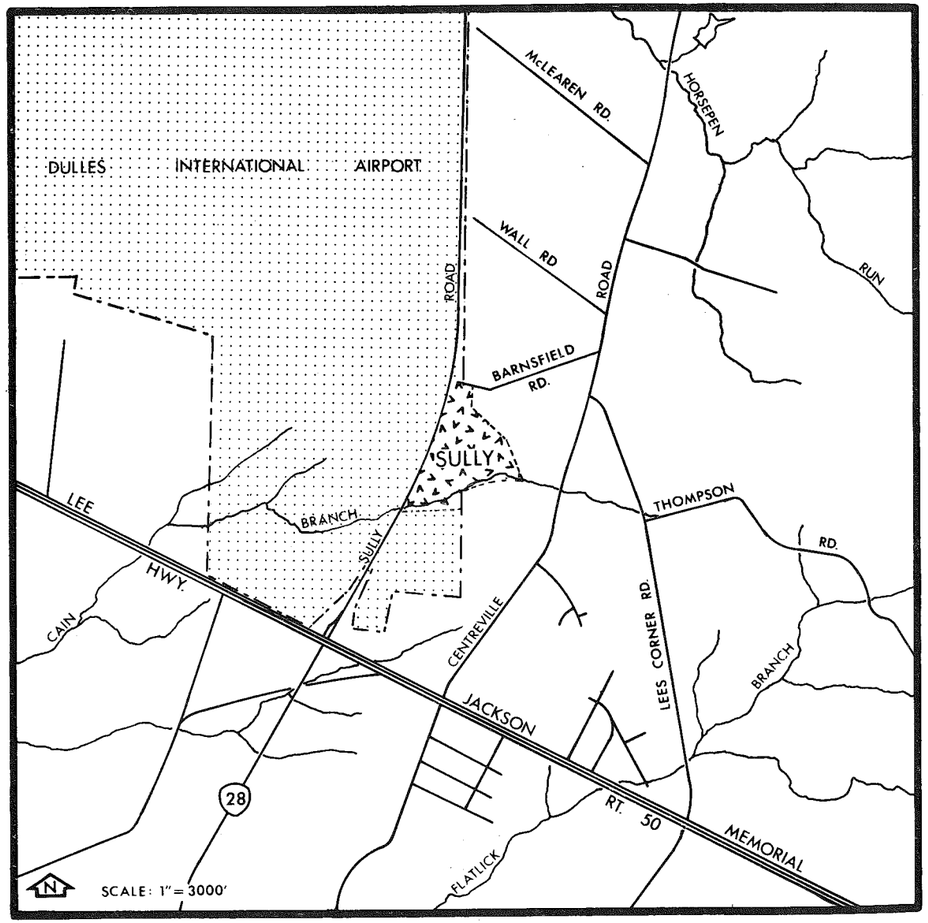
LOCATION MAP



VICINITY MAP

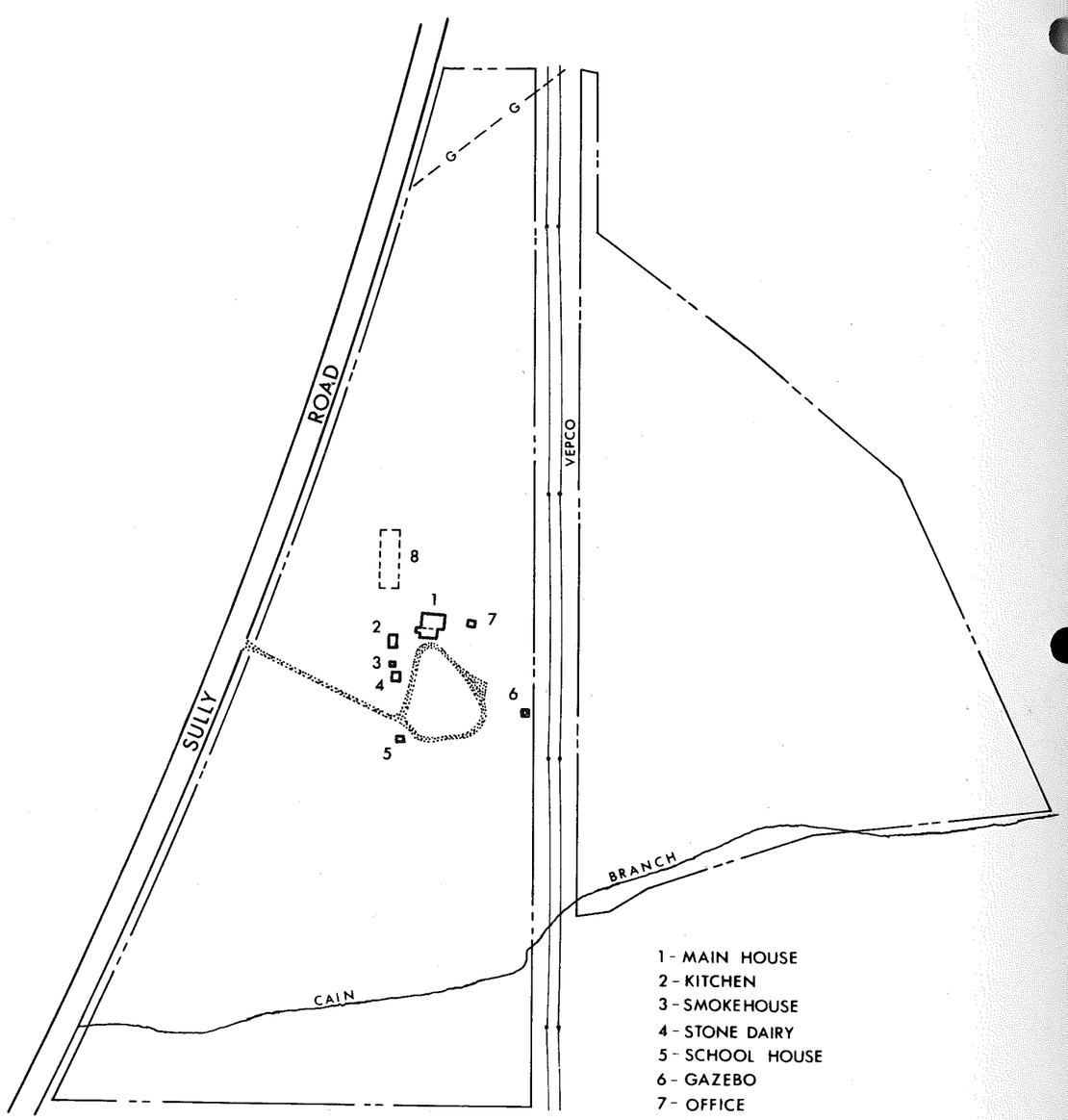


The creation of historic districts was authorized by the Fairfax County Board of Supervisors in 1968 with the passage of a zoning amendment designed to protect and enhance the County's historic landmarks. The amendment provides that special zoning regulations may be established for an area including up to a quarter mile radius from the property lines of the landmark. Within the historic district, the Board of Supervisors, in consultation with the Architectural Review Board, has control over all construction, demolition and improvement of buildings as well as the appearance of the individual properties.

