



FAIRFAX COUNTY  
SITE-SPECIFIC PLAN AMENDMENT PROCESS  
COUNTYWIDE

<b>Nomination Number</b>	CPN22-HM-015
<b>Supervisor District</b>	Hunter Mill
<b>Parcel ID Number(s)</b>	18-4 ((4)) 4, 18-4 ((1)) 5, 5A, 4, 4A, and 18-4 ((5)) 5
<b>Parcel Address(es)</b>	1533, 1538, 1542, 1546, 1616, and 1620 Crowell Road, Vienna, VA 22182
<b>Nominator</b>	Panthea Mohtasham
<b>Plan Map Designation</b>	The Properties are zoned to the Residential Estate ("R-E") district. Currently, the Properties each contain one house and consist of a combined total of 10 acres. Please see the attached documents for specifics.
<b>Comprehensive Plan Recommendation for Nominated Property</b>	The Hickory Community Planning Sector is recommended as a Low Density Residential Area under the Concept for Future Development and is developed predominantly with single-family residential uses at 0.2 to 0.5 dwelling units per acre. Please see the attached documents for specifics.
<b>Proposed Land Use</b>	Residential
<b>Summary of Proposed Comprehensive Plan Change</b>	The Nominator proposes to continue the evolution of the Community with residential development by requesting an option to the current Plan text to allow for residential use up to a density of 1 to 2 dwelling units per acre. Please see Statement of Justification for specifics.

Panthea Mohtasham  
pantheamohtasham@gmail.com

October 28, 2022

**Via Electronic Submission**

Leanna O'Donnell, Director  
Planning Division  
Fairfax County Department of Planning and Development  
12055 Government Center Parkway, Suite 730  
Fairfax, Virginia 22035

Re: Site-Specific Plan Amendment Nomination  
Fairfax County Tax Map References: 18-4 ((04)), Parcel 0004; 18-4 ((01)), Parcel 0005; 18-4 ((01)), Parcel 0005A; 18-4 ((01)), Parcel 0004A; 18-4 ((01)), Parcel 0004; and 18-4 ((05)), Parcel 0005  
Nominator: Panthea Mohtasham

Dear Ms. O'Donnell:

Please accept this letter as a statement of justification for a Site-Specific Plan Amendment ("SSPA") nomination on the Properties. The Properties are adjacent properties located at 1533, 1538, 1542, 1546, 1616, and 1620 Crowell Road, Vienna, Virginia 22182. The Properties are zoned to the Residential Estate ("R-E") district. Currently, the Properties each contain one house and consist of a combined total of 10 acres.

The Properties are located within the Upper Potomac Planning District in the UP3 Hickory Community Planning Sector of the Air III Comprehensive Plan (the "Plan"). The Hickory Community Planning Sector is recommended as a Low Density Residential Area under the Concept for Future Development and is developed predominantly with single-family residential uses at 0.2 to 0.5 dwelling units per acre ("du/ac"). The Properties are bounded by Hunter Mill Road, Colvin Run, Leesburg Pike, Difficult Run, and the Dulles Airport Access Road (the "Community"). There is no site specific Plan text for the Properties, but the Comprehensive Plan Map recommends residential development at .2 to .5 du/ac.

The Nominator proposes to continue the evolution of the Community with residential development by requesting an option to the current Plan text to allow for residential use up to a density of 1 to 2 du/ac. The Nominator's proposal will provide more flexibility to improve the older Community and allow for growth in the Community along with the neighborhood church and private school. Infill development is encouraged to be of a compatible use, type, and intensity under Land Use Objectives 8 and 14 of the Land Use element of the Policy Plan. The Nominator's proposal is consistent with Objectives 8 and 14 of the Policy Plan as the proposal will be compatible in use, type, and scale with the existing stable, residential character of the Community and will maintain the Community's current visual and environmental impacts. The Nominator anticipates that elements intended to improve the quality of life for current and future residents of the Community,

such as open space, landscaping, and environmental preservation, will be incorporated into the proposal. The Properties are adjacent to the planned community of Reston, which makes the location ideal for increased residential use given the ample services available to the residents.

In addition, the proposal aligns with Objectives of the Policy Plan, encouraging the development of safe transportation systems and maintaining safe communities. The Nominator's proposal anticipates safer traffic engineering along Crowell Road and throughout the Community. Currently, the Community is bordered by a straight road, which allows commuters to drive in excess of the posted speed limit, frequently exceeding 50 miles per hour. As the Community and Fairfax County have grown, traffic has increased, safety concerns have become more acute. The Nominator's proposal would permit restructuring of the road to increase safety for current residents, provide access to existing and future residences, and encourage commuters to adhere to safe speeds along Crowell Road.

The Nominator's proposal will address Fairfax County's need for housing, improve Fairfax County's older communities, and encourage Fairfax County's focus on creating safer and more vibrant communities. Please consider including this SSPA nomination in the Comprehensive Plan Amendment Work Program for 2023. The proposed development is likely to occur in the near term. The Nominator plans to file a rezoning application for the Property to be reviewed concurrently with the Plan amendment, should the Board authorize consideration of the requested nomination.

