Hanover Historical Analysis

Rural Plains - Polegreen Church Study Area

Submitted by

McKINNEY & COMPANY

Submitted to

Hanover County Planning Department
Hanover County Historical Commission

05.26.10

The activity that is the subject of this Hanover Historical Analysis: Rural Plains – Polegreen Church Study Area has been financed in part with federal funds from the National Park Service, U.S. Department of the Interior. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior.

This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, or disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to: Office of Equal Opportunity, National Park Service, 1849 C St. NW, Washington, D.C. 20240.

TABLE OF CONTENTS

I. PURPOSE **2**

II. STUDY AREA **2**

III. CULTURAL RESOURCES – SUMMARY AND CURRENT CONDITIONS **3**

Exhibit 1 – Drawing H-101 – .....
– 1864 Battlefields of the Totopotomoy & Bethesda Church **9**

Exhibit 2 – Drawing H-102 – 1867 Battlefields of the Totopotomoy **10**

Exhibit 3 – Drawing H-103 – Battle of Beaverdam 1862 Study Area **13**

Exhibit 4 – Drawing H-104 – .....
– Engagement of Haw's Shop or Enon Church 1864 Study Area **14**

Exhibit 5 – Drawing H-105 – Operations of Totopotomoy Creek 1864 Study Area **15**

Exhibit 6 – Drawing H-106 –Battle of Cold Harbor 1864 Study Area **16**

IV. OTHER CULTURAL RESOURCES IN THE STUDY AREA **18**

Exhibit 7 – Drawing L-100 – Overall Study Area Environmental Conditions **20**

Exhibit 8 – Drawing L-101 – Composite Opportunities and Constraints **21**

V. DEVELOPMENT CONTROL AND DENSITY GUIDANCE THROUGH EXISTING HANOVER COUNTY LAND USE PLANS IMPROVEMENTS **22**

VI. PROTECTION/NON-DEVELOPMENT OPTIONS **26**

VII. SENSITIVE PLANNING AND USE OF VOLUNTARY PROFFER GUIDANCE IN DEVELOPMENT **27**

Exhibit 9 – Drawing L-102 – HAW Property Site Data of Developmental Areas **28**

VIII. GUIDING PRINCIPLES AND ARCHITECTURAL STANDARDS FOR SITE DEVELOPMENT **29**

Exhibit 10 – Drawing L-103 – .....
– HAW Property Bubble Diagram of Developmental Areas **32**

APPENDIX A **38**

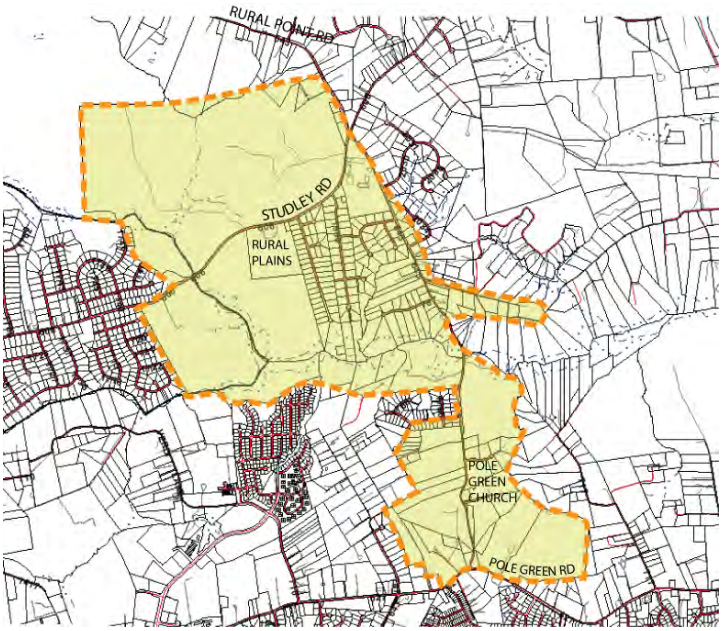
I. PURPOSE

An objective of the *Hanover County Comprehensive Plan, Historic Resources* section is two-fold: 1) to provide guidance for the identification and protection of the County's abundant historic resources and 2) to ensure that land use decisions are made in a manner that attempts to preserve historic resources whenever possible. The purpose of this document is to outline steps to implement this objective of the Comprehensive Plan for an area of the County where several identified cultural resources are in close proximity. For better understanding of the historic context, a summary of the events and/or character of the cultural sites in the area are provided. Based on historic context and on existing conditions, the study offers information to assist with the evaluation of development proposals relative to identified historic sites. It is intended that the document be a reference for Planning officials and the Historical Commission and be available to property owners and/or developers who wish to develop within or adjacent to the study area.

The Hanover County Comprehensive plan recommends that historic sites be categorized into three tiers to determine the appropriate amount of preservation focus. "Category 1" the highest tier, includes sites that have been designated as National Historic Landmarks (NHL) and sites that have been determined to be exceptional cultural resources. These sites have also been determined to have the potential to serve as "anchors" for heritage tourism in Hanover County. The County's Historical Commission has evaluated the surveyed sites and identified those that should be "Category 1" sites. The main focus of this study is on the "Category 1" sites within the identified study area, but recommendations are offered to avoid compromising the integrity of all indentified cultural and historic resources in the study area.

II. STUDY AREA

The study area includes approximately 1 ¼ miles along Studley Road to its intersection with Rural Point Road, and extends south along Rural Point Road to its intersection with Pole Green Road. The general character of the 3 ½ mile road corridor is rural transitioning to suburban residential tract development. The area includes two "Category 1" properties, Rural Plains, VDHR 42-29, and Polegreen Church Site/Hanover Meeting Housing, VDHR 42-480. (See study area below)



Other historic features in the study area include: Pine Slash and Prospect Hill, VDHR 42-25, Atkins House, VDHR 42-251, Loving Farm, VDHR 42-223, White Chimneys, VDHR 42-224, and the Wisconsin Monument. Most of the Study Area is identified by the National Park Service as the area of the Civil War activities known as "Engagements Along Totopotomoy Creek, May 28-June 1, 1864" with several associated earthworks still remaining.

III. CULTURAL RESOURCES – SUMMARY AND CURRENT CONDITIONS

The County Comprehensive Plan states that "the value of historic resources in the County can only be truly appreciated with an understanding of the time period in which the resource was established and how that resource has been utilized and modified over the course of time; therefore, an understanding of the context or a significant theme that influenced an historic resource is fundamental for effective preservation planning."

The resources of this study area offer special importance to understanding Hanover County's history from early American Indian settlements through the American Revolutionary War and the Civil War.

A. **Totopotomoy Creek** is named for a Pamunkey Indian chief who befriended Virginia's early settlers. Totopotomoy was killed while fighting for the English near what is now Richmond in 1656. The Creek became an important feature during the Civil War, offering high bluffs that are steep by eastern Virginia standards with good fields of fire. The swampy creek provided further protection and division between the Union and Confederate lines.

Current Conditions: The Creek meanders through the Study Area with a variable 500 to 1000-foot wide flood plain. *Exhibit 7* shows the Totopotomoy Creek basin still dominates the landscape, forming the steeper stream bluffs along finger-like tributaries that spread throughout the area. The floodplain appears less broad in the present day than on the historic maps when swampy lands and planted fields occupied a greater portion of the low lands. Dominion Power transmission lines and a Hanover County public utility easement for sewer lines are located along the Creek. The Creek defines the property boundary for most of the parcels it traverses. The Hanover County Land Use and Zoning designations vary for the properties adjoining the Creek but local ordinances and Federal/State regulations, such as the Chesapeake Bay Preservation Act, are currently in place that provide for protection from development or sensitive lands, including wetlands, floodplains and steep slopes.

B. **Rural Plains near Studley** is one of the oldest homes in Hanover County. Recent dendrochronology dates its construction to the period of 1723-25. Family tradition maintains that Sir John Shelton received the property on which the house stands through a King's Grant bestowed in 1609, but the earliest mention of the Shelton name in the Totopotomoy Creek vicinity can only be traced back to the first quarter of the 18th century. The house and surrounding property remained in the Shelton family for at least 250 years until purchased by a local foundation in 2001. The last descendant, William R. Shelton, Jr., died at age 85 on May 5, 2006, unfortunately just shy of the dedication of Rural Plains to the National Park Service (NPS) in June 2006 as part of a 124-acre historic park.

Family tradition also states that Patrick Henry married Sarah Shelton at "Rural Plains" in 1754. As yet, there is no written evidence that the Sheltons occupied "Rural Plains" by 1754, though it is plausible, and the conventional wisdom about Henry's marriage at the house may be true. One hundred and ten years later, the home stood in the middle of the May 29-31, 1864, Battle of Totopotomoy Creek which led up to the Battle of Cold Harbor. During that engagement, Union Major General Winfield Hancock's Second Army Corps entrenched near the Shelton House facing General Robert E. Lee's forces on opposite banks of the creek. Hancock established his headquarters at Rural Plains while the women and children of the Shelton family took refuge in the basement. A signal station on the roof of the house attracted Confederate fire, and 51 artillery shells

hit the building on May 30 alone. On May 30 and 31, Union infantry launched repeated assaults in a failed attempt to carry the Confederate lines. Southern cannonballs severely damaged the Shelton home and signs of the damage are still visible as are portions of the entrenchments built by the Union army during the engagement. [Historic account contributed by the National Park Service, Robert Krick, Historian, based on research completed to-date.]

Current Conditions: Approximately 124 acres where Rural Plains is located was conveyed to the National Park Service as a condition of zoning for a development south of Totopotomoy Creek. The condition and conveyance of this property virtually guarantees development will not occur unless it is associated with enhancing the cultural experience of the property. A Cultural Landscape Report (CLR) is currently being prepared for the Rural Plains site through the National Park Service.

Rural Plains has frontage on Studley Road (State Route 606). The current right-of way width is approximately 50-ft in front of the property. The County's Major Thoroughfare Plan designates that portion of Studley Road as a Major Collector with an ultimate 100-ft right-of-way.

Adjoining the property and running the length of the eastern property border are 22 developed single-family residential lots with an average of 0.7 acres; the houses were constructed in the mid 1990s and are oriented so that the back of the dwellings face the Rural Plains property.

On the south side of Rural Plains is an undeveloped area consisting of Totopotomoy Creek and steep slopes. The area to the south also contains significant Civil War earthworks. On the south side of the Creek the earthworks are protected by "Open Space" zoning conditions for the Bluffs of Bell Creek subdivision and are connected to Rural Plains with a pedestrian access easement. (See photograph p.2) The north side of Totopotomoy Creek is part of a 136 acre parcel that also includes Civil War earthworks identified by the National Park Service but currently not protected by any legal provision. The 136 acre parcel also lies to the west of Rural Plains and is used as a single family residence and for cultivation. The property is zoned A-1, Agricultural, which allows 10-acre subdivisions by-right. The property is designated on the Hanover County Land Use Plan as Suburban General which allows 2-4 single family dwelling units per acre with an approved residential (RS) rezoning or up to 8 dwelling units per acre for an approved mixed-use (MX) development (please refer to Appendix A for zoning description). The County's Major Thoroughfare Plan depicts a concept road with a 100-ft right-of-way from Verdi Lane to Studley Road through this property (depicted on *Exhibits 7 and 8*, a road corridor labeled as 'Comp Plan Road B). Typically, construction of concept roads shown on the Major Thoroughfare Plan is development driven, supported and paid for by the developer of the property. The exact alignment of the concept road would be determined at the time of development.