The Sully historic district is the third district proposed within the County (previous districts have been established for Pohick Church and Woodlawn Plantation/Grist Mill) and the first district involving protection of a landmark maintained by a County agency, the Fairfax County Park Authority.

The area proposed within the Sully historic district is essentially open and undeveloped. In this respect it is different from the other two districts and offers a unique opportunity for an historic district to function in an uncluttered environment. Recommendations for future development of the district provide for airport-oriented uses in a manner consistent with the stated goals and objectives for preservation of Sully and the surrounding area. The ultimate character of the district will depend upon the interpretation of the recommendations by the Architectural Review Board and County Board of Supervisors.

PREFACE



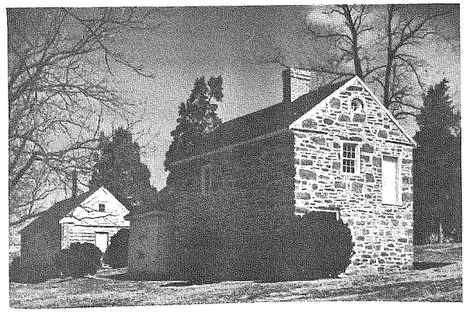
1 - MAIN HOUSE
2 - KITCHEN
3 - SMOKEHOUSE
4 - STONE DAIRY
5 - SCHOOL HOUSE
6 - GAZEBO
7 - OFFICE
8 - GARDEN

PROPERTY BOUNDARY

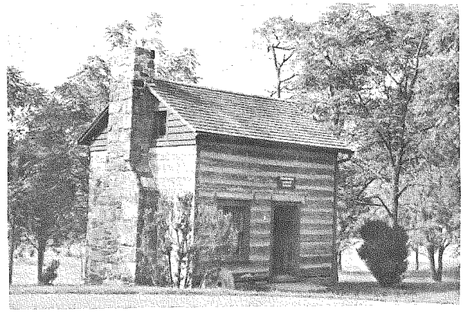
N SCALE 1"=350'

SITE PLAN

The main house is noted as a preservation not a restoration.



The clustered dependencies include the kitchen, smokehouse and stone dairy.

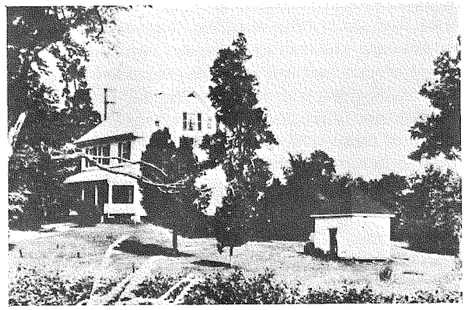


The school, typical of rural Virginia life, was moved to Sully in 1963.

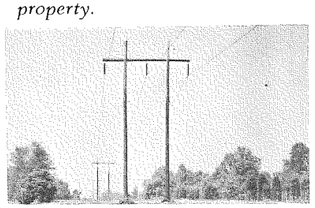
THE PROPERTY

The Sully property is located on 61 acres of gently rolling countryside along Route 28 astride the Cain Branch. Five original buildings still stand—the residence, the kitchen, the smokehouse, the stone dairy and the office. The property also contains a rural school house, a gazebo and a small formal garden.

The original frame office stands east of the house.

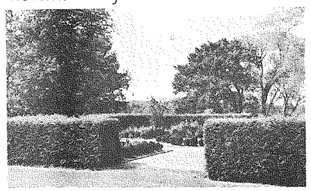


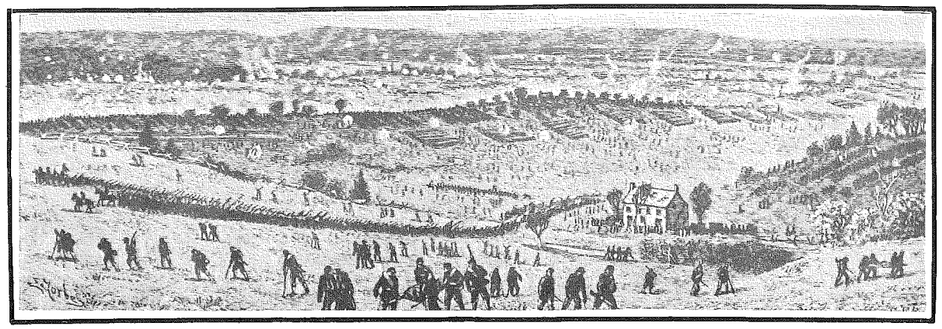
A power line splits the existing property.



The pre-Civil War gazebo was originally located at the Fairfax County Courthouse.

A small formal garden is located northwest of the house.





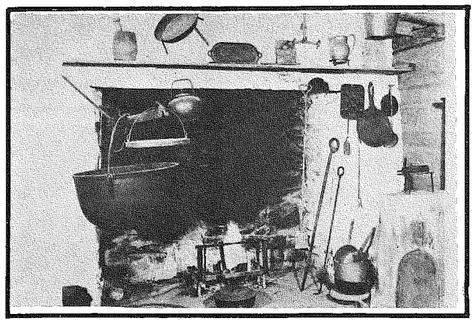
Battle of Chantilly, September 1862

HISTORIC AND ARCHITECTURAL

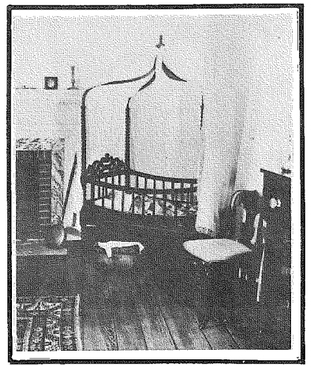
Sully's recorded history began in 1725 when Henry Lee patented the 3,111 acre Salisbury Plain tract, granted by Lord Fairfax. The Lees were a powerful landholding family in the southern Virginia Tidewater area and were seeking to enlarge their property not only for economic reasons but also for the resulting social prestige and power. The expansion of Lee property into Fairfax and Loudoun Counties marked the northern extent of the plantation economy.