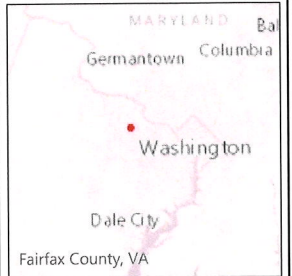
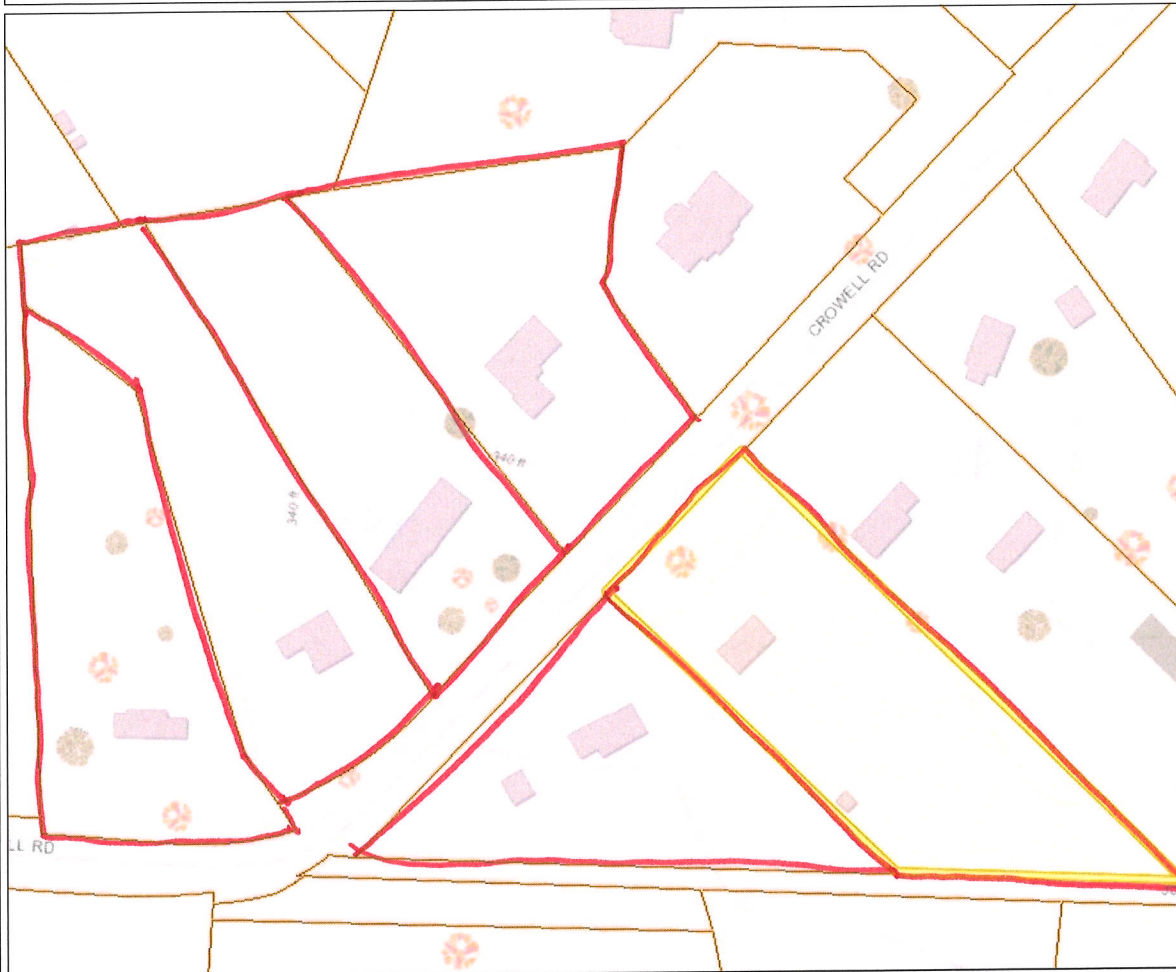
I appreciate your cooperation and assistance.

Very truly yours,

DocuSigned by:  
  
B539073882BC48B...  
Panthea Mohtasham



Map Title



Legend

Parcels

Notes:

Map produced: 10/28/2022

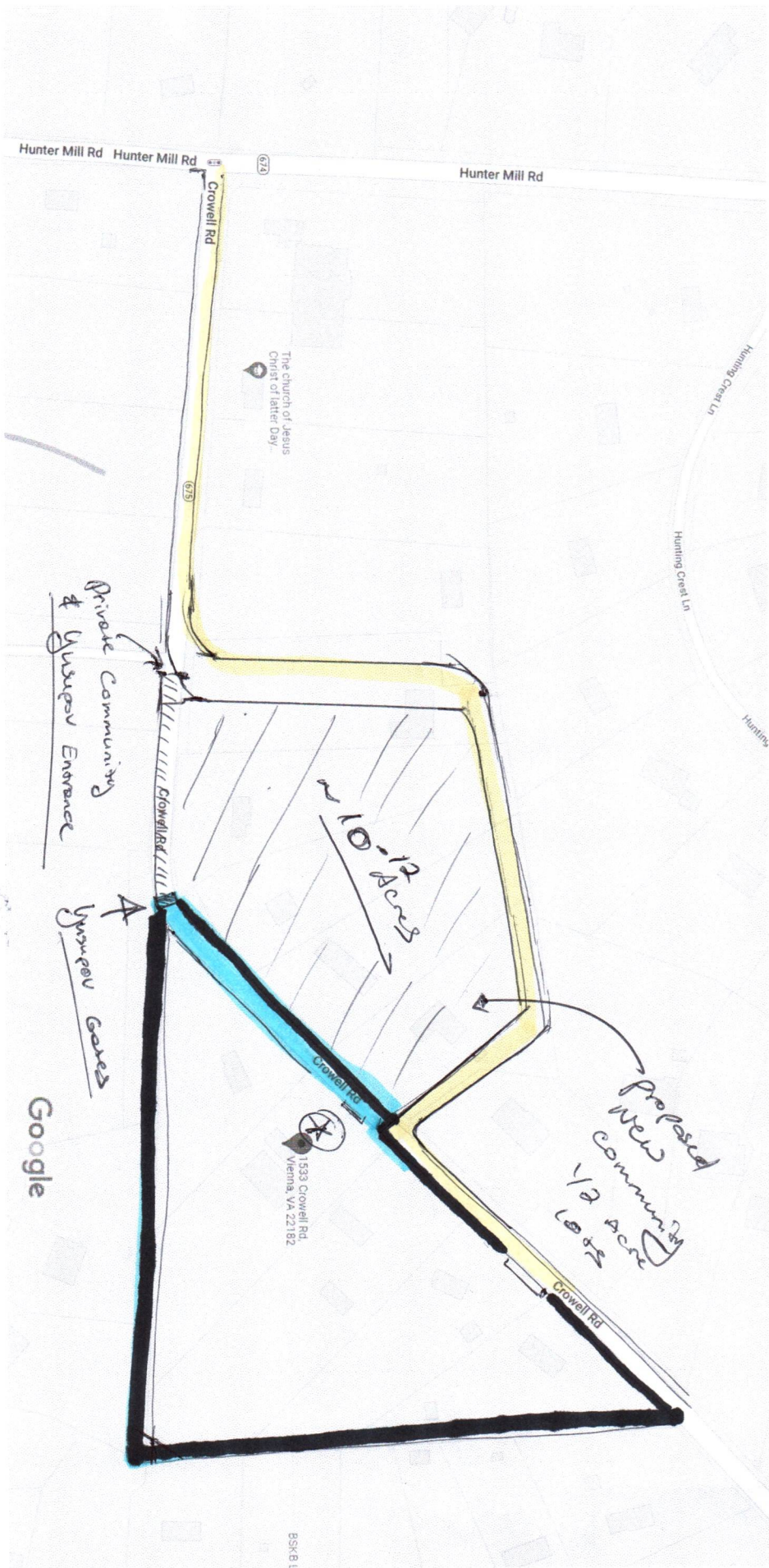
0 0.07 0.1 Miles

This map is intended for reference purposes only. Fairfax County does not provide any guarantee of the accuracy or completeness regarding the map information.



Google Maps 1533 Crowell Rd

Option 1



\* New proposed road has curve "S" x 2 that will help deer and slow traffic in thruway.