North of Rural Plains and across Studley Road is a parcel consisting of approximately 445 acres that is undeveloped and mostly covered with mature vegetation. The property is currently zoned A-1, Agricultural, which allows 10-acre subdivisions by-right. The property is designated on the Hanover County Land Use Plan as Suburban Transitional which allows 1-2 single family dwelling units per acre with an approved residential (RS) rezoning or up to 4 dwelling units per acre for an approved mixed-use (MX) development (Appendix A). This parcel includes Civil War earthworks that have been identified by the National Park Service but currently not protected by any legal provision.

Rural Plains is listed on both the Virginia Landmarks Register and the National Register of Historic Places. It is also listed on the Virginia Farm Bureau Bicentennial Farm Register.

C. The South's first Presbyterians met at **Polegreen Church** off what is now Rural Point Road. Built in 1755 near the site of the Hanover Meeting House, and attended regularly by a young Patrick Henry. Between 1747 and 1759, the Reverend Samuel Davies served in the pulpit of both Hanover Meeting House and Polegreen Church and “inspired a small colonial community—free and enslaved—to seize control of their spiritual destiny from a controlling government and established state church.” The Church was burned to the ground in 1864 when it was struck by artillery fire during the Civil War. The soldier who fired the fateful shot was a member of the congregation.

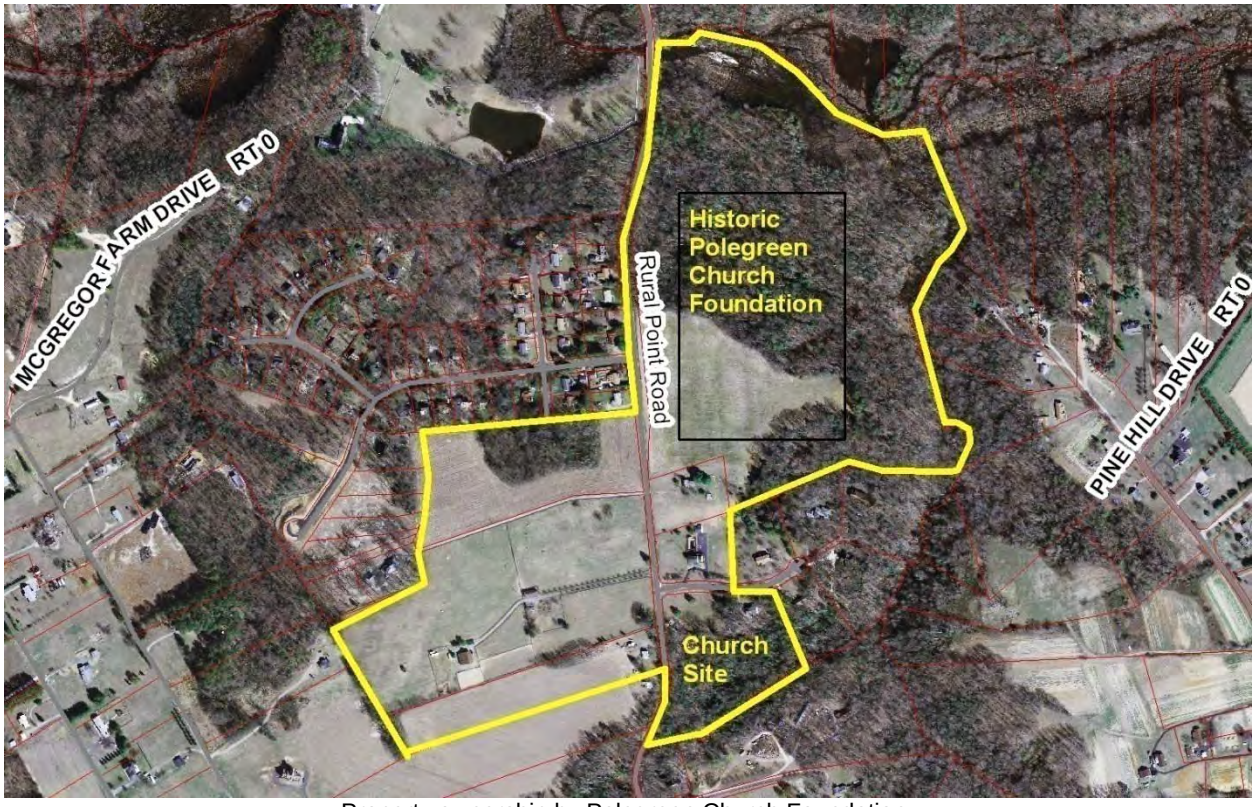
Current Conditions: A ghost-like frame of the church structure has been constructed and anchors the site on the church foundation’s archaeologically-confirmed location. A visitor's center and interpretative trail are planned long range as one important stop along the *Road to Revolution State Heritage Trail* linking significant Patrick Henry sites. The site serves as the location for public programs for interpreting the history of the area, living histories, special events and educational forums. The parcels containing the original church site and associated features are governed by a Conditional Use Permit and a Special Exception Permit that limit improvements to those that enhance the cultural experience of the property.

Polegreen Church has frontage on Rural Point Road (State Route 643). The current right-of way width along the property frontage is approximately 40-ft. The County's Major Thoroughfare Plan designates that portion of Rural Point Road as a Minor Collector with an ultimate 60-ft right-of-way. The site is located on the south side of the entrance to Heartherwood which is a developed 5 lot residential subdivision. Further development of Heatherwood is unlikely since the subdivision is built-out and topography constraints limit any further expansion.

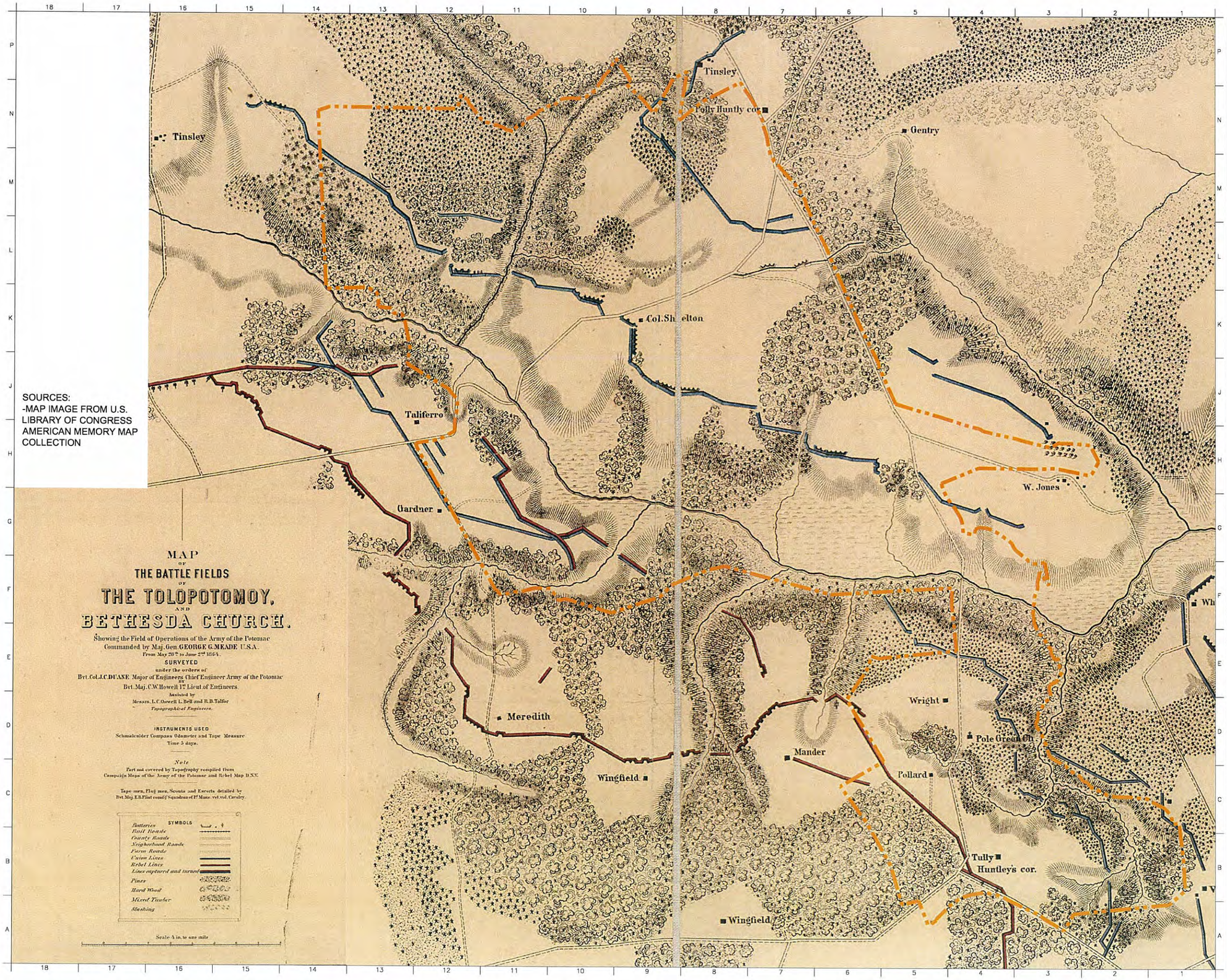
The Historic Polegreen Church Foundation, owner of the church site, has acquired more than 100 acres on the north side of Heatherwood Drive and west across Rural Point Road. The properties on the north consist of approximately 63 acres and include the Atkins House, VDHR 42-251, an 1890-1900 vernacular dwelling with two front doors and a center chimney, an accessory hen house and privy. The properties are zoned A-1, Agricultural, which allows 10-acre subdivisions by-right. The property is designated on the Hanover County Land Use Plan as Agricultural which would allow a maximum of 1 residential dwelling unit per 6.25 acres with an approved RC or AR-6 rezoning. Both rezoning options are for rural-residential development and the RC District requires 70% open space (Appendix A). The County's Major Thoroughfare Plan depicts a concept road with a 100-ft right-of-way from Pole Green Road to Rural Point Road through this property (depicted on *Exhibits 7 and 8*, a road corridor labeled as 'Comp Plan Road A). Typically, construction of concept roads shown on the Major Thoroughfare Plan are development driven, supported and paid for by the developer of the property. The exact alignment of the concept road would be determined at the time of development. A preservation easement has been conveyed to the Virginia Board of Historic Resources on these properties that limit any improvements unless they are in keeping with the historic character.

The properties owned by the Historic Polegreen Church Foundation located west of the church site and across Rural Point Road consist of approximately 37 acres. The properties are currently zoned A-1, Agricultural, and R-2, Single Family Residential District; however, a preservation easement has been conveyed to the Virginia Outdoors Foundation on these properties that limits any improvements unless they are in keeping with the historic character.

South of the Church site is approximately 11 acres zoned A-1, Agricultural, and currently used as a single family residence. The property is designated on the Hanover County Land Use Plan as Agricultural which allows a maximum of 1 residential dwelling unit per 6.25 acres with an approved RC or AR-6 rezoning.