The first of the Lees to live on this land, in about 1781, was Richard Bland Lee, a grandson of the original patentee. It was not until 1793, however, that construction began on the house Lee named Sully. In the intervening years he had often been absent from his land as a member of the Virginia Legislature and later as a member of the first Congress of the United States. Through a political agreement with Thomas Jefferson and Alexander Hamilton, Lee was instrumental in the 1790 decision to locate the Federal capital city at its present site. In 1794 he returned from Philadelphia with his bride, the former Elizabeth Collins, daughter of a prosperous Philadelphia merchant family, to take up residence in a log house on the property and to supervise the completion of the new structure. During a 1794 visit to Sully, Mrs. Lee's father wrote to his wife in Philadelphia describing it as a "neate, handsome house." A square two-and-a-half story structure of frame and brick nogging, it rests on a stone foundation enclosing a two-room cellar. A piazza extends across the south facade, and, with its decorative scrollwork, may be the area's earliest and finest example of this feature. In 1799 Lee added a story-and-a-half wing to the east side, and, with the single exception of a kitchen added in the mid-nineteenth century, the outside of the house has been changed very little since that time. The interior changes, too, have been minimal. Attesting to the most unusual integrity of its survival is the fact that in 1971 Sully is a preservation, not a restoration. In fact, the five original structures of the present complex – the residence; the kitchen; the stone dairy; the smokehouse; and the office – all predate 1811, when Richard Bland Lee sold Sully.

The new owner, Frances Lightfoot Lee, a cousin of Richard Bland Lee, held the property until 1838, when it passed from Lee family ownership.

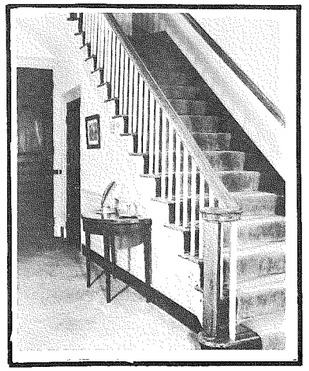


Great fireplace in kitchen



Canopied cradle, circa 1840

Richard Bland Lee



Stairway in the entrance hall

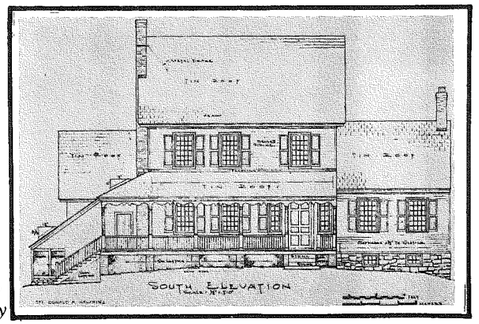
SIGNIFICANCE

During the next century, conditions at Sully continued to illustrate, in microcosm, the changing character of northern Virginia. In 1842 the property passed to Jacob Haight, a New York state Quaker and thrifty farmer. The Haight family ownership extended until 1869, throughout the difficult Civil War years which saw the Haights, as Union sympathizers, in an uncomfortable and often even dangerous position. The next owners, also New Yorkers, were attracted by the agrarian opportunities in northern Virginia and farmed Sully until 1911. The various early twentieth century owners were particularly interested in dairy farming, in response to the growing needs of the Washington area.

By mid-twentieth century, the changing character of land use in Fairfax County was again demonstrated at Sully by its new appeal as a country house near Washington, with its farming value of secondary consideration.

In 1958, the Federal Aviation Agency condemned half of the property, including all of the buildings, for the construction of Dulles Airport. Various groups and individuals mobilized to save Sully, their efforts culminating in an Act of Congress which stipulated that the house be saved and used for historic purposes. Under terms precluding commercial use or public assembly on the property, the Fairfax County Park Authority acquired title to the buildings and the right to the use of thirty-six acres of surrounding land. In 1969 the Park Authority purchased twenty-five acres to the east of the house as a protection for the property.

Today Sully stands on a gently rolling site, more sedate now than during its many years as an active farm. On its grounds, in addition to four of the original outbuildings, are a schoolhouse and a gazebo, recently moved to the property. In 1970, the historic and architectural significance of Sully was formally recognized when it was placed on the Virginia Landmarks Register and on the National Register of Historic Places.



South Elevation, Historic American Building Survey

SURROUNDING LAND USE AND STRUCTURES

All of the land encompassed within the historic district (approximately 450 acres) is currently in residential, agricultural or open uses with the exception of approximately 5 acres used as a construction equipment yard. Within the district, 48% of the land is controlled by the Federal Aviation Administration (Dulles Airport), 39% is in private ownership and the remaining 18% comprises the Sully holdings. The nearest sizable development in the area is Chantilly, one mile southeast of Sully's main house.

ASSESSED PROPERTY VALUATION, AGE AND CONDITION OF STRUCTURES SURROUNDING THE HISTORIC SITE

Parcel	Land Valuation	Structure Valuation	Age	Condition
34 ((1)) 27	$122,105	---	---	---
27A	39,795	---	---	---
28	28,010	---	---	---
29	35,870	8,645	Early 1800's	Good
30	49,920	11,765	1950	Good
31	6,590	---	---	---
32	34,570	1,200	---	Good
34	27,470	---	---	---
35	3,210	7,055	c. 1940	Good
42A	42,335	---	---	---
42B	320	---	---	---
43	2,800	6,675	1950	Good
44	2,800	5,135	1935	Good

Source: Fairfax County Assessments Office, January 1971 listing.