= new proposed road

= private road

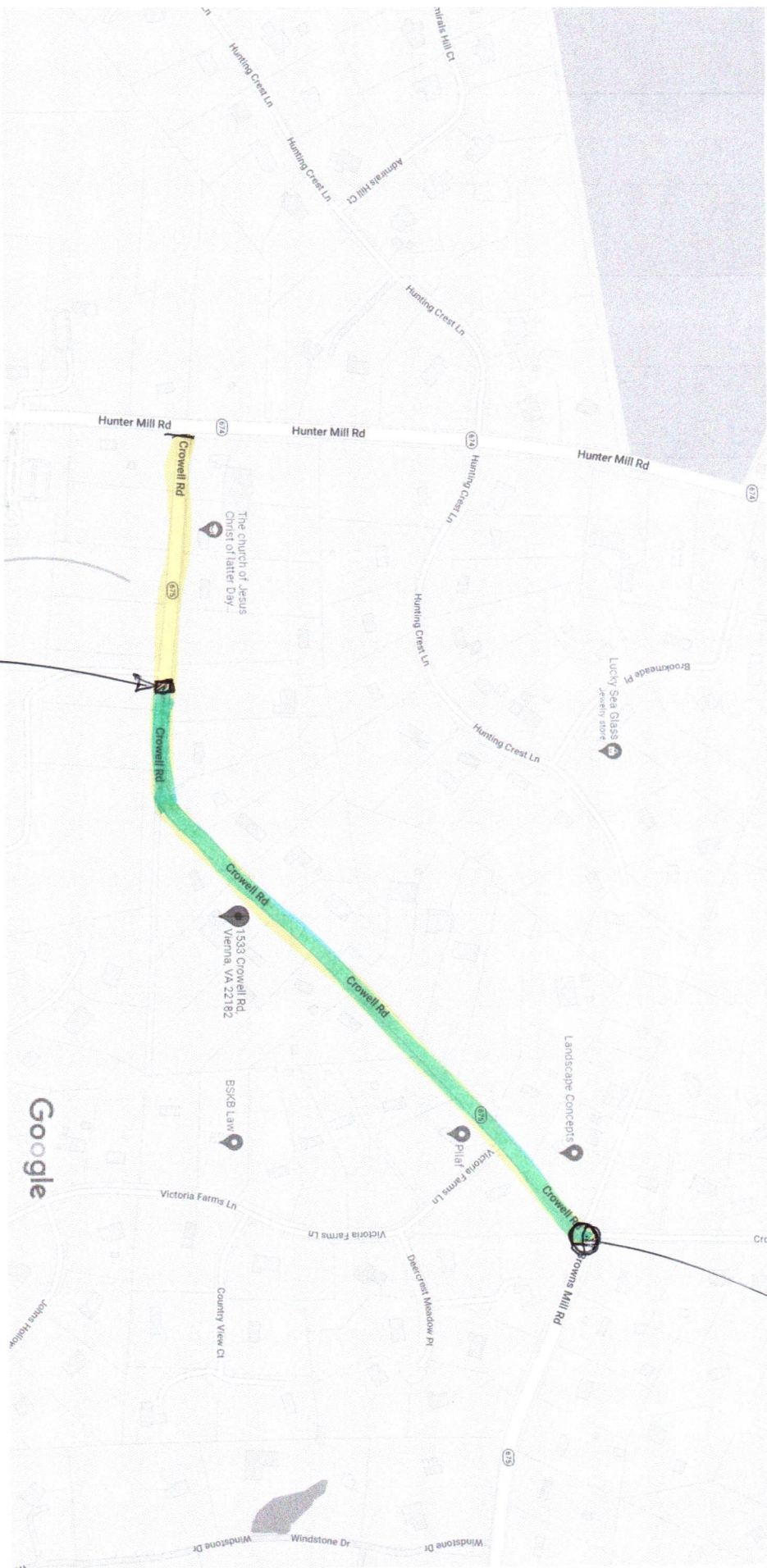
= Driveway Fencing



# Google Maps 1533 Crowell Rd

Option 2

\* Create private entrance w/ curbside



\* Private road  
\* Gated End

\* Community takes over maintenance of Road post the gated entry to Browns Hill Road Gated Entry.

Map data ©2022 200 ft

October 27, 2022

Fairfax County Department of Planning and Development  
12055 Government Center Parkway, Suite 700  
Fairfax, Virginia 22035

Re: **Owner Consent for Site-Specific Plan Amendment**

To Whom it May Concern:

Meglodon Trust is the owner of a parcel identified as Fairfax County Tax Map Number 18-4 (( 04 )) Parcel 0004 further referred to as 1533 Crowell Rd, Vienna, VA 22182-1514 (the "Property").

Meglodon Trust hereby acknowledges that Meglodon Trust and their representatives have included the Property in a Site-Specific Plan Amendment nomination submitted to Fairfax County's Department of Planning and Development. We are aware of the contents of the nomination and agree to participate in the County's review of the nomination to the extent required or appropriate.

Sincerely,

 (Landowner)

By: MEGLADON TRUST

Name: SCOTT A. FLANDERS

Title: TRUSTEE

Telephone Number: 703 938 3510

Email Address: SFLANDERS@NVTE.NET

Mailing Address: 3050 CHAIN BRIDGE RD #103  
FAIRFAX, VA 22030

October 28, 2022

Fairfax County Department of Planning and Development  
12055 Government Center Parkway, Suite 700  
Fairfax, Virginia 22035

Re: **Owner Consent for Site-Specific Plan Amendment**

To Whom it May Concern:

Panthea Mohtasham is the owner of a parcel identified as Fairfax County Tax Map Number 18-4 (( 01 )) Parcel 0005, further referred to as 1538 Crowell Rd, Vienna, VA 22182 (the "Property").

Panthea Mohtasham hereby acknowledges that Adham Yusupov and Mandana Yusupova and their representatives have included the Property in a Site-Specific Plan Amendment nomination submitted to Fairfax County's Department of Planning and Development. We are aware of the contents of the nomination and agree to participate in the County's review of the nomination to the extent required or appropriate.

Sincerely,  DocuSigned by:  
Panthea Mohtasham  
B539073882BC48B...