Property ownership by Polegreen Church Foundation



McKINNEY AND COMPANY
planning • design • construction

MAIN OFFICE
100 SOUTH RAILROAD AVE.
ASHLAND, VIRGINIA 23005
(804)798.1451 FAX: (804)798.7072

WILLIAMSBURG OFFICE
468 MCLAWS CIRCLE, SUITE 150
WILLIAMSBURG, VA. 23185
(757)220.5400 FAX: (757)229.6301

www.mckinney-usa.com

COPYRIGHT

Hanover Historical Analysis

Hanover Historical Commission
Hanover
Virginia

DESIGN: J. Fogg, P. Boxley
DRAWN: J. Fogg, P. Boxley
CHECKED: G. Clower
DATE: June 2009
REVISIONS:

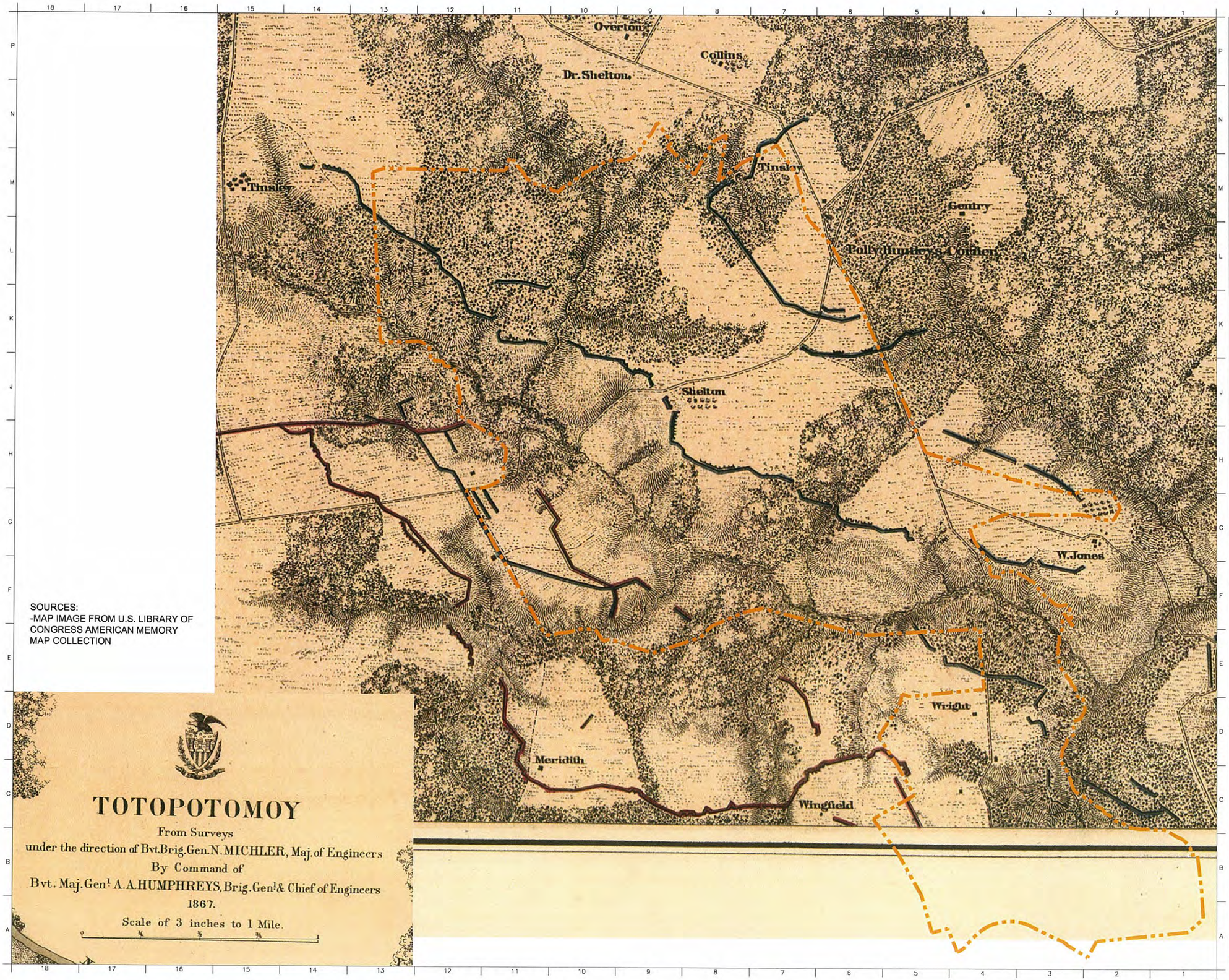
JOB NO. 13354-05
CAD NO. 13354B05

DRAWING TITLE: **1864 Battlefields of the Totopotomoy & Bethesda Church**

SHEET NO. **H-101**

U:\13354B05\Site\plan\13354H-101_1864 Historic Map.dwg Jun 01, 2010 - 2:59pm JFogg

EXHIBIT 1



SOURCES:
-MAP IMAGE FROM U.S. LIBRARY OF CONGRESS AMERICAN MEMORY MAP COLLECTION

U:\13354B05\Siteplan\13354I-102_1867 Historic Map.dwg Jun 01, 2010 - 3:17pm JFogg

McKINNEY AND COMPANY
planning • design • construction

MAIN OFFICE
100 SOUTH RAILROAD AVE.
ASHLAND, VIRGINIA 23005
(804)798.1451 FAX: (804)798.7072

WILLIAMSBURG OFFICE
468 McLAWS CIRCLE, SUITE 150
WILLIAMSBURG, VA. 23185
(757)220.5400 FAX: (757)220.6301

www.mckinney-usa.com

COPYRIGHT

Hanover Historical Analysis

Hanover Historical Commission
Hanover
Virginia

DESIGN: J Fogg, P Boxley
DRAWN: J Fogg, P Boxley
CHECKED: G Clower
DATE: June 2009
REVISIONS:

JOB NO. 13354-05
CAD NO. 13354B05
DRAWING TITLE: **1867 Battlefields of the Totopotomoy**
SHEET NO. **H-102**

EXHIBIT 2

D. **Civil War Engagement**

Totopotomoy Creek is one of 13 Civil War sites recognized by Richmond National Battlefield Park around Richmond, including five in Hanover County: Cold Harbor, Garthright House, Gaines Mill, Beaverdam Creek and Totopotomoy Creek. (Garthright House is a private residence for employees and so is an outdoor exhibit only.)

The Battle of Totopotomoy Creek shown on *Exhibits 1 and 2* was a battle in Union Army Lieutenant General Ulysses Grant's Overland Campaign against Confederate General Robert E. Lee. (Some historians classify these three engagements as part of the greater Cold Harbor battle.) From the Old Church engagement, Lee determined that Union cavalry had their sights set on the Old Cold Harbor crossroads which led to a road network with easy access to Richmond and Lee's rear areas. Lee received notice that reinforcements were heading Grant's way from Bermuda Hundred. Operations along Totopotomoy Creek opened with cavalry combats at the Pamunkey River crossing at Dabney's Ferry (Hanovertown) and at Crump's Creek on May 27. During the cavalry fight at Haw's Shop on May 28, Union and Confederate infantry arrived in the vicinity. The Confederates entrenched behind Totopotomoy Creek. On the 29th, the Union II, V, and IX Corps probed Lee's position along the creek, while the VI Corps felt its way toward Hanover Court House. Early on the 30th, the VI Corps turned south to come in on the far right flank of the Union line (II Corps) but bogged down in swampy Crump's Creek without getting into position. The II Corps forced a crossing of Totopotomoy Creek in two places, capturing the first line of Confederate trenches, but the advance was stopped at the main line. The IX Corps maneuvered into position on the left of the II Corps, driving back Confederate pickets on the Shady Grove Road. *Exhibits 3,4,5, & 6* show the troop movements involved in the 1862 Battle of Beaverdam, 1864 Engagement of Haw's Shop (May 28), Totopotomoy Creek (May 29-30), and lead up to Cold Harbor in an effort to show the full extent of the battlefield.

In the meantime, the V Corps, moving near Bethesda Church on the far left flank of the Union army, was attacked by Early's corps. The Federals were driven back to Shady Grove Road after heavy fighting. [Source: *To the North Anna River: Grant and Lee, May 13-25, 1864,* Gordon C. Rhea, Louisiana State University Press, 2000-05

Current Conditions:

CIVIL WAR EARTHWORKS – As the most visible evidence of the battlefield, Civil War trenches remain in the area even today, and are shown with varying degrees of confidence as to location and extent on the Composite Opportunities and Constraints Map (*Exhibit 8)* based on historic maps provided by the NPS, prepared by David Lowe, 1992, and some field GPS reconnaissance. It appears that four areas of earthworks are intact: (1) north of Studley Road along the northernmost bluff overlooking Totopotomoy Creek, (2) extending from the Haw property diagonally crossing Studley Road about 950 feet west of its intersection with Rural Point Road and behind Rural Point Elementary School, (3) bisecting Rural Point Road along the northern bluff of the Totopotomoy

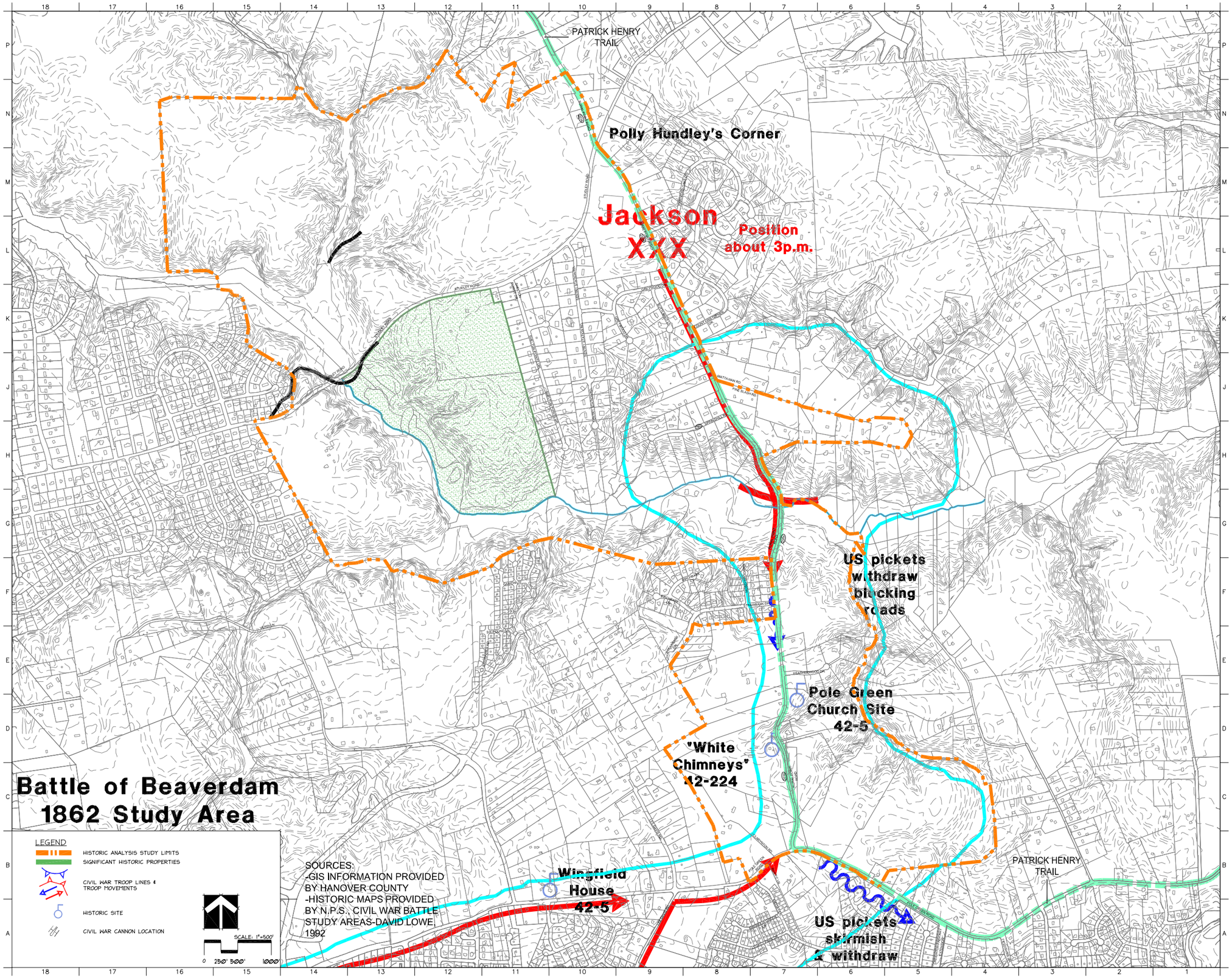
Creek. These earthwork trenches are now 'protected' under forest cover, and remain on land tracts that are undeveloped, and (4) A scattering of earthworks remain on land now owned by the Polegreen Church Foundation.