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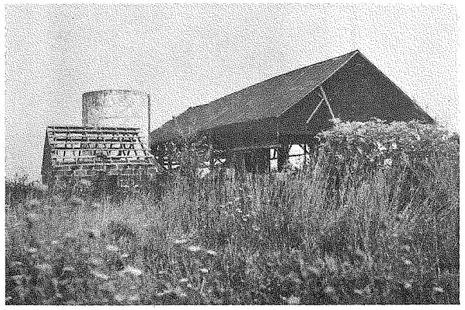

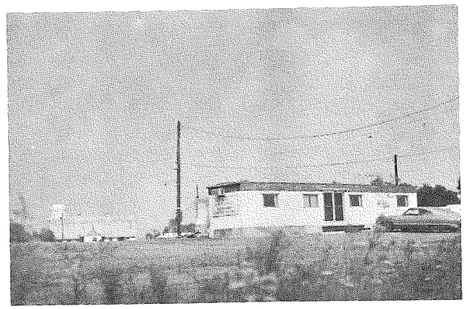

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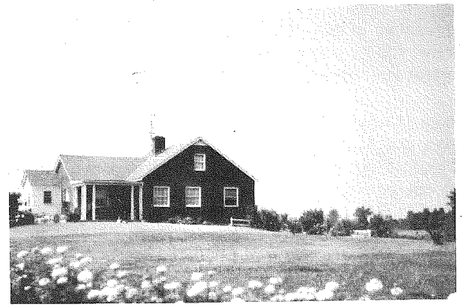

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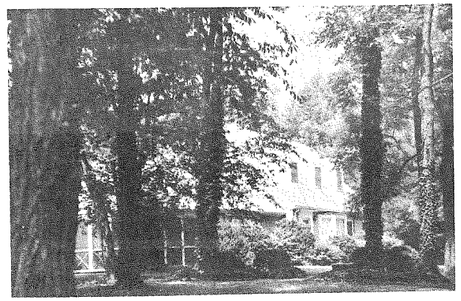

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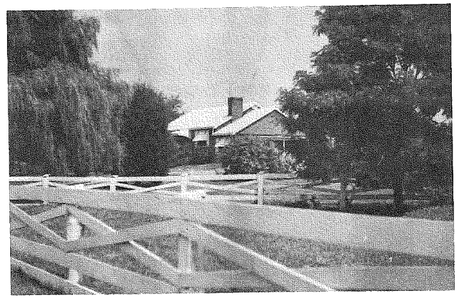

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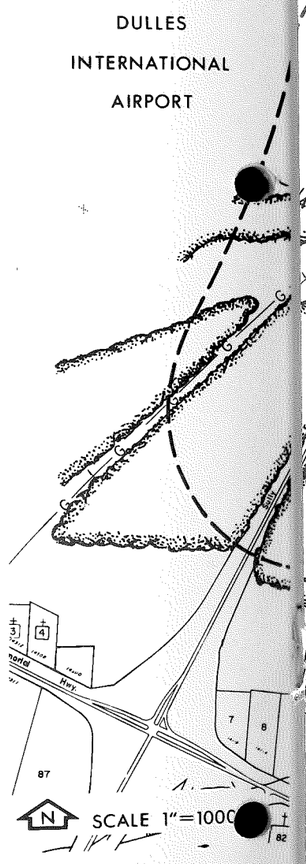
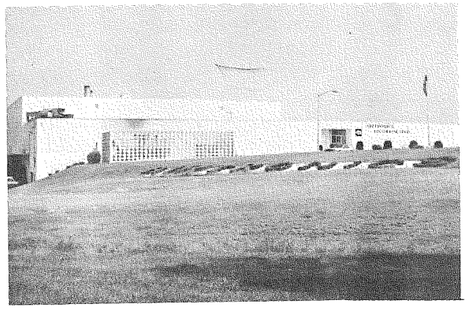
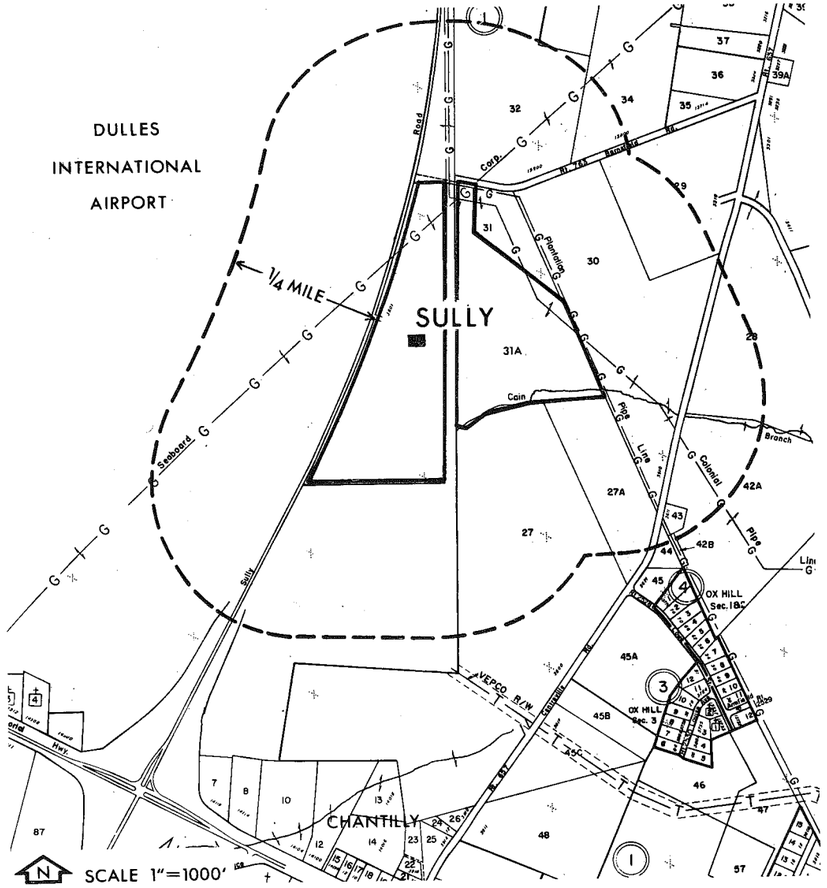


Existing zoning within the historic district is predominately RE-1, single-family dwelling units on minimum lot sizes of one acre.

Isolated parcels have been zoned for industrial use. A five-acre parcel on Barnsfield Road is zoned I-L (limited industrial) and is currently used as a construction equipment storage yard. A 16.5 acre site on Centreville Road is zoned I-G (general industrial) which is the least restrictive industrial zone. A rezoning application (C-278) for I-P (industrial park) has been submitted for a six-acre parcel located on Centreville Road south of the I-G parcel.