Panthea Mohtasham

By: Panthea Mohtasham

Name: Panthea Mohtasham

Title: Owner/Representative

Telephone Number: 703-969-8833

Email Address: Pantheamohtasham@gmail.com

Mailing Address: \_\_\_\_\_



October 28, 2022

Fairfax County Department of Planning and Development  
12055 Government Center Parkway, Suite 700  
Fairfax, Virginia 22035

Re: **Owner Consent for Site-Specific Plan Amendment**

To Whom it May Concern:

Panthea Mohtasham is the owner of a parcels identified as Fairfax County Tax Map Number 18-4 (( 01 )) Parcel 0005A, further referred to as 1542 Crowell Rd, Vienna, VA 22182-1513; Fairfax County Tax Map Number 18-4 (( 01 )) Parcel 0004A, further referred to as 1546 Crowell Rd, Vienna, VA 22182-1513; Fairfax County Tax Map Number 18-4 (( 01 )) Parcel 0004, further referred to as 1616 Crowell Rd, Vienna, VA 22182-1545; and Fairfax County Tax Map Number Fairfax County Tax Map Number 18-4 (( 05 )) Parcel 0005, further referred to as 1620 Crowell Rd, Vienna, VA 22182-1545 (the "Properties").

Panthea Mohtasham hereby acknowledges that Adham Yusupov and Mandana Yusupova and their representatives have included the Properties in a Site-Specific Plan Amendment nomination submitted to Fairfax County's Department of Planning and Development. We are aware of the contents of the nomination and agree to participate in the County's review of the nomination to the extent required or appropriate.

Sincerely,

DocuSigned by:



Panthea Mohtasham

Panthea Mohtasham

By:

Panthea Mohtasham

Name:

Owner

Title:

703-969-8833

Telephone Number:

Pantheamohtasham@gmail.com

Email Address:

1616 Crowell Road, Vienna, VA 22182

Mailing Address:

**2022 - 2023 Site-Specific Plan Amendment (SSPA) Nomination Form**

**Nominated Property Information**

A. Parcel ID Number(s)

1. 18-4 ((04)), Parcel 0004
2. 18-4 ((01)), Parcel 0005
3. 18-4 ((01)), Parcel 0005A
4. 18-4 ((01)), Parcel 0004A
5. 18-4 ((01)), Parcel 0004
6. 18-4 ((05)), Parcel 0005

B. Parcel Address(es)

*Adjacent properties located at:*

1. 1533 Crowell Road, Vienna, VA 22182
2. 1538 Crowell Road, Vienna, VA 22182
3. 1542 Crowell Road, Vienna, VA 22182
4. 1546 Crowell Road, Vienna, VA 22182
5. 1616 Crowell Road, Vienna, VA 22182
6. 1620 Crowell Road, Vienna, VA 22182

C. Supervisor District(s)

*Hunter Mill District*

D. Neighborhood Consolidation Proposal

Is the Nomination a proposal for Neighborhood Consolidation?  
*Yes*

**Nominator Contact Information**

A. Nominator Name:

*Panthea Mohtasham*

B. Nominator Address:

*1542 Crowell Road  
Vienna, VA 22082*

C. Nominator Email:

*[smurphy@milesstockbridge.com](mailto:smurphy@milesstockbridge.com)*

D. Nominator Phone Number:

*(703) 610-8622*

**Property Owner Contact Information**

A. Property Owner Name(s):

1. *Meglodon Trust, Scott Flanders as Trustee*
2. *Panthea Mohtasham, Owner/Representative*
3. *Panthea Mohtasham*
4. *Panthea Mohtasham*
5. *Panthea Mohtasham*

6. *Panthea Mohtasham*

B. Property Owner Address(es):

1. *1533 Crowell Road, Vienna, VA 22182*
2. *1538 Crowell Road, Vienna, VA 22182*
3. *1542 Crowell Road, Vienna, VA 22182*
4. *1546 Crowell Road, Vienna, VA 22182*
5. *1616 Crowell Road, Vienna, VA 22182*
6. *1620 Crowell Road, Vienna, VA 22182*

C. Property Owner Email(s) and Phone Number(s):

1. *Meglodon Trust, Scott Flanders as Trustee (sflanders@nvte.net; 703-938-3510)*
2. *Panthea Mohtasham, Owner/Representative (pantheamohtasham@gmail.com; 703-969-8833)*
3. *Panthea Mohtasham (pantheamohtasham@gmail.com; 703-969-8833)*
4. *Panthea Mohtasham (pantheamohtasham@gmail.com; 703-969-8833)*
5. *Panthea Mohtasham (pantheamohtasham@gmail.com; 703-969-8833)*
6. *Panthea Mohtasham (pantheamohtasham@gmail.com; 703-969-8833)*

**Nomination Questions**

A. Current Comprehensive Plan recommendation for Nominated Property:

*No site specific text*

B. Current Plan Map Designation:

*Residential Estate: .2-.5 du/ac*

C. Proposed Land Use

*Check the land use(s) proposed with the nomination:*

- Hotel
- Institutional
- Industrial
- Mixed-Use (specify in Section D)
- Office
- Private Recreation/Open Space
- ✓ **Residential**
- Retail and Other Commercial Uses
- Other (Specify in Section D)

D. Summary of Proposed Comprehensive Plan Change

*The Nominator proposes an option to the current Plan text to allow for residential use up to a density of 1-2 du/ac.*

**Additional Submission Items**

A. Statement of Justification Form Upload

*See attached Statement of Justification.*

B. Illustrative Concept Plan Upload:

*See attached Concept Plan.*

C. Property Map Upload:

*See attached map.*

D. Property Owner Consent Letters:

*See attached property owner consent letters*

E. Supplemental Documents:

*N/A*



## **UP3 HICKORY COMMUNITY PLANNING SECTOR**

### **CHARACTER**

The Hickory Community Planning Sector is generally bounded on the north by Georgetown Pike (Route 193), on the east by Old Dominion Drive and Towlston Road, and on the south by Leesburg Pike (Route 7). A portion of the sector between Hunter Mill Road and the Difficult Run Stream Valley extends south of Leesburg Pike to the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267).

This planning sector has much of the same rural character as that of the Riverfront and Springvale planning sectors to the north, although developed at a somewhat higher residential density. There are large-lot subdivisions and a number of lots that are two acres or smaller in size. The planning sector also contains Turner Farm Park. A major land use objective for the sector is to maintain the low density character by encouraging large-lot residential development.

Local-serving commercial uses are located at Great Falls Village, Colvin Run Road at Walker Road, and Georgetown Pike at Seneca Road.

Colvin Run Mill Historic Overlay District is a significant heritage resource in this planning sector. The mill is listed in the Virginia Landmarks Register and National Register of Historic Places. Individual sites within the district are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 3, 4 and 5. Additional historic sites in this sector are also included in the inventory. Figures 3, 4 and 5. Additional historic sites in this sector are also included in the inventory.

### **CONCEPT FOR FUTURE DEVELOPMENT**

The Hickory Community Planning Sector is designated a Low Density Residential Area in the Concept for Future Development.