Earthworks north of Polegreen Church

Earthworks at Rural Plains

Earthworks south of Totopotomoy

ROADWAYS – The historic maps of the Battlefields of the Totopotomoy/Bethesda Church surveyed after the battle in 1864 depict Studley, Rural Point and Pole Green Roads in approximately the same location as today. The old Totopotomoy Creek crossing by Studley Road has been straightened. Studley Road is masked with denser vegetation now than during the time of the Civil War when it was mostly devoid of vegetation. As cited by the 1992 Survey of Historic Resources for Hanover County by Land and Community Associates, "Studley" was originally known as Haw's Shop. Historic place names marked the key intersections that remain: 'Old Polly Hundley's' corner at Studley and Rural Point Road and 'Hundley's' corner at Rural Point and Pole Green Road.



U:\13354B05\Siteplan\13354H-103.dwg Jun 01, 2010 - 3:25pm JFogg

McKINNEY AND COMPANY
planning • design • construction

MAIN OFFICE
100 SOUTH RAILROAD AVE.
ASHLAND, VIRGINIA 23005
(804)798.1451 FAX: (804)798.7072

WILLIAMSBURG OFFICE
468 MCLAWS CIRCLE, SUITE 150
WILLIAMSBURG, VA. 23185
(757)220.5400 FAX: (757)229.6301

www.mckinney-usa.com

COPYRIGHT

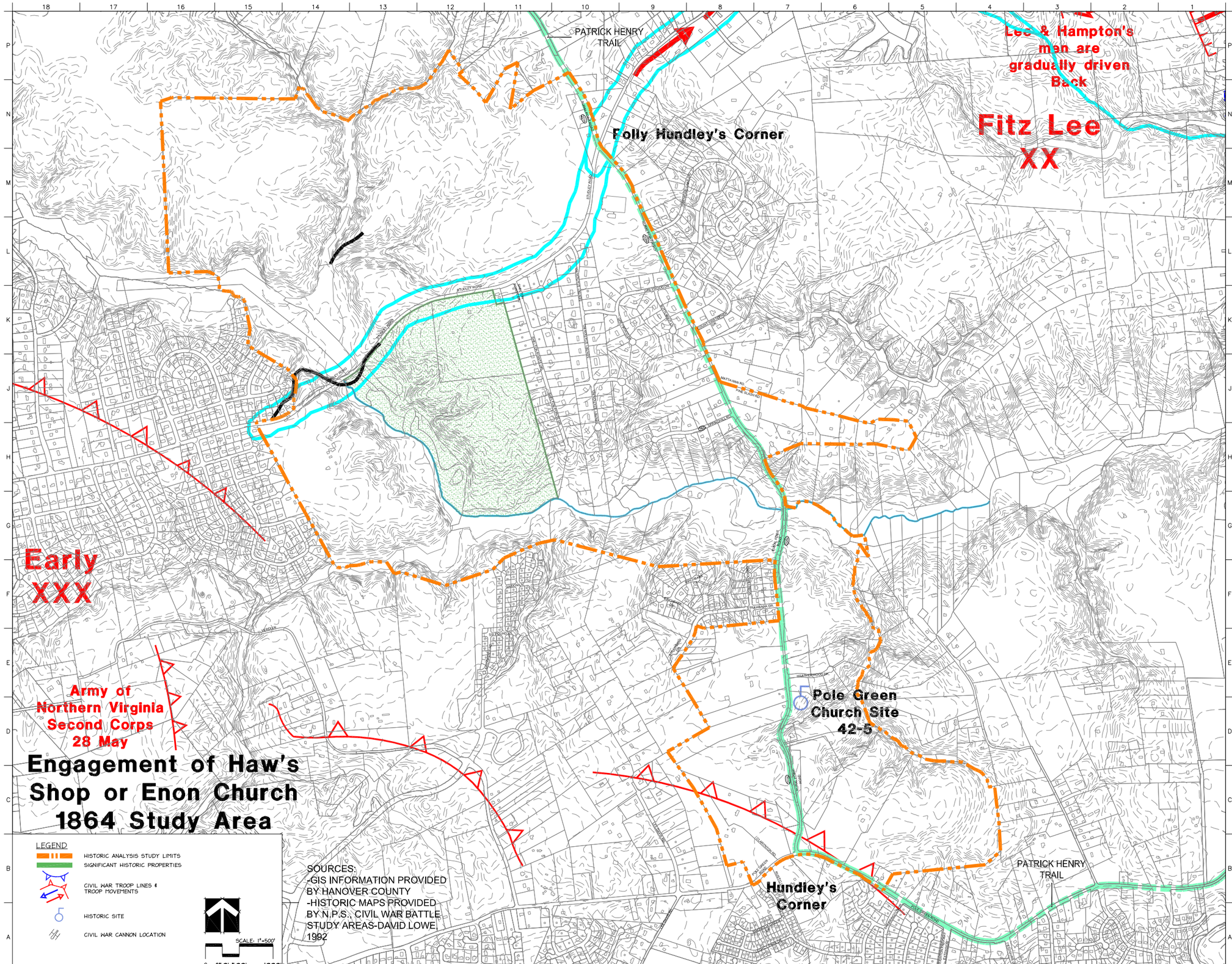
Hanover Historical Analysis

Hanover Historical Commission
Hanover
Virginia

DESIGN: P. Boxley
DRAWN: P. Boxley
CHECKED: J. Fogg
DATE: June 2009
REVISIONS:

JOB NO. 13354-05
CAD NO. 13354B05
DRAWING TITLE: Battle of Beaverdam 1862 Study Area
SHEET NO. H-103

EXHIBIT 3



McKINNEY AND COMPANY
planning • design • construction

MAIN OFFICE
100 SOUTH RAILROAD AVE.
ASHLAND, VIRGINIA 23005
(804)798.1451 FAX: (804)798.7072

WILLIAMSBURG OFFICE
460 MCLAWS CIRCLE, SUITE 150
WILLIAMSBURG, VA. 23185
(757)220.5400 FAX: (757)229.6301

www.mckinney-usa.com

COPYRIGHT

PROGRESS PRINT

Hanover Historical Analysis

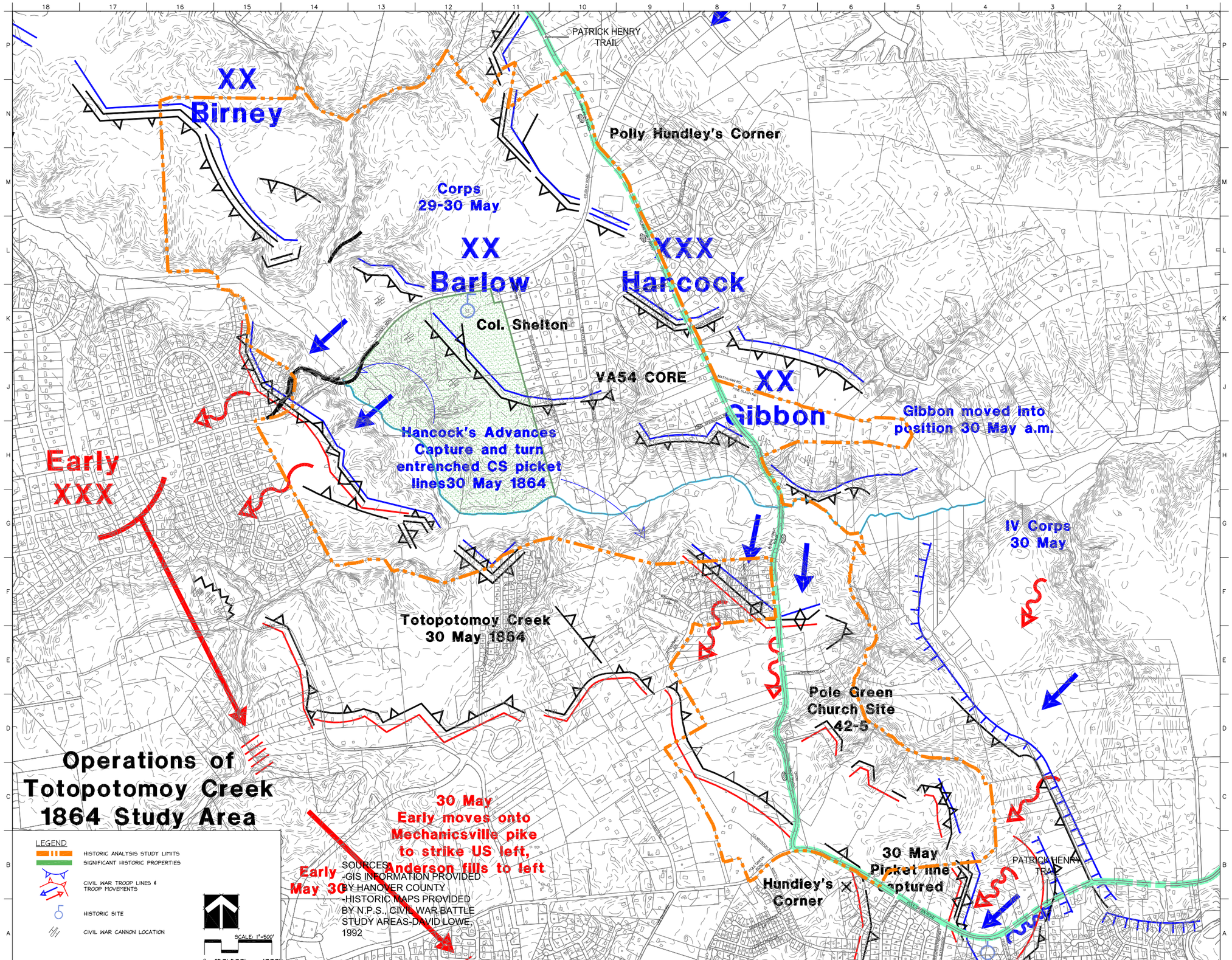
Hanover Historical Commission
Hanover
Virginia