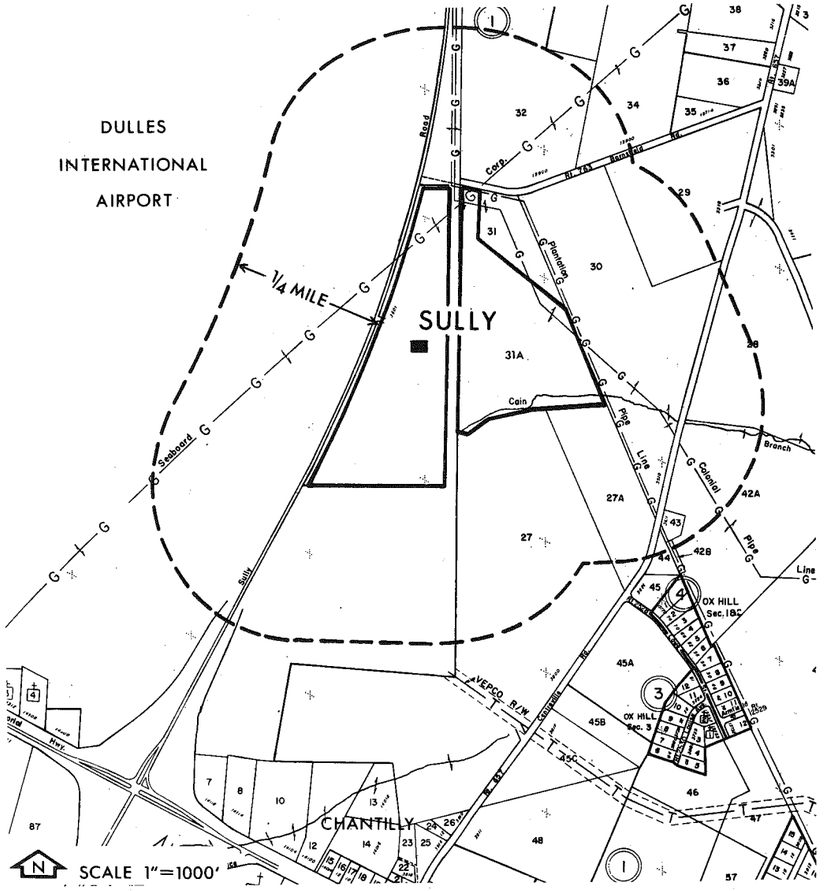
CURRENT ZONING



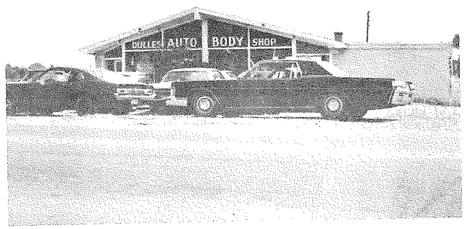
The Comprehensive Plan for the Bull Run Planning District, adopted "in principle" in 1970, describes the large area adjacent to Dulles Airport and surrounding Sully as appropriate for airport-oriented industrial and related uses. This area, identified as Area II, Development Park Locations specifies industrial park and office-commercial development with related retail and personal services permitted. Certain agricultural, recreational and open space uses are allowed but residential uses are considered inappropriate.

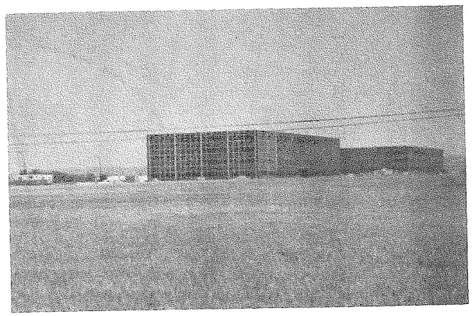
The Bull Run plan provides guidance regarding specific uses and the locations intended for such development within Area II. In addition, specific development criteria with respect to the desired uses are stressed with regard to lot size and setbacks, percentage of lot coverage, screening and landscaping of parking and loading areas, scale of buildings, compatibility of adjacent uses and performance standards.

CURRENT PLANS



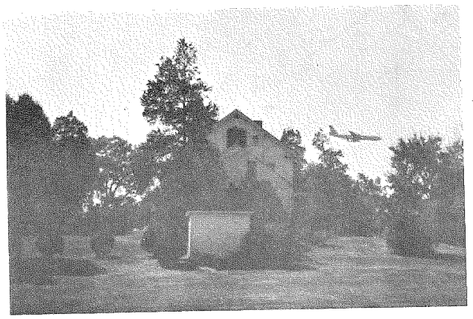
DEVELOPMENT TRENDS

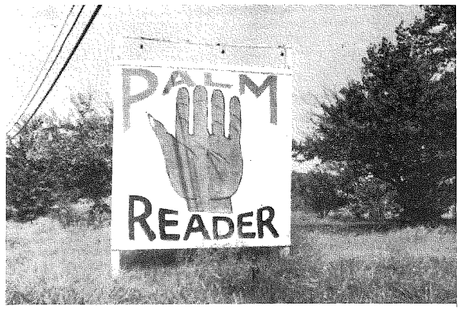




In the past, development of land around Sully has been sporadic due to the expressed demand for land and the limited availability of sewer to serve the area. Due to the presence of Dulles Airport and its growing economic importance, pressures for industrial land have been stimulated. To date development has been of a highway-oriented commercial nature with a few industrial establishments such as Airtronics on Centreville Road and a warehousing facility and Redskins headquarters at Dulles Industrial Aerospace Park on McLearen Road.

After a comprehensive sewerage program has been implemented in the Bull Run planning district, the area around Sully can expect extensive industrial development. Residential uses should be precluded in the immediate vicinity of Sully because of aircraft noise factors.





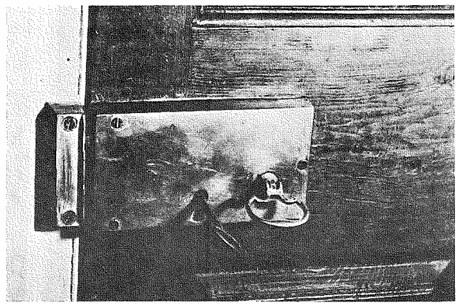
PRESERVATION OBJECTIVES

General Goals

- To acknowledge the continuing importance of Sully in Northern Virginia life and history and to further its enjoyment by the public.
- To preserve and enhance the historic and aesthetic integrity of Sully.
- To establish a specific area in which development controls can be exercised to protect and enhance the historic landmark.