### **RECOMMENDATIONS**

#### **Land Use**

The Hickory Community Planning Sector is largely developed as stable low density residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 16 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

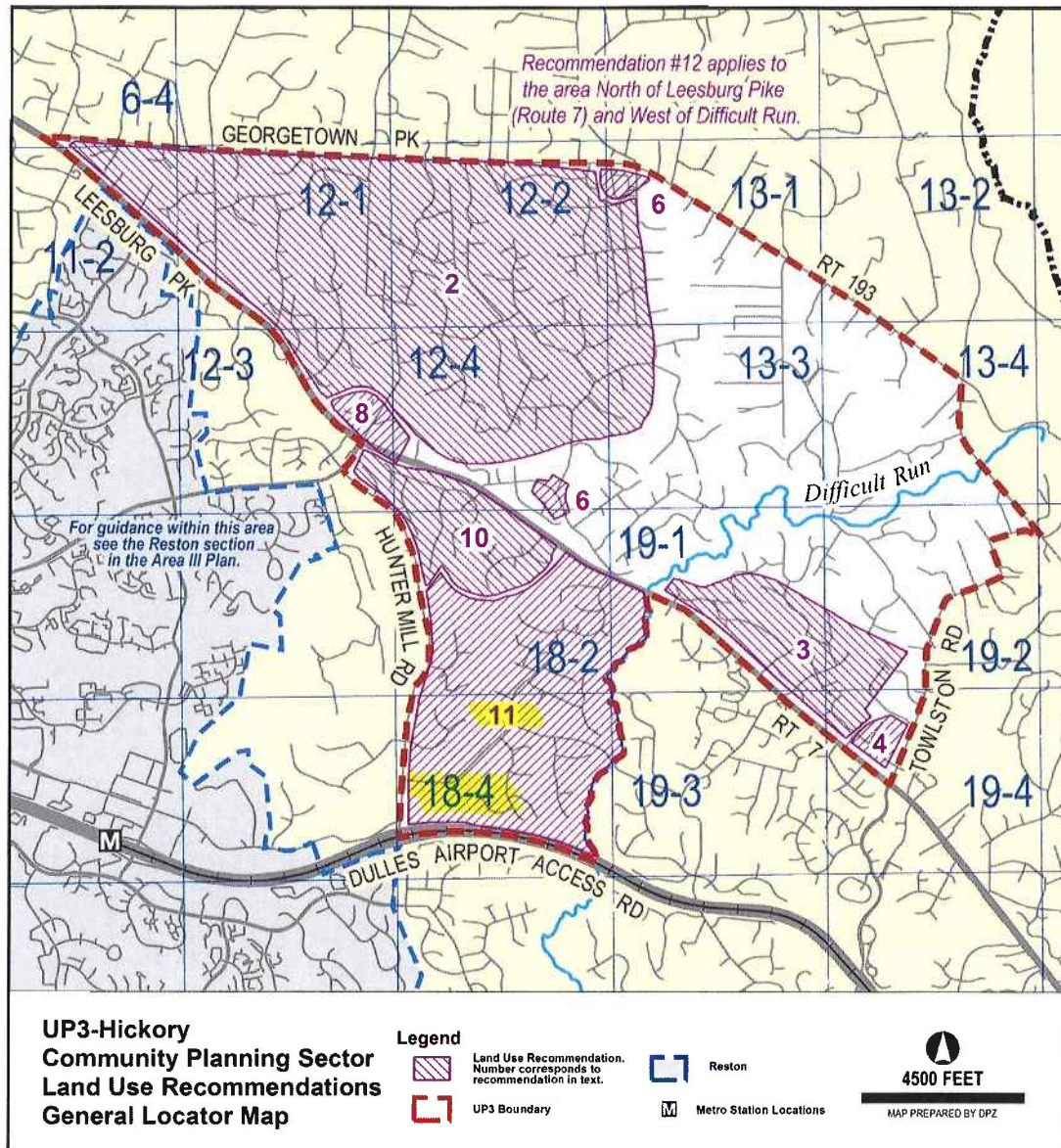


FIGURE 16

1. Most land should be developed for residential use at .2-.5 dwelling units per acre in order to preserve the existing character and support the concept of low density residential development for land in the Reston environs. [Not shown]
2. The area bounded by Leesburg Pike, Georgetown Pike, Walker Road and Piney Run is planned for residential use at .5-1 dwelling unit per acre, as shown on the Plan map, to reflect existing and committed development. New development should be generally consistent with existing zoning and should provide for ample landscaping, buffering and substantial building setbacks to ensure that the present relatively low density character of the area will be preserved when viewed from the collector and arterial roadways serving the sector.
3. Residential use at .5-1 dwelling unit per acre is planned for the area north of Leesburg Pike, between Difficult Run and Towlston Road, as shown on the Plan map. New development should be generally consistent with existing zoning, should provide large lots along the frontage of Leesburg Pike and Towlston Road to preserve the low density, rural characteristics of Towlston Road and Leesburg Pike, and should provide substantial buffers along the frontage of Leesburg Pike.
4. The northwest quadrant of the intersection of Leesburg Pike and Towlston Road, bounded by the Glen Haven Farms subdivision to the north and Kenmore subdivision to the west, is planned for .5-1 dwelling unit per acre to be compatible with the planned density in this vicinity along Leesburg Pike. Substantial buffering, adequate landscaping and a substantial setback of buildings along the west side of Towlston Road in the area south of Glen Haven Farms subdivision are appropriate to preserve the low density, rural character of Towlston Road.
5. Cluster subdivisions may be appropriate in this sector if the following criteria are met and are rigorously applied: 1) Wherever possible the proposed open space should provide connections with existing or planned trails; 2) Individual lots, buildings, streets, utilities and parking areas are designed and situated to minimize the disruption of the site's natural drainage and topography, and to promote the preservation of important view sheds, historic resources, steep slopes, stream valleys and desirable vegetation; 3) Site design and building location are done in a manner that is compatible with surrounding development; 4) Modifications to minimum district size, lot area, lot width or open space requirements of a cluster subdivision in the R-E and R-1 Districts are not appropriate, unless significant benefits can be achieved in the preservation of the natural environment, scenic view shed(s) or historic resources by permitting such modifications; and 5) Lot yield shall be limited to that which could reasonably result under conventional development. [Not Shown]
6. Commercial uses should be limited to existing commercial areas in the vicinity of Walker Road and Georgetown Pike, and Walker Road and Colvin Run Road. Commercial uses in these areas should be neighborhood-serving in nature and should be restricted to the existing commercially-zoned parcels. However, it would be appropriate for some required commercial parking to be located on the residentially-zoned portion of Tax Map 12-4((16)), provided that the Alfred Leigh House is rehabilitated and maintained as defined in "The Secretary of the Interior's Standards for Historic Preservation Projects." The Fairfax County Architectural Review Board should provide guidance. The parking should be buffered from surrounding residential development. Such parking use should only be continued in conjunction with the continued maintenance of the Leigh House. Should the Leigh House be demolished, use of the residentially-zoned land for parking should cease and the land should be restored to its original condition or a condition appropriate for

residential use.