DESIGN: P. Boxley
DRAWN: P. Boxley
CHECKED: J. Fogg
DATE: June 2009
REVISIONS:

JOB NO. 13354-05
CAD NO. 13354B05
DRAWING TITLE: Engagement of Haw's Shop or Aenon Church 1864 Study Area
SHEET NO. H-104

U:\13354B05\Siteplan\13354H-104.dwg Jun 01, 2010 - 2:30pm JFogg

EXHIBIT 4



U:\13354B05\Siteplan\13354H-105.dwg Jun 01, 2010 - 2:35pm JFogg

McKINNEY AND COMPANY
planning • design • construction

MAIN OFFICE
100 SOUTH RAILROAD AVE.
ASHLAND, VIRGINIA 23005
(804)798.1451 FAX: (804)798.7072

WILLIAMSBURG OFFICE
460 MCLAWS CIRCLE, SUITE 150
WILLIAMSBURG, VA. 23185
(757)220.5400 FAX: (757)229.6381

www.mckinney-usa.com

COPYRIGHT

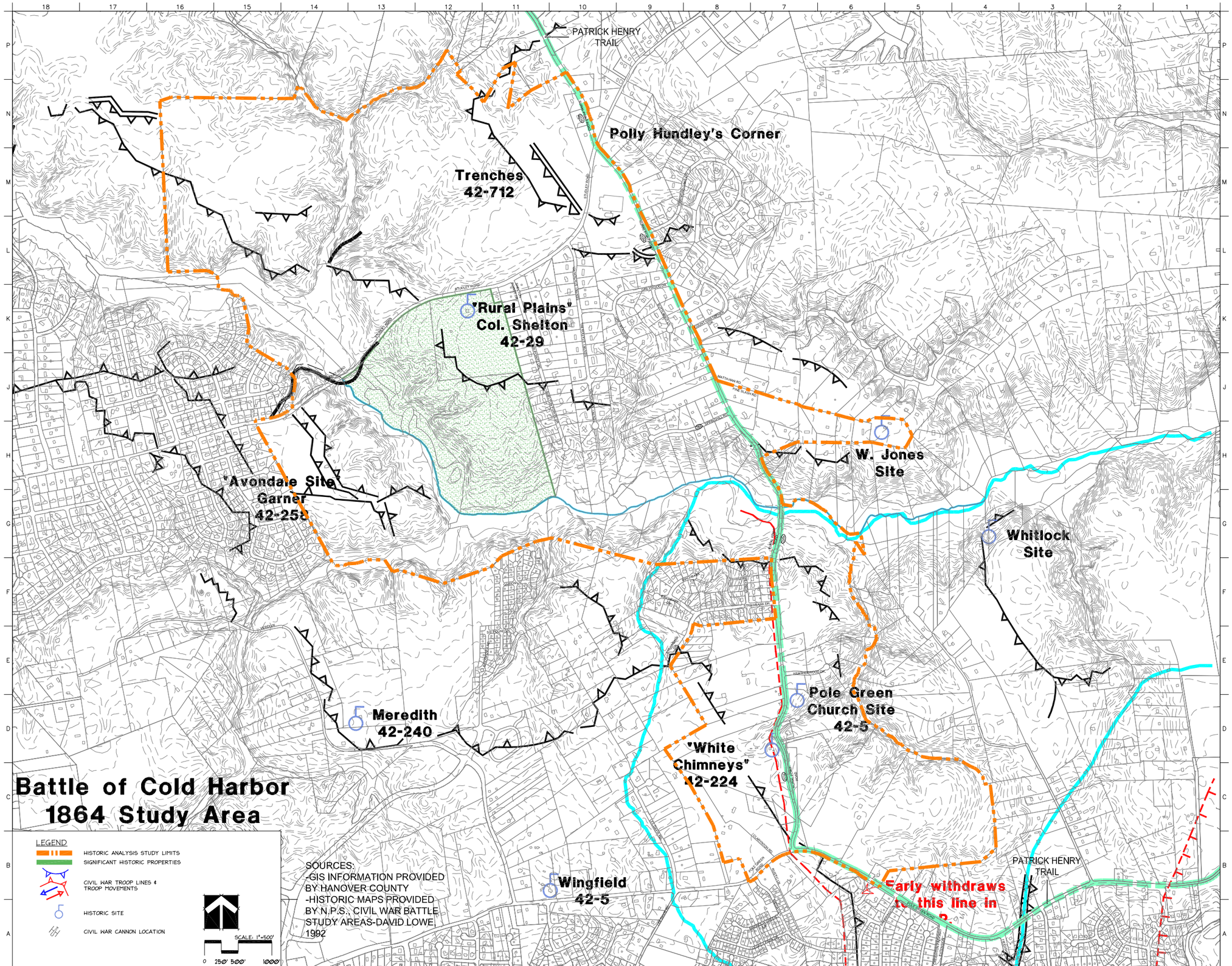
Hanover Historical Analysis

Hanover Historical Commission
Hanover
Virginia

DESIGN: P. Boxley
DRAWN: P. Boxley
CHECKED: J. Fogg
DATE: June 2009
REVISIONS:

JOB NO. 13354-05
CAD NO. 13354B05
DRAWING TITLE: Operations of Totopotomoy Creek 1864 Study Area
SHEET NO. H-105

EXHIBIT 5



U:\13354B05\Siteplan\13354H-106.dwg Jun 01, 2010 - 2:35pm JFogg

McKINNEY AND COMPANY
planning • design • construction

MAIN OFFICE
100 SOUTH RAILROAD AVE.
ASHLAND, VIRGINIA 23005
(804)798.1451 FAX: (804)798.7072

WILLIAMSBURG OFFICE
460 MCLAWS CIRCLE, SUITE 150
WILLIAMSBURG, VA. 23185
(757)220.5400 FAX: (757)229.6301

www.mckinney-usa.com

COPYRIGHT

Hanover Historical Analysis

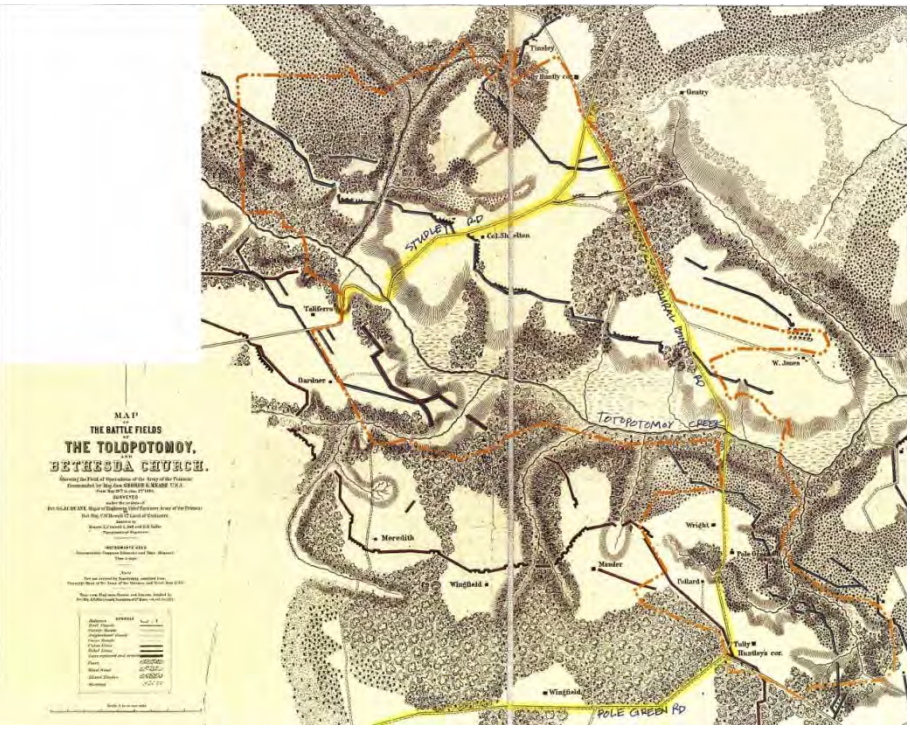
Hanover Historical Commission
Hanover
Virginia

DESIGN: P. Boxley
DRAWN: P. Boxley
CHECKED: J. Fogg
DATE: June 2009
REVISIONS:

JOB NO. 13354-05
CAD NO. 13354B05
DRAWING TITLE: Battle of Cold Harbor 1864 Study Area
SHEET NO. H-106

EXHIBIT 6

TOPOGRAPHY AND VEGETATION – [See below] Tree cover on undeveloped parcels has significantly increased over time, and has become a greater mix of hardwoods and pine showing the gradual succession from field to forest. The areas where the Civil War battle lines were most markedly drawn between earthworks were largely open fields. Rural Plains was appropriately named since the original land holdings of the Shelton family were predominantly devoted to agriculture except for along the creek beds.



DEVELOPMENT PATTERNS – Several older farmhouses remain, including White Chimneys (1810), the Atkins House (1890-1900) and the Loving Farm (1900). While still very rural in character, older subdivisions scattered along Rural Point Road on larger, single lots in the 1960's have given way to the more recent subdivisions of Springhill Acres, Strawhorn, Hartford Oaks from the mid-1970's to 1980's. Greywood was developed in the early 1990's, Breckingridge and Shelton Pointe that were developed in the mid to late 1990's with access from Studley Road.

IV. OTHER CULTURAL RESOURCES IN THE STUDY AREA

Pine Slash and Prospect Hill, VDHR 42-25, this property includes two dwellings. The earlier, Pine Slash, is architecturally significant as the only known surviving, mid-eighteenth-century vertical-plank-constructed dwelling in Virginia. It is also significant as a former home of Patrick Henry. The property also includes a nineteenth-century gambrel-roofed dwelling called Prospect Hill, as well as a nineteenth-century brick outbuilding, two mid-twentieth-century outbuildings, and the Jones family cemetery.

The property is located within the Pine Slash subdivision, a large lot (10 plus acreage) single-family rural-residential subdivision developed in the mid 1980's. The homes are large and without a common architectural style. The subdivision is zoned A-1, Agricultural, and designated on the Hanover County Land Use Plan as Agricultural. Since Pine Slash / Prospect Hill are within a developed subdivision, further development around the property is unlikely. A preservation easement has been conveyed to the Virginia Board of Historic Resources on the Pine Slash / Prospect Hill property that limits any improvements unless they are in keeping with the historic character. The historic property fronts on Olde Thomas Court, a private road.