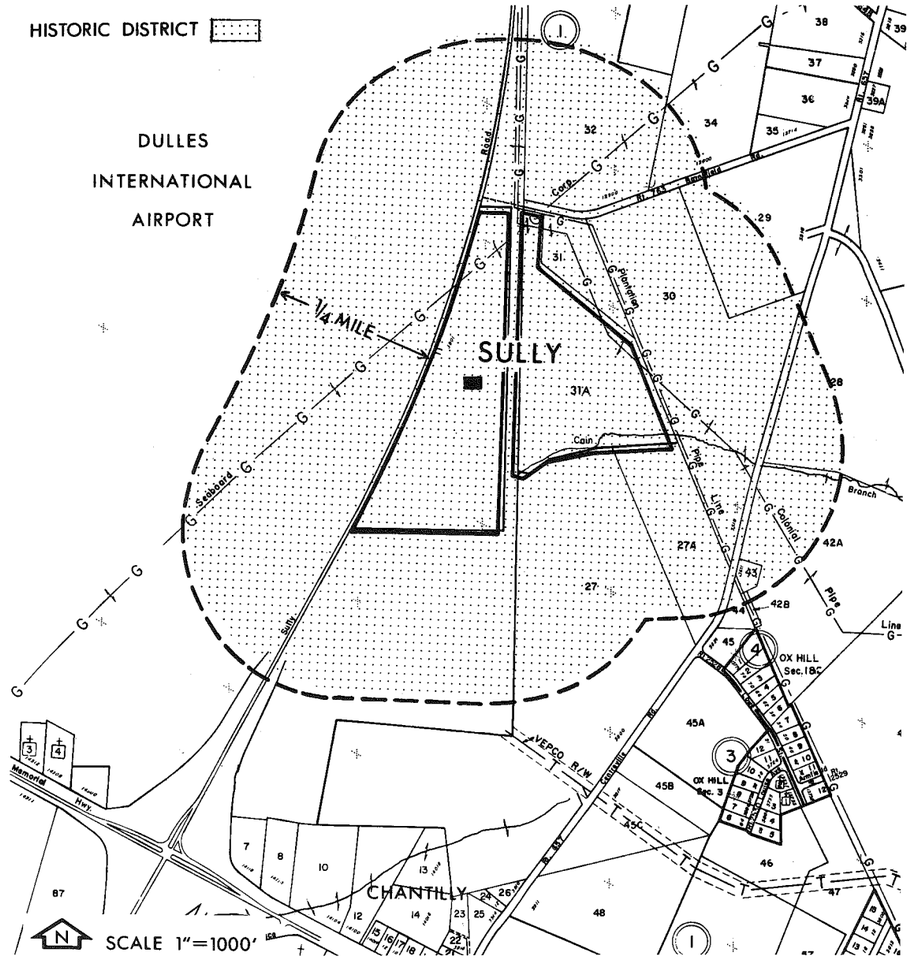
Objectives

- To preserve the rural atmosphere of the landmark's site and the surrounding area.
- To retain the visual environment of the present highway approaches to the property.
- To maintain and augment the natural tree cover in the immediate environs.
- To regulate the scale (density, height, and mass) of development within the vicinity of Sully.
- To provide sufficient natural and/or artificial screening between Sully and adjacent properties in order to maintain visual separation.



Any development within the immediate vicinity of the Sully property could have a major impact on the environment of the landmark. Therefore, the historic district boundary extends the maximum quarter mile distance from the Sully property.

A portion of the Federally-owned Dulles International Airport has been included in the historic district, because future industrial development on the site could violate certain aspects of the Sully environment.



HISTORIC DISTRICT

RECOMMENDATIONS

The following policies are recommended to guide development within the Sully Historic District.

- Land Development

  – Residential Uses

  Residential uses are inappropriate and should not be allowed in the historic district due to the severe impact of aircraft noise in the area and the proximity to other industrial operations.

  – Non-Residential Uses

  The desired pattern of development around Sully recognizes the need for airport-oriented commercial and industrial uses as proposed in the Bull Run comprehensive plan.

  As a guide to potential developers and County authorities, the following list of recommended uses by zoning category has been compiled for application within the historic district. Retail sales facilities should include only those directly related to the airport-oriented uses and necessary to meet the needs of employees of the area (e.g., cafeteria).

  It should be noted that in the following list the permitted uses and height restrictions modify and, in some cases, are more restrictive than the existing County zoning categories.

Zoning Category	Uses Allowed	Height Limitation
Residential	None	
Commercial		
C-O (office)	Uses permitted by right Business or professional office Drug retail Clinics Telephone exchanges Banks, Savings and Loan Cafeterias Accessory commercial (To serve the needs of building occupants.) Printing Uses permitted by special use permit Community uses Medical centers	All uses limited to 35' height maximum.
C-OL (low-rise office)	Uses permitted by right All C-O uses by right listed above Uses permitted by special use permit All C-O special permit uses above	
C-OH (high-rise office)	Uses permitted by right All C-O uses by right listed above Office supplies and equipment Medical supplies Art supplies, photo, graphic reproductions Optician Uses permitted by special use permit All C-O special permit uses above	
PDC (commercial planned development)	All PDC uses except residential (this category is probably not practicable due to height limitation imposed in historic district)	
C-N (neighborhood commercial)	None	All uses limited to 35' height maximum.
C-D (shopping center)	None	
C-DM (shopping center and motel)	None	
C-G (general commercial)	None	
Industrial		
I-I (institutional industry)	Uses permitted by right Office buildings Scientific research and development establishments Uses permitted by special use permit None	

Zoning Category	Uses Allowed	Height Limitation
I-S (specialized industry)	Uses permitted by right All I-I uses by right listed above Manufacture, processing, assembly, and distribution of products related to research and development Uses permitted by special use permit None	All uses limited to 35' height maximum.
I-P (industrial park)	Uses permitted by right All I-S uses by right listed above Manufacture, processing, assembly and product distribution establishments and bakeries, bottling works, furniture moving and storage, warehousing and wholesaling establishments Uses permitted by special permit None	
I-L (limited industry)	Uses permitted by right All I-P uses by right listed above Uses permitted by special use permit None	
I-G (general industrial)	None	

Special exceptions and additions to or deletions from the allowable uses within the historic district should be based on a decision of the Board of Supervisors on a case by case basis following a recommendation from the Architectural Review Board.

- Performance Standards

  Performance standards regarding sound, vibration, smoke, odor, radioactivity, electrical interference, liquid and solid wastes, glare and other air pollutants (dust, gas, etc.) should be strictly adhered to according to existing standards as set forth in Zoning Ordinance of the County of Fairfax, Virginia. An air pollution measuring device is currently located south of Route 50 near the Upper Cub treatment plant which helps monitor the environmental conditions in the vicinity of Sully.

- Site Development

  Industrial development within the historic district can be instrumental in maintaining the rural atmosphere of Sully. Of primary importance is the visual environment which can be preserved by restriction of site clearing and enhanced by natural and artificial buffers to screen incompatible development. Specific recommendations are:

  - The existing land contours should be preserved in all new development.
  - All new development should be designed to preserve existing tree cover.
  - Specific landscape plans should be included with all site plans.
  - All utilities should be placed underground. The County is negotiating with VEPCO to determine the feasibility of either burying or rerouting the existing transmission lines that bisect the Sully property.