7. The Route 7 Corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 Corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not shown]
8. The northwest and northeast quadrants of the intersection of Leesburg Pike and Springvale Road are planned for residential use at .5-1 dwelling unit per acre. Consolidation of parcels and a coordinated access point to Springvale Road should be required. (See Figure 17.)
9. In this planning sector uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. [Not shown]
10. The area south of Leesburg Pike, south of Baron Cameron Avenue and east of Hunter Mill Road is planned for residential use at .5-1 dwelling unit per acre. Development at this density is similar to existing residential development in the area and will help to maintain a low density buffer around Reston. Additional Plan guidance is included under Land Use Recommendation #12 for Sector UP5.
11. The area bounded by Hunter Mill Road, Colvin Run, Leesburg Pike, Difficult Run and the Dulles Airport Access Road is part of the Difficult Run watershed and is planned for low density residential development at .2-.5 dwelling units per acre as shown on the Plan map. Uses requiring special permit or special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. The cumulative effect of special permit and special exception uses should be considered prior to allowing additional uses or the expansion of existing uses to determine if adding new uses or expanding existing uses will change the low density residential character of the area.
12. Turner Farm Park, in the heart of the Great Falls area, is planned for an astronomical observatory for educational and recreational use by county schools and residents due to having among the darkest night sky in the Washington, D.C. Metropolitan Area. The night sky in the area surrounding the planned observatory should be protected from excessive and improper lighting. New development (i.e., public and private) in planning sector UP2 and planning sector UP3, north of Leesburg Pike and west of Difficult Run, should provide energy efficient lighting that reduces glare, eliminates light trespass and reduces sky glow.
13. Encourage the use of pervious and semi-pervious materials for paved areas (e.g. parking lots, driveways, walkways and patios). [Not shown].



### Transportation

Transportation recommendations for this sector are shown on Figures 17 and 18. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals. Development proposals should also be evaluated against the Hunter Mill Road Traffic Calming Study (Northern Virginia Regional Commission, 2006), which provides both a traffic calming conceptual plan for Hunter Mill Road, as well as context sensitive roadway design techniques.

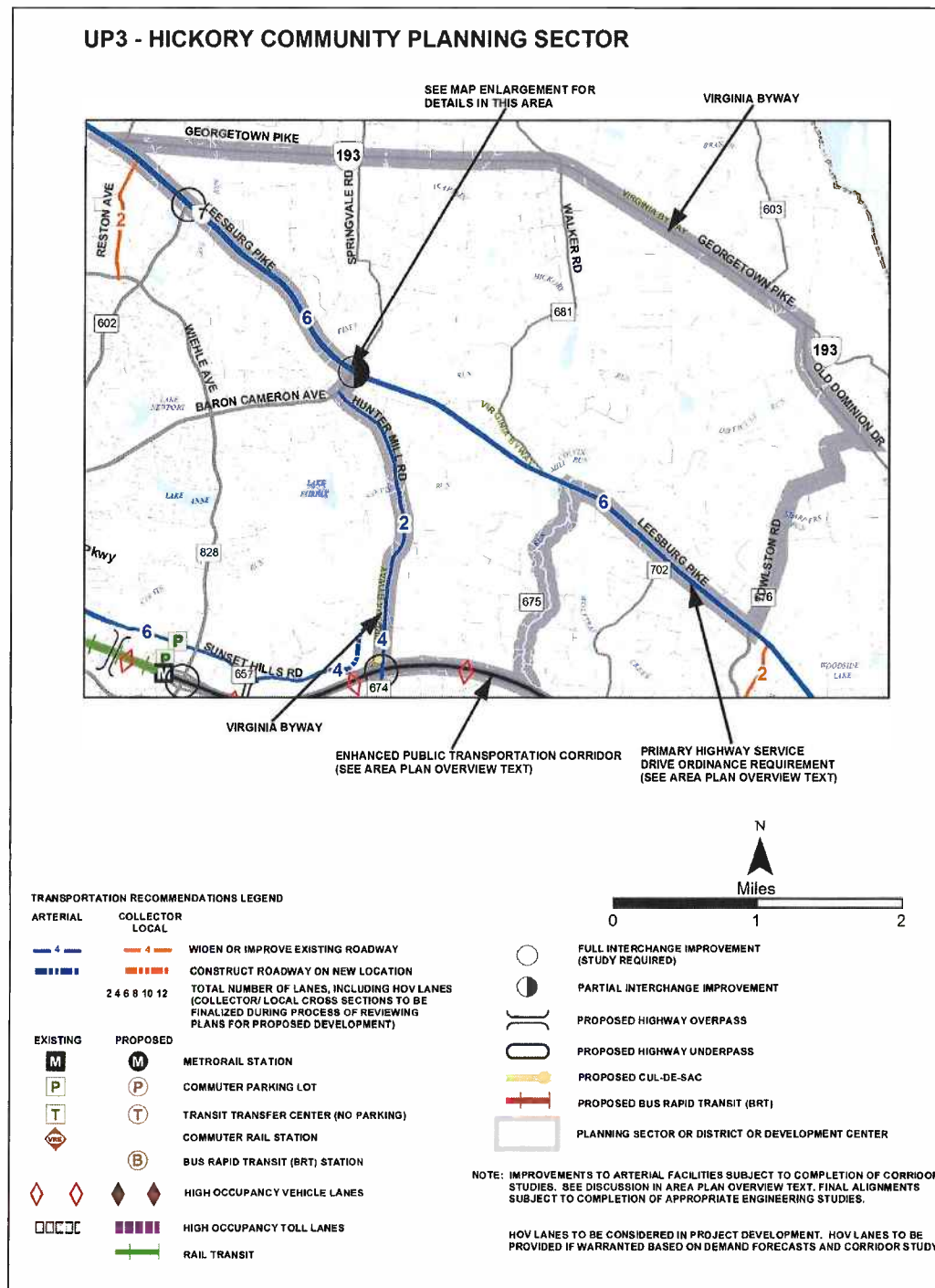
Georgetown Pike, which has been designated a Virginia Byway and listed in the Virginia Landmarks Register and the National Register of Historic Places, should be maintained within its existing right-of-way. Center turn lanes and deceleration and acceleration lanes should be discouraged and curb cuts should not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local residents. Major changes in alignment or widening the road would damage the scenic and historic character and the historic integrity of the Byway and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this Byway. Scenic and conservation easements should be sought along Georgetown Pike wherever practical for the preservation of the historic and scenic significance and beauty of the corridor.