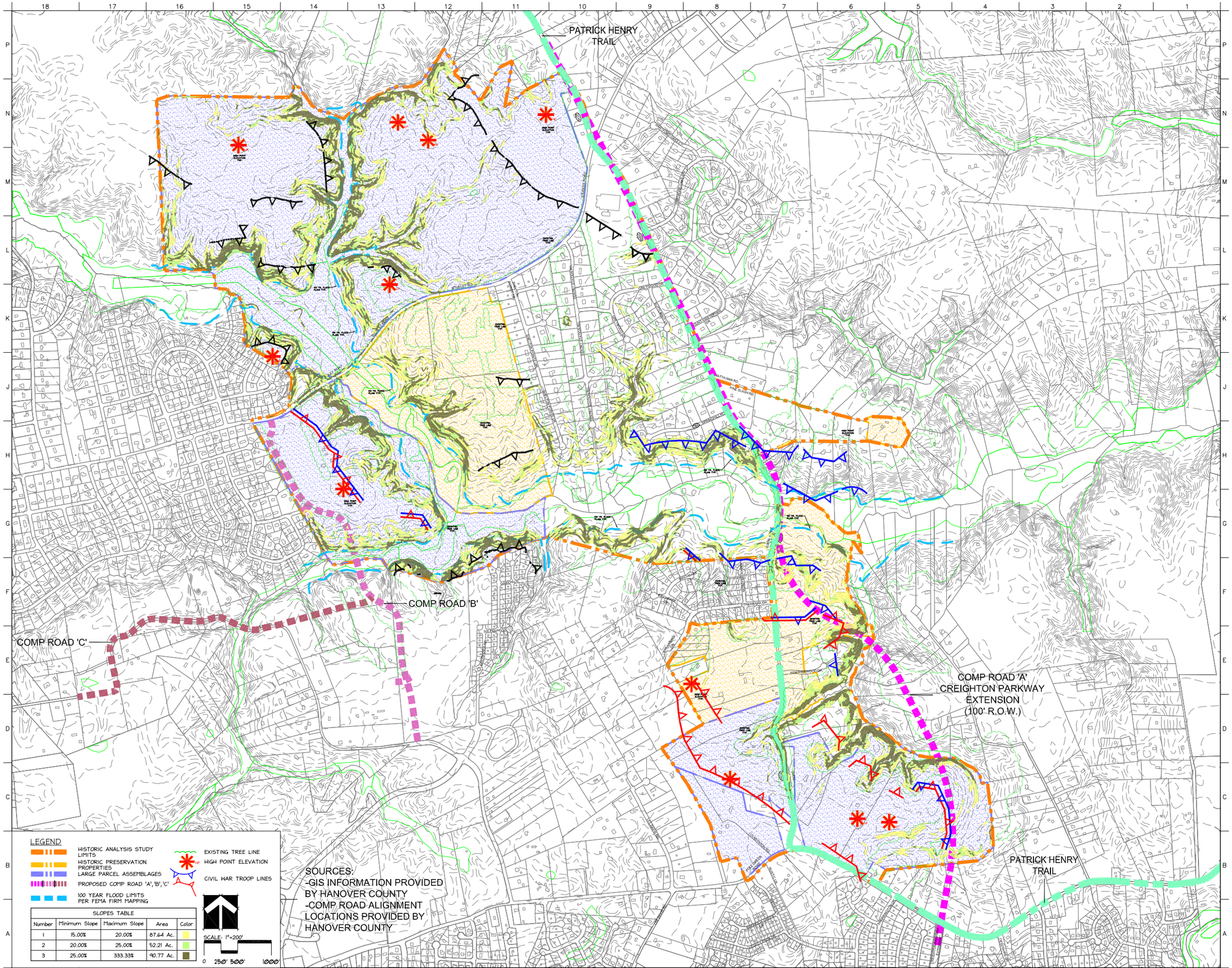
Loving Farm, VDHR 42-223, consists of approximately 99 acres located at the southern end of the study area and east of the Pole Green Road – Rural Point Road intersection. The property has a 1910, American 4-square dwelling; open fields surround the house. The property is zoned A-1, Agricultural, which allows 10-acre subdivisions by-right. The property is designated on the Hanover County Land Use Plan as Agricultural which would allow a maximum of 1 residential dwelling unit per 6.25 acres with an approved RC or AR-6 rezoning. The properties located to the north, west and east are zoned and designated on the County Land Use Plan the same as Loving Farm. The properties located south across Pole Green Road have been developed primarily as single family subdivisions with 1-4 single family dwelling units per acre.

Loving Farm's frontage is on Pole Green Road (State Route 627) designated on the County's Major Thoroughfare Plan as a Major Collector with an ultimate 100-ft right-of-way. The Major Thoroughfare Plan also depicts a concept road with a 100-ft right-of-way from Pole Green Road to Rural Point Road through the eastern portion of Loving Farm (depicted on *Exhibits 7 and 8*, a road corridor labeled as 'Comp Plan Road A).

Wisconsin Monument, located south and adjacent to the Loving Farm, the 36th Wisconsin marker was erected in 1924 by a veteran named Storke, who had been captured there with many comrades. Hanover County owns the 70-ft x 70-ft parcel where the marker and a small parking area are located. It is the only monument in Hanover County that honors a Union army unit.

White Chimneys, VDHR 42-224, consists of approximately 30 acres located at the southern end of the study area and west of the Pole Green Road – Rural Point Road intersection. The property has a frame dwelling that is an example of an early-nineteenth-century one-room house that was subsequently enlarged. The property, which was originally part of the Isaac Oliver tract, also includes a frame smokehouse and equipment shed. The property is currently used as a single family residence and for cultivation.

The White Chimneys property, as well as properties on the north, west and south, is zoned A-1, Agricultural, which allows 10-acre subdivisions by-right. The properties are designated on the Hanover County Land Use Plan as Suburban General which allows 2-4 single family dwelling units per acre with an approved residential (RS) rezoning or up to 8 dwelling units per acre for an approved mixed-use (MX) development (Appendix A). East and across Rural Point Road the properties are designated on the Hanover County Land Use Plan as Agricultural which allows a maximum of 1 residential dwelling unit per 6.25 acres with an approved RC or AR-6 rezoning. The White Chimneys parcel frontage is on Rural Point Road (State Route 643). The current right-of way width is approximately 30-ft in front of the property. The County's Major Thoroughfare Plan designates that portion of Rural Point Road as a Minor Collector with an ultimate 60-ft right-of-way.



SLOPES TABLE				
Number	Minimum Slope	Maximum Slope	Area	Color
1	15.00%	20.00%	87.64 Ac.	
2	20.00%	25.00%	52.21 Ac.	
3	25.00%	333.33%	90.77 Ac.	

U:\13354B05\Siteplan\13354L-100.dwg Jun 01, 2010 - 1:52pm JFogg

McKINNEY AND COMPANY
planning • design • construction

MAIN OFFICE
100 SOUTH RAILROAD AVE.
ASHLAND, VIRGINIA 23005
(804)798.1451 FAX: (804)798.7872

WILLIAMSBURG OFFICE
460 McLAWS CIRCLE, SUITE 150
WILLIAMSBURG, VA. 23185
(757)220.5400 FAX: (757)229.6301

www.mckinney-usa.com

COPYRIGHT

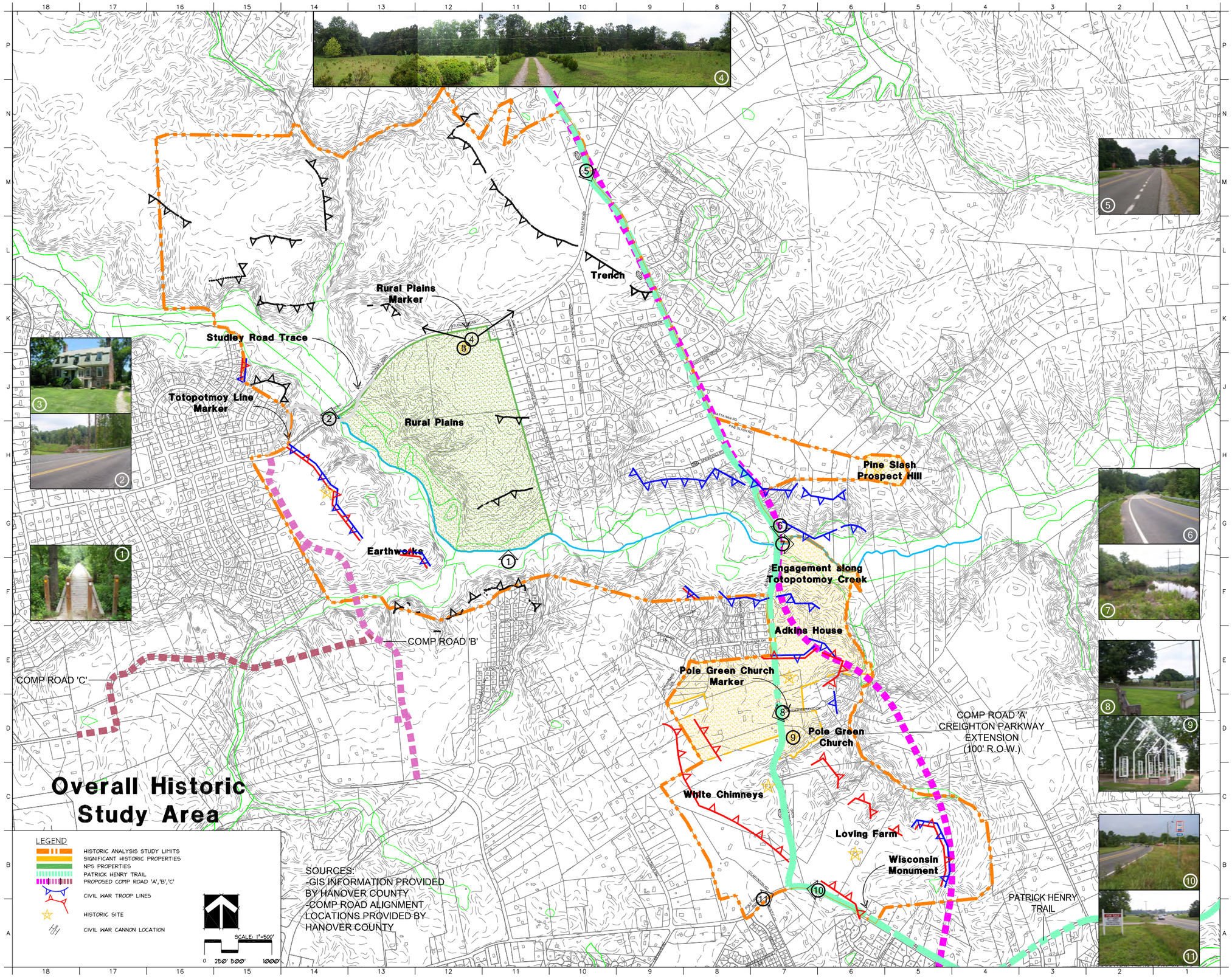
Hanover Historical Analysis

Hanover Historical Commission
Hanover
Virginia

DESIGN: J. Fogg, P. Boxley
DRAWN: J. Fogg, P. Boxley
CHECKED: G. Clower
DATE: June 2009
REVISIONS:

JOB NO. 13354-05
CAD NO. 13354B05
DRAWING TITLE: Overall Study Area Environmental Conditions
SHEET NO. L-100

EXHIBIT 7



U:\13354B05\Siteplan\13354L-101.dwg Jun 01, 2010 - 2:36pm JFogg

McKINNEY AND COMPANY
planning • design • construction

MAIN OFFICE
100 SOUTH RAILROAD AVE.
ASHLAND, VIRGINIA 23005
(804)798.1451 FAX: (804)798.7072

WILLIAMSBURG OFFICE
460 MCLAWS CIRCLE, SUITE 150
WILLIAMSBURG, VA. 23185
(757)220.5400 FAX: (757)229.6301

www.mckinney-usa.com

COPYRIGHT

Hanover Historical Analysis

Hanover Historical Commission
Hanover
Virginia

DESIGN: P. Boxley
DRAWN: P. Boxley
CHECKED: J. Fogg
DATE: June 2009
REVISIONS:

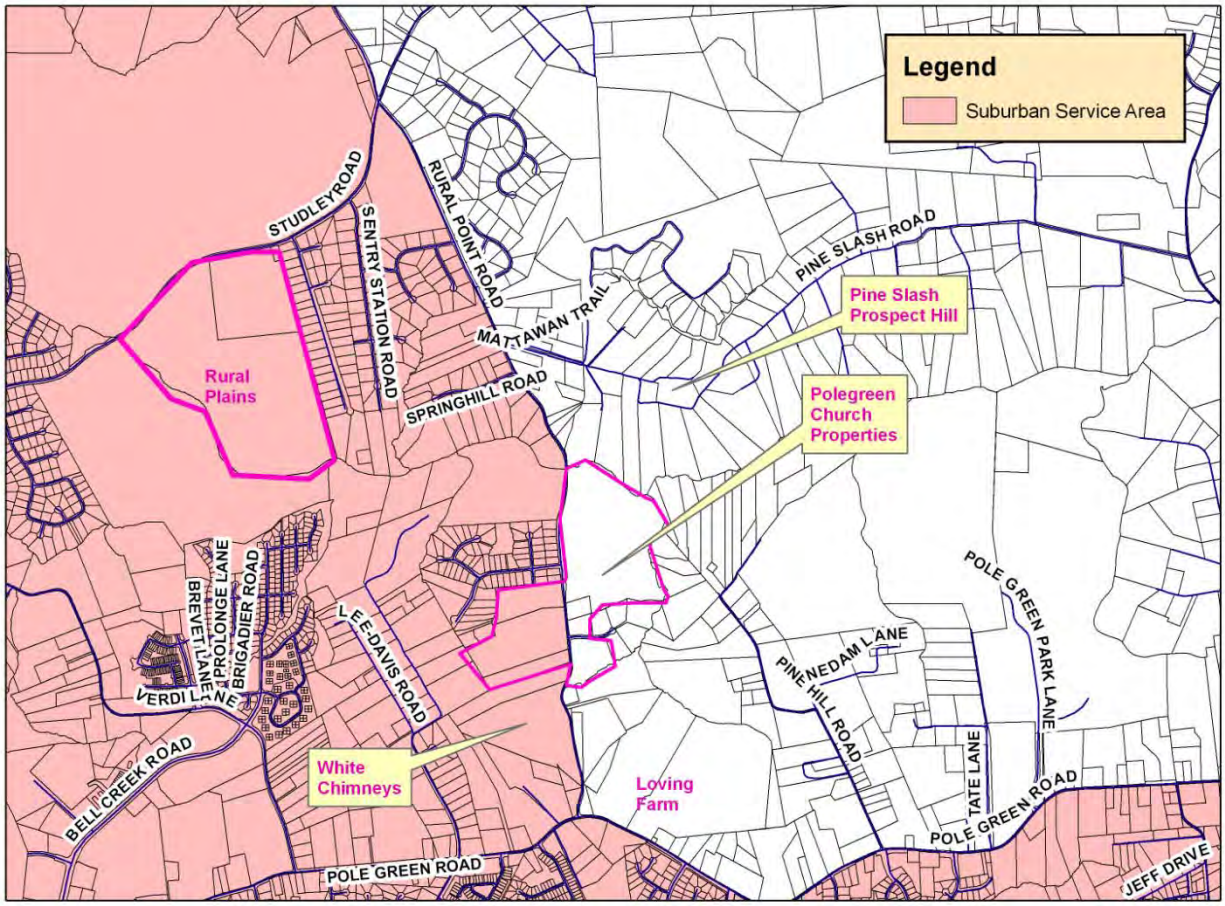
JOB NO. 13354-05
CAD NO. 13354B05
DRAWING TITLE: Composite Opportunities and Constraints
SHEET NO. L-101

EXHIBIT 8

V. DEVELOPMENT CONTROL AND DENSITY GUIDANCE THROUGH EXISTING HANOVER COUNTY LAND USE PLANS

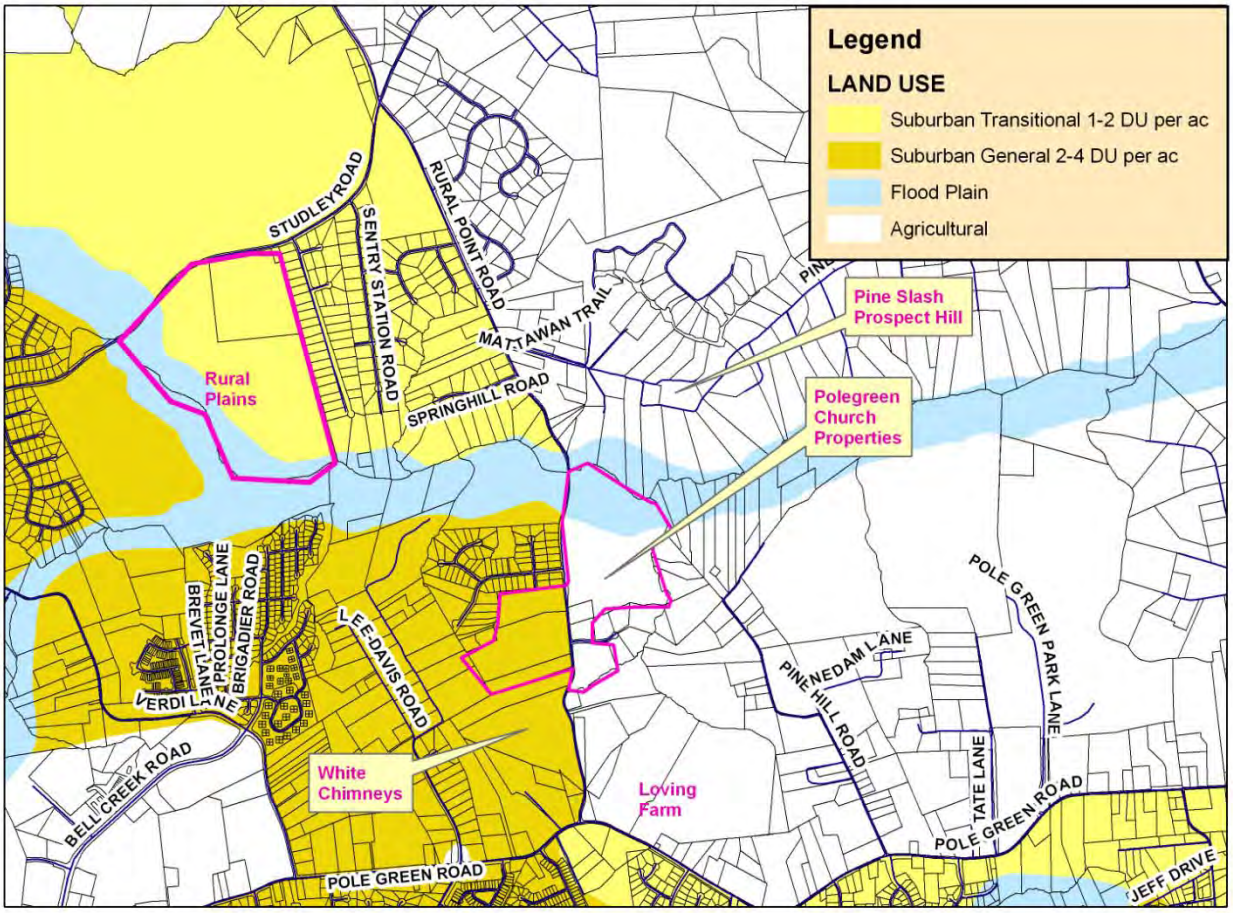
A. SUBURBAN SERVICE AREA (SSA) – A component of Hanover County's concept of managing growth is through the phasing of development by designating areas for the expansion of public utility service called the Suburban Service Area (SSA). Although the County will continue to grow, only those areas of the County planned for public utility service would be developed for suburban density uses. As a result, suburban development would be confined to areas where utility service could be provided efficiently, enabling the protection of the rural areas into the future.

In the Study area, Rural Point Road forms an outer boundary of the current SSA. Properties located west of the road are within the utility service area and are generally served by public water and sewer or are planned to be served in the future. Outside the SSA, provisions of utilities to support development are dependent on private well and septic systems, technically keeping densities lower.



B. FUTURE LAND USE OPTIONS – Properties planned for residential development within the Suburban Service Area (SSA) are not expected to remain undeveloped. Water and sewer availability and major thoroughfare access provide for the best locations to accommodate suburban growth. The Hanover County General Land Use Plan corresponds to the defined SSA and designates areas within the SSA for higher density development.

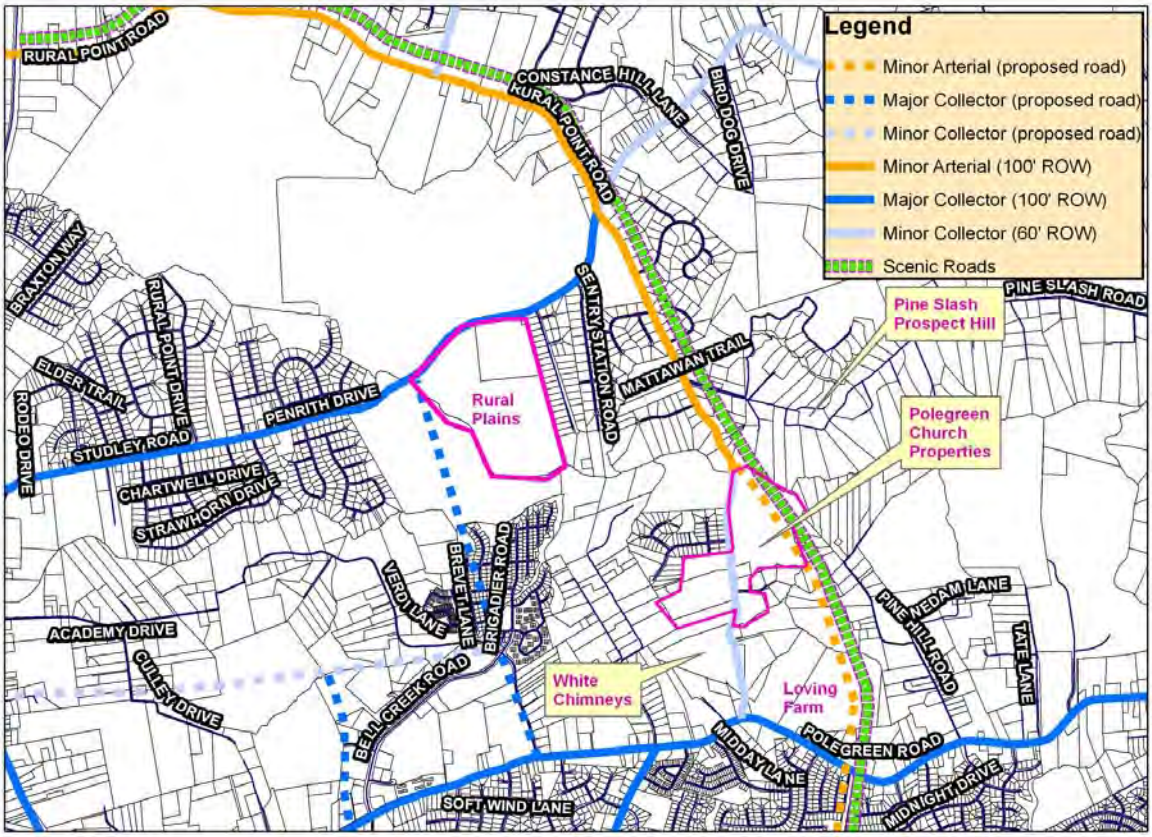
Most of the vacant land within the study area is zoned A-1, Agriculture. Future development of these properties, other than the uses permitted in the A-1 District; require zoning action and it is Hanover County policy that zoning changes be consistent with the General Land Use Plan. The Plan specifies the number of dwelling units per acre for development (the MX, Mixed-Use District allows double the density). Properties within the SSA are eligible for the RS or MX Districts; properties outside the SSA are eligible for AR-6 and RC Districts. Appendix A of this study provides a general description of the development requirements of the eligible districts.



C. PLANNED TRANSPORTATION CORRIDORS – The Hanover County Major Thoroughfare Plan serves as a complement to the General Land Use Plan. Its purpose is to identify improvements to existing corridors and identify new corridors to accommodate future land development. Each corridor is assigned a functional classification. The importance of the classification is to identify needed right-of-way and provide typical design cross sections for each road classification.

Two existing roads in the study area are classified as major thoroughfares: Rural Point Road (ultimate 100-ft ROW north of Totopotomoy Creek / 60-ft south of the Creek), and Studley Road (ultimate 100-ft ROW). Two future roads with an ultimate 100-ft ROW are in the study area: Creighton Parkway extended to Rural Point Road and a concept road from Verdi Lane to Studley Road. The new roads are indicated below as a 'Proposed Roads" and are also shown on *Exhibits 7 and 8.* The construction of new roads are typically development driven, supported and paid for by the developer of property.

An alignment for Creighton Parkway extended has been adopted by the Hanover County Board of Supervisors, but the policy allows for alignment location adjustment based on internal factors within a property it crosses. An alignment for the Verdi Lane-Studley Road connection has not been determined. Rural Point Road and the Creighton Parkway extension are also designated as a "Scenic Road" due the scenic and/or historic nature. When considering updates to the Major Thoroughfare Plan, also consider updates to the Scenic Right-of-Way Plan.



D. PRESERVATION AND PROTECTION – As suggested in the National Park Service publication, *Factors to Consider with Selecting an Appropriate Treatment*, "there is a balance between change and continuity in all cultural resources. Change is inherent in cultural landscapes because it results from both natural processes and human activities……Preservation and rehabilitation treatment [should] seek to secure and emphasize continuity while acknowledging change. Cultural landscapes can be read on many levels—landscape as nature, habitat, artifact, system, problem, wealth, ideology, history, place and aesthetic. The landscape should be read in its context of place and time."

This report is not a comprehensive Cultural Landscape Report but a guide for the identification and protection of the study area landscape features associated with historic events. A Cultural Landscape Report is encouraged when considering future development decisions. In fully documenting cultural landscapes, the following steps are typically taken:

- Historical Research
- Preparing Period Plans
- Inventorying and Documenting Existing Conditions
- Preparing Existing Condition Plans
- Historic Plant Inventory
- Site Analysis: Evaluating Significance and Integrity

Apart from this report, much effort is and has been made to assess and document the landscape of the Rural Plains and Polegreen Church sites. Rural Plains was acquired by the National Park Service in 2006 for historic interpretive purposes and to help protect the Shelton House and surrounding property from development. Likewise the Polegreen Church site and surrounding properties have been purchased by a nonprofit foundation to preserve the site because of its significance in the struggle for civil and religious freedom in Central Virginia. These preservation minded entities have gone to great lengths to protect their interest including The National Park Service and Polegreen Church Foundation placing protective easements on their respective properties which dictates development, or lack thereof, on the property in the future. If these sites are to be viewed and appreciated in the context of history, the story needs to be expanded through effective linkages and additional opportunities for interpretation. A portion of the land within the study area is afforded protection by virtue of environmental restrictions: 100-year flood plains and steep slopes [Exhibit 7, Overall Study Area Environmental Conditions]. This land which runs between these properties and bordering both along Totopotomoy Creek could serve as a great linkage to visitors. Because of the flood plain and steep slopes a connection of un-developable land allows for the possibility of a pedestrian trail system to connect the two with little environmental impact. This trail system, along with boardwalks (see attached image) and other amenities such as benches and interpretive signs would provide the visitor a sense of what earlier residents encountered while giving the user the opportunity to exercise in a

natural setting. To create this experience for the visitor the adjacent developments should include buffers to protect views into and out of the historic sites.

VI. PROTECTION/NON-DEVELOPMENT OPTIONS

A. A number of local ordinances and Federal or State regulations, such as the Chesapeake Bay Preservation Act and newly enacted Virginia Department of Transportation access management requirements, are currently in place to provide for protection of sensitive lands including wetlands, floodplains, and steep slopes. *Exhibits 9 and 10* demonstrate how considerations of the natural topography, creeks, drainage, and steep slopes along with recognition of historic features on a site specific basis can work together to direct obvious development patterns. Two current Hanover County regulations provide environmental protection because of their limitations to development, but still allow passive uses such as pedestrian circulation and recreational opportunities are as follows:

1. Hanover County slope standard of 25% or greater
2. Hanover County required flood plain setback of 100'

Historic properties can be protected through other measures, such as:

1. Protecting viewsheds from within the property and views from outside the property.
2. Providing adequate buffers along roadways.
3. Protecting existing historic physical features and vegetation.
4. Providing additional linkages to adjacent historic properties.
5. Providing buffering for new development.

B. The following are private protection measures a property owner could consider that further restricts development:

1. Restrictive covenants and or conservation easements offered by existing property owner and co-signed by local, State or Federal conservation group that serves as a land trust. Individual restrictions can be placed on particular historic buildings, landforms, etc. that exist within potential developable land areas to protect the outside appearance, but still allowing development to proceed within a reasonable buffer distance from conservation easement. Also a tract of land may be set aside for historic preservation purposes with a trade-off of allowing higher density planning and development on another land tract owned by the same owner/developer. Similar preservation easements exist for Pine Slash, Polegreen Church and Rural Plains sites. (Example: Bell Creek Development)

2. Fee Simple deed with provisions to land bank and/or resell with significant restrictions. Deed restrictions can be placed on a particular piece or part of property allowing the language to remain in perpetuity, but still providing areas of development if desired by the owner (Example: Polegreen Church).

3. Establishment of Agricultural Forestal District with property tax advantages along with protective conservation easements. Setting aside a tract of land that may or may not contain historic features, but serves as a buffer to an adjacent property may deem it eligible for tax credits in return for the viewshed protection it provides.

VII. SENSITIVE PLANNING AND USE OF VOLUNTARY PROFFER GUIDANCE IN DEVELOPMENT

Any rezoning in the Study Area to allow for a developed use, through the AR-6 Agricultural-Residential District, RC Rural Conservation District, RS Single-Family Residential District or the MX Mixed Use District should incorporate design guidance through voluntary proffers associated with the zoning case and negotiated between the developer and the County. These proffers can provide specific standards for the shaping of the land, architectural requirements, and other more functional considerations for traffic, access, utility service beyond the minimum standards required by Ordinance. The intent of the guidelines should be to outline provisions to ensure that any new development not only has minimal impact on the historic character of the area, but also current development that draws its influences from the area's historic architecture and setting.

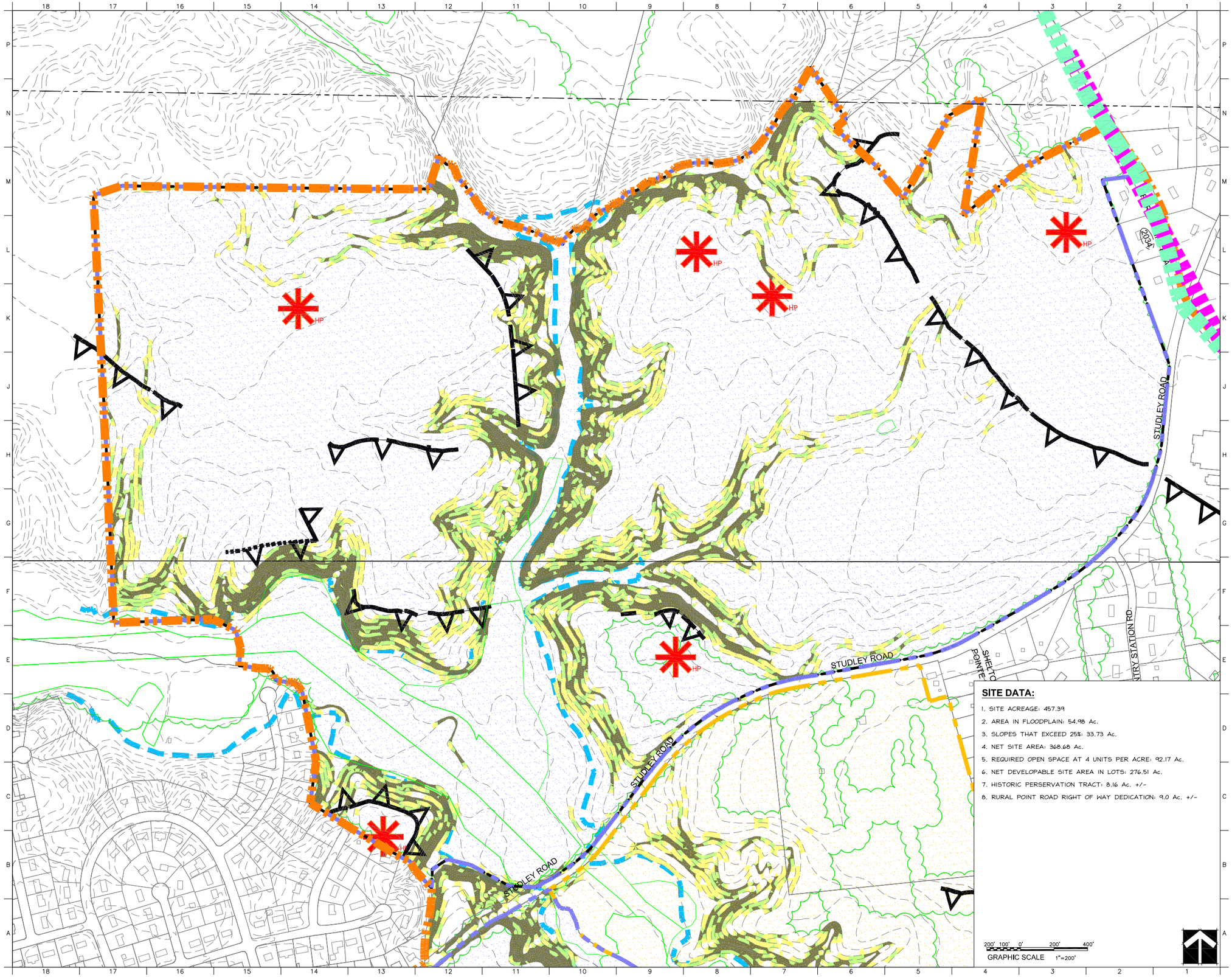
Development that is sensitive to historic resources:

1. Respects the natural features of the land by using topography to shape the internal road network.

2. Uses architecture that is consistent with and reflects the historic architecture in the area incorporating design features such as four-square design, etc. characteristic of structures built during the 18th and 19th centuries. The input from an architectural historian to provide guidance in this area may be necessary on a case by case decision.