- Design
  - o Density, Mass, Volume
    - Building mass should be designed on a small scale.
    - All buildings should be subject to a 35' height limit.
    - Lot coverage should not exceed 50% except where greater restrictions are included in the zoning ordinance.
    - Setbacks according to the existing ordinance should be maintained except where these setbacks should be greater to assure adequate buffering.
  - o Parking and Loading Areas
    - Parking lots should be broken up into small units by means of landscaping.
    - Parking lots and loading areas should be screened and landscaped.
  - o Signs
    - Freestanding signs should be discouraged and only allowed where essential and instructive.
    - No signs shall exceed 10' in height.
    - Essential commercial signs should be attractively designed as part of the total building design.
  - o Lighting
    - Any type of indoor or outdoor area lighting should not impinge upon the Sully grounds.
    - The height of lighting standards should be limited to 15'.
    - Illumination of signs which contributes to their garishness should be prevented.

- Dulles International Airport

  Under the National Capital Planning Act of 1952, as amended, the National Capital Planning Commission (NCPC) is empowered to review all Federal agency master plans and building projects for conformance to locally adopted plans. NCPC should be requested to transmit any development proposal within Dulles Airport to Fairfax County for its review and comment.

  In this respect NCPC should be requested to use the policies in this report for the historic district as a guide in reviewing the plans for Dulles Airport that relate to the area near Sully. In addition, the National Capital Planning Commission should consider the following specific policies in reviewing development plans for the southern portion of the airport.

  - In order to maintain the present wooded approaches to the property, Sully Road as it passes through Dulles property should be maintained as it exists. No additional access points should be allowed.
  - The Dulles property which is located immediately south of Sully and east of Route 28 should be maintained as a landscaped buffer without development.

– No development should occur on the Dulles property immediately west of Route 28 within the historic district.

– The staff is currently reviewing the Dulles Noise Impact Study prior to publication. Any recommendations adopted by the Board of Supervisors should be superimposed over the district.

- Sully Environs

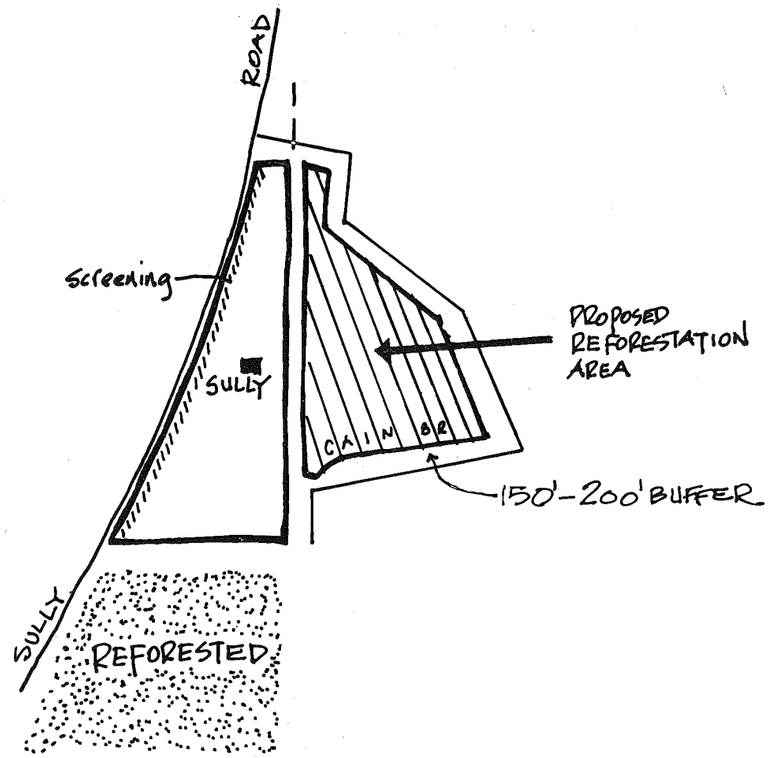
In order to preserve and enhance the rural environs of Sully specific steps should be taken to accomplish the following (see diagram)[1]:

– A 150-200 foot wide buffer of evergreen trees for screening and conservation purposes should be required on property adjacent to the Sully holdings. Supplemental vegetation should be added along Sully Road for screening.

– The 25 acre parcel in Park Authority ownership east of Sully should be reclaimed by reforestation.

– It is recommended that the County install highway signs to identify the Sully historic district on all public roads approaching the district to increase public awareness.

This policy should extend to all previously established and future historic districts.



[1] Based on recommendations by the Soil Conservation Service, U. S. Department of Agriculture, September 17, 1971.

APPENDIX H-3 SULLY HISTORIC DISTRICT

Whereas the board of supervisors declares Sully to have historic and architectural significance requiring protection against destruction and encroachment, the following provisions are established for the Sully Historic District and are attached to section 30-2A as Appendix H-3:

I. PURPOSE AND INTENT.
The Sully Historic District is created to protect against destruction of the landmark; to encourage uses which will lead to its continuance, conservation and improvement; to prevent creation of environmental influences adverse to such purposes; and to assure that new structures and uses within the district will be in keeping with the character to be preserved and enhanced.

II. GENERAL PROVISIONS.
1. The provisions of section 30-2A of this chapter shall apply to all lands within this district.
2. The Sully Historic District shall overlap and overlay all other zoning districts within which land placed in this district also lie, so that any parcel of land lying in the Sully District shall also lie in one or more of the zoning districts provided for by this Code, and shall be subject to the provisions of such districts unless such provisions are qualified below.
3. The development policies and recommendations presented in the report, entitled "The Sully Historic District," adopted on Monday, November 13, 1972, shall be used as a guide to development of all lands within this district.

III. SUBMISSION REQUIREMENTS.
All applications for construction, reconstruction, exterior alteration, razing or relocation of structures in the historic district shall be accompanied by the following materials, which shall be presented in two separate submissions to the architectural review board:
1. INITIAL PRESENTATION:
Proposed use, name of proposed user, estimated time of construction; maps relating proposed use to surrounding property, zoning and the historic district; design sketches showing building configuration, topography and paving, architectural schematic drawings showing floor plan, four elevations (principal one in color).
2. FINAL PRESENTATION.
All material in part I, above. Final design concept showing floor plan, four elevations and a rendering of more than one elevation; a site plan showing building configuration, paving and grading; a landscaping plan showing list of plantings; plan showing exterior signs, graphics and lighting to establish location, size, color and type of materials. The architect must appear at the submission of material in part 2.