### Heritage Resources

Maintain the Colvin Run Mill Historic Overlay District and consider expanding the historic overlay district to include the Dr. Alfred Leigh House (Tax Map 12-4((1))15A). The regulations of the Colvin Run Mill Historic Overlay District (Appendix 1, A1-600 of the Zoning Ordinance) limit development to residential uses with the exception of commercial uses appropriate to the mill site itself. All improvements should be designed to be compatible with the scale and appearance of the historic site. All development within the historic overlay district must be reviewed by the Architectural Review Board as specified in Part 7-200 of the Zoning Ordinance. If there appears to be a conflict between Plan text and the provisions of the Colvin Run Mill Historic Overlay District, the overlay district regulations take precedence for the development of land within the historic overlay district.

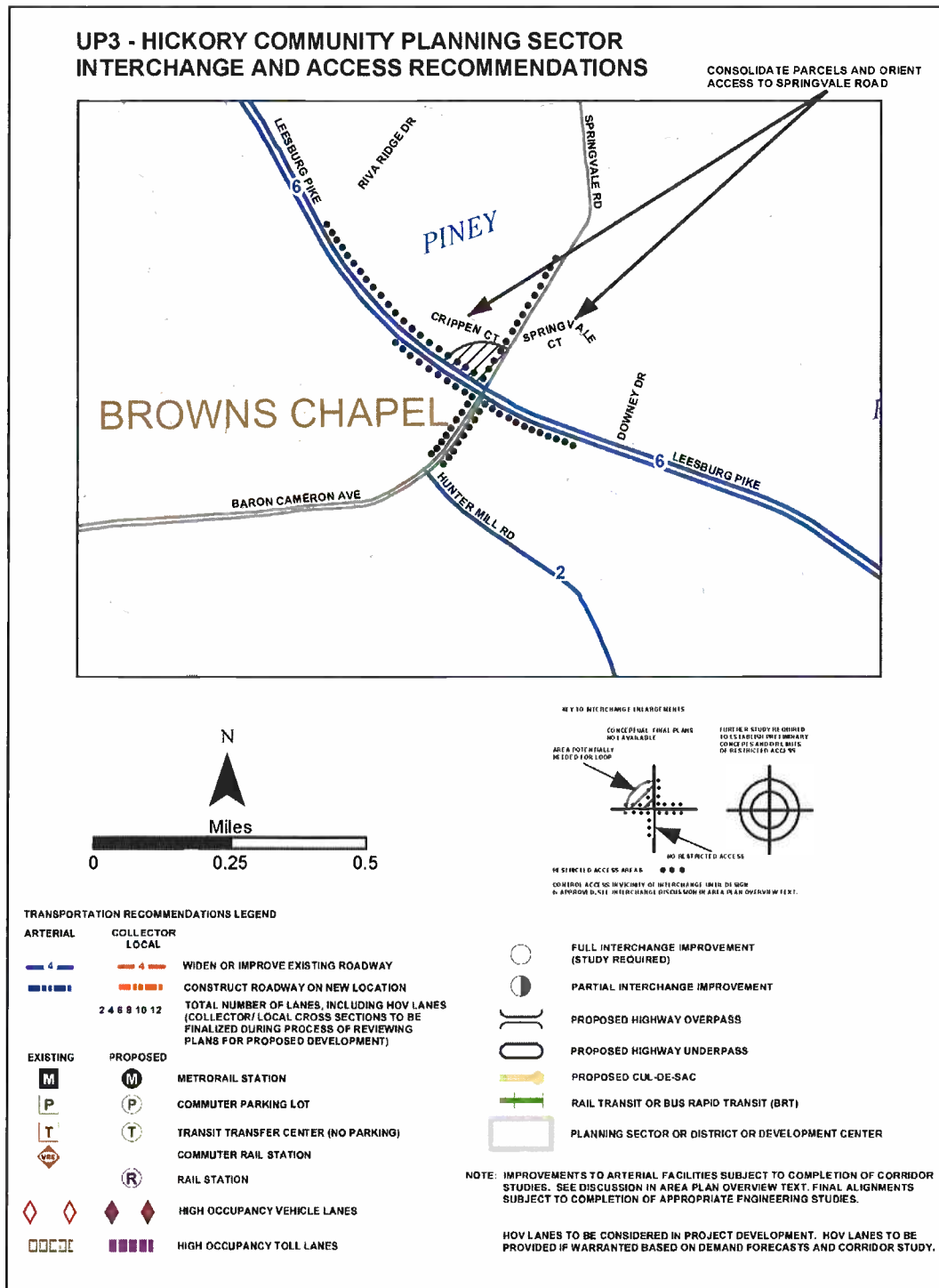
Georgetown Pike is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. It is listed in the National Register of Historic Places and the Virginia Landmarks Register. The protection of Georgetown Pike is discussed in the Transportation section above.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.



## TRANSPORTATION RECOMMENDATIONS

FIGURE 17



## INTERCHANGE AND ACCESS RECOMMENDATIONS

### UP3 HICKORY COMMUNITY PLANNING SECTOR

**FIGURE 18**

Public Facilities

1. A limited expansion of the Approved Sewer Service Area (ASSA) is permitted to provide sanitary sewer for Forestville Elementary School [Parcel 12-1((1))45A] and Great Falls Nike Park [Parcels 12-1((1))45 and 35] only. The County's administrative policy, which permits the extension of sanitary sewer lines under certain circumstances up to 400 feet outside the Approved Sewer Service Area boundary, does not apply. This limited expansion arises directly out of the factual circumstances unique to these public uses on the subject parcels, and it will not set a standard for other future expansions of the ASSA or additional development unrelated to these specific public uses.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 19. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.



**FIGURE 19**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR UP3**

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Lockmeade	Consider additional land acquisition to expand park uses.
COMMUNITY PARKS:	
Lexington Estates	Pursue acquisition of adjacent surplus federal land to expand the park and provide active recreational facilities at this site. Initiate a master planning process and develop park accordingly.
Fox Manor	Seek interim use agreement on school site adjacent to southern section of park for development of active recreation facilities.
DISTRICT PARKS:	
Great Falls Nike	Initiate a master planning process and develop in accordance with the approved plan for active recreation. Consider future expansion if feasible.
	Most of the western part of this sector is also served by Baron Cameron District Park.
COUNTYWIDE PARKS:	
Colvin Run Mill (Heritage Resources)	
Colvin Run Stream Valley Difficult Run Stream Valley	Protect Difficult Run and Colvin Run EQC and their tributaries of Piney Run, Hickory Run and Dog Run through acquisition, dedication and/or donation of land and open space easements to the Fairfax County Park Authority. Complete the "Rails to River" countywide trail.
	Seek historic preservation easements on selected historic properties.

## **UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR**

### **CHARACTER**

This sector is generally bounded on the south by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), on the east by Reston, on the north by Leesburg Pike (Route 7), and on the west by Loudoun County. This planning sector includes the Innovation Center Transit Station Area and the Town of Herndon. See the Dulles Suburban Center for specific recommendations related to the Innovation Center TSA.

The Town of Herndon is an incorporated town within Fairfax County. The town grew around the railroad depot that opened in 1857, providing local dairy farmers with transportation for their products to the City of Washington. Incorporated in 1879, the town remained a rural community until recently when it began to experience rapid growth. The immediate county neighborhoods and the Washington Dulles International Airport to the west, Reston to the east and the planned mixed-use development along the DAAR and the Metrorail Silver line affects the town in terms of development pressure and environmental impacts.

Herndon has jurisdiction over its own planning. The county's planning efforts within surrounding planning sectors should strive to advance the integrity of the town and compatibility with neighboring areas. The need to preserve and promote coordinated planning efforts in this part of the county is advanced by the existence of this sector in the county Plan. Fairfax County provides Herndon with a number of public facilities and services, including schools, libraries, health facilities, social services, fire services, and sewer service. Consult the Town of Herndon's Comprehensive Plan for further guidance in this area.

The Sugarland Run area, the portion of the county immediately north of Herndon, is largely developed in single-family neighborhoods. This single-family development, in combination with the variety of types of townhouses available in Herndon, gives this planning sector a diversity of housing choices. A large part of the area is dominated by the Sugarland Run stream valley and its floodplain. Local-serving commercial uses are located primarily in Herndon, Reston and Sterling in Loudoun County.

The Center for Innovative Technology (CIT), a state supported research and development consortium of state universities and colleges, is located north of the DAAR and south of the Town of Herndon boundary. See the Dulles Suburban Center for specific plan guidance related to the Center for Innovative Technology, which is located within the Innovation Center TSA (Land Unit L).

This planning sector is rich in heritage resources. The Herndon Historic District is listed in the Virginia Landmarks Register and the National Register of Historic Places. Local Heritage Preservation Overlay Districts are administered by the Town of Herndon. Dranesville Tavern, also in the Virginia and National Registers, is protected by a county historic overlay district. Individual sites within these districts are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 3, 4 and 5. Additional historic sites in this sector are also included in the inventory.

## CONCEPT FOR FUTURE DEVELOPMENT

The Greater Herndon Community Planning Sector, except for the Town of Herndon and the northern portion of the Innovation Center Transit Station Area, is recommended to develop as Suburban Neighborhoods in the Concept for Future Development. The area within the Innovation Center is recommended to develop as a Transit Station Area. See Dulles Suburban Center, Land Units A-1 and L for recommendations.

## RECOMMENDATIONS

### Land Use

The Greater Herndon Community Planning Sector is largely developed with stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

The land use and density plans for the Town of Herndon and Fairfax County apply to this sector. Fairfax County and the Town of Herndon should coordinate planning efforts to ensure compatible land use relationships and effective transitions and buffers between uses and intensities within this planning sector.

Figure 20 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so indicated.

1. The area (1a) north of the Town of Herndon and west of Sugarland Run is planned for residential development at 2-3 dwelling units per acre as shown on the Plan map. The area (1b) generally located east of Sugarland Run is planned for residential development at .5-1 dwelling unit per acre. This provides for compatible density west of Sugarland Run and a low density buffer type area adjacent to the Sugarland Run stream valley. The area in Reston should conform to the Reston Master Plan.
2. Density within the Dranesville Tavern Historic Overlay District is planned for .2-.5 dwelling unit per acre, except for the area west of Holly Knoll Drive and south of Leesburg Pike where it is planned for .5-1 dwelling unit per acre.
3. Cluster residential development should be used to preserve open space. [Not shown]
4. Some land in this sector located adjacent to the Loudoun County line is planned for residential development at 2-3 dwelling units per acre as shown on the Plan map. In order to protect the low density residential communities planned for this area from higher density residential and nonresidential uses planned in Loudoun County, a 25 foot evergreen buffer and barriers should be provided on all land adjacent to Loudoun County. [Not shown]

**APPENDIX 8**

**GUIDELINES FOR NEIGHBORHOOD REDEVELOPMENT**

It is a policy of the Board of Supervisors of Fairfax County that the county's stable residential neighborhoods are the cornerstone of community structure. As such, every effort should be made to ensure that these neighborhoods are protected from the negative aspects of growth and development. However, it is recognized by the Board of Supervisors that, from time to time, circumstances may exist that result in portions of neighborhoods becoming no longer viable as a residential community. Under such circumstances, the Board of Supervisors may consider proposals to amend the Comprehensive Plan and/or to rezone in conformance to the Comprehensive Plan to allow for the consolidation and redevelopment of such neighborhoods if the following criteria are met:

1. Neighborhood consolidations requiring Comprehensive Plan amendments should only be considered during a comprehensive planning process which will occur at least once in a five year period.
2. The neighborhood wishing to pursue consolidation must submit to the Planning Commission a proposal which includes a petition bearing the signatures of 75 percent or more of the owners and must at a minimum account for 75 percent of the land area being proposed for replanning.
3. Proposals for redevelopment of residential neighborhoods for residential uses must make provision, on-site, for affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund at least equal to the replacement value of affordable units displaced in addition to meeting the provisions of the county's Affordable Dwelling Unit Ordinance or Planning Criteria.
4. Proposals for redevelopment of residential neighborhoods for commercial/industrial uses must provide affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund equal, at a minimum, to the replacement value of affordable units displaced. In addition, any provisions of a duly adopted program linking employment and affordable housing must be satisfied.
5. Proposals must provide a traffic impact analysis, consistent with standard county traffic analysis procedures, which demonstrates that the proposal with appropriate mitigative measures will not result in an adverse traffic impact.
6. The proposal must demonstrate that it will not adversely impact other county public facilities, including sewer, water, schools, parks, and fire service or that these impacts can be mitigated.
7. The proposal must demonstrate that the scale and intensity of development, anticipated with the replanning, is compatible with adjacent land uses and/or neighborhoods and that it will not create an adverse, long-term land use precedent for change on nearby properties.
8. The proposal must demonstrate that it furthers relevant county goals and objectives as set forth in the Comprehensive Plan.
9. The proposal must demonstrate that it will not create an adverse, long-term impact on the environment.



10. The proposal should provide stormwater management and water quality controls and/or practices to achieve overall water quality improvement where such efforts are feasible.