Additional material and presentations may be deemed necessary and may be requested by the architectural review board

IV. USES PERMITTED BY RIGHT.
All uses permitted by right in the underlying districts except as qualified in VI below.

V. SPECIAL PERMIT USES.
All uses permitted by special permit in the underlying districts except as qualified in VI below.

VI. USE LIMITATIONS
1. Residential uses shall be permitted not to exceed one dwelling unit per acre and shall be limited to uses permitted by right in the RE-I zoning district.
2. Commercial and industrial uses shall be limited as specified.

COMMERCIAL OFFICE, (CO) (DISTRICT.)
Uses permitted by right:
a. Offices for business or professional uses.
b. Establishments limited to the filling of prescriptions and the sale of pharmaceutical and similar supplies (but not excluding any other use specifically permitted in C-O districts, as set forth in this schedule).
c. Clinics without facilities for the overnight care of patients.
d. Telephone exchanges and dial centers.
e. Banks and savings and loan institutions.
f. A facility for the preparation and serving of food within any office building of more than one hundred thousand square feet of space and provided such facility does not occupy more than ten percent of the square area of such building, and provided further that any exterior sign or signs relating to such facility shall not exceed twenty-four square feet in total gross area.
g. Accessory commercial uses intended primarily to serve the needs of occupants of buildings and their visitors, including barber shops, newsstands, florist shops, lunch rooms, gift shops, and the like, with combined floor area not to exceed five per cent of the building or buildings on the same lot or on adjacent lots in the same ownership, provided, however, nothing in this section shall be construed to prohibit, within any office building, the display and sales of scientific, electronic or medical equipment of a type not customarily

retailed to the general public.
h. Printing establishments not exceeding three thousand square feet in gross area provided such uses as confined to the basement (as defined in section 30-1.3.1) of a building, blueprint, photostat and similar reproduction establishments.
i. Signs in accordance with article XVI of this chapter, as modified below.

Special permit uses:
a. Community uses as defined in section 30-1.8.36.2.
b. Medical centers, under Business and Industrial District Uses of Special Impact, Group X (in C-O districts), section 30-7.2.10.

COMMERCIAL OFFICES LOW RISE (COL) DISTRICT.
Uses permitted by right:
a. All uses as permitted above in Uses Permitted by Right, in C-O District, for the Sully Historic District.
Special permit uses:
b. All uses as permitted above in Special Permit Uses, in C-O District, for the Sully Historic District.

PLANNED DEVELOPMENT COMMERCIAL (PDC) DISTRICT.
Uses allowed subject to development plan approval:
Principal uses:
(a) All uses.
Secondary uses:
(a) All uses subject to limitations of the underlying PDC district, except dwelling units.
(No special permit uses in PDC District)

INDUSTRIAL INSTITUTIONAL (I-I) DISTRICT.
Uses permitted by right subject to approval of a site plan for each development:
a. Office buildings.
b. Establishments for scientific research and scientific development subject to the standards of performance set forth in sections 30-3.5.1 through 30-3.5.10. Before land may be zoned in this classification:
(1) The scientific research and development activities to be performed shall be described by the applicants and approval of an application either to rezone land to this classification for the purpose or for a building permit for this use will be based upon the general welfare of the community:
(2) Plans showing landscaping of the site and showing exterior appearance of all buildings shall be submitted to the board of supervisors for approval. Such plans shall have the intent of affording maximum protection to adjoining property, and
(3) Strict adherence to such plans shall be required as a condition to the approval of a certificate of occupance for such uses.
c, Signs as specified in article XVI of this chapter, and as modified below:

Special permit uses:
a. No uses.

INDUSTRIAL SPECIALIZED (I-S) DISTRICT.
Uses permitted by right subject to approval of a site plan for each development:
a. Office buildings.
b. Establishments for scientific research and scientific development, manufacture, processing, assembly, and distribution of products related thereto.
c. Signs as specified in article XVI of this chapter, and as modified below.
Special permit uses:
a. No uses.

INDUSTRIAL PARK (I-P) DISTRICT.
Uses permitted by right subject to approval of a site plan for each development:
a. All uses permitted in the I-S District subject to all requirements with respect thereto as specified in Uses Permitted by Right for I-S districts as modified above in the I-S district for the Sully Historic District.
b. Establishments for the manufacture, processing, assembly, and distribution of products, and following specific uses, all subject to the standards of performance set forth in sections 30-3.5.1 through 30-3.5.10:
(1) Bakeries.
(2) Bottling works.
(3) Furniture moving and storage.
(4) Warehouses.
(5) Wholesale establishments of any kind.
c. Signs as specified in article XVI of this chapter, and as modified below.
Special permit uses:
a. No uses.

INDUSTRIAL LIMITED (I-L) DISTRICT.

Uses permitted by right, subject to the standards of performance specified in sections 30-3.5.1 through 30-3.5.10:

a. All uses permitted in the I-P district as modified above in the I-P district for the Sully Historic District.

3. Major public facilities shall be prohibited except and as determined by the board of supervisors with the recommendation of the architectural review board.
4. Other public facilities shall be permitted except and as determined by the board of supervisors with the recommendation of the architectural review board.
5. All improvements, to include structures, signs, fences, street furniture, outdoor graphics, public and private utilities, shall be in terms of mass, scale, color and visual impact.
6. Free-standing signs shall not exceed ten feet in height.

VII. MINIMUM LOT SIZE.

As specified in the underlying districts.

VIII. MAXIMUM PERCENTAGE OF LOT COVERAGE

As specified in the underlying districts.

IX. MAXIMUM HEIGHT OF BUILDING.

Thirty-five feet.

X. MINIMUM YARD DIMENSIONS AND BUILDING LOCATION REQUIREMENTS.

Structures developed on land contiguous with the Sully property shall be located at a distance no less than two hundred feet from this common property line, except where such limitation would preclude uses permitted as described above in VI, Use Limitations. In such a case, the yard dimensions and building location requirements shall be determined by the board of supervisors with the recommendation of the architectural review board.

XI. FLOOR AREA.

No restriction.

XII. MINIMUM OFF-STREET PARKING SPACES.

As specified in the underlying districts.

XIII. OTHER OPEN SPACE.

a. As specified in the underlying districts, and
b. A planted buffer not to exceed a distance of two hundred feet from the Sully property line shall be included in all development plans for development on lands contiguous with Sully property. The nature and extent of this buffer shall be determined by the board of supervisors with the recommendation of the architectural review board.
c. Parking lots shall not be developed within the area designated by the board of supervisors as buffer; and parking lots shall be landscaped according to specifications determined by the board of supervisors with the recommendation of the architectural review board.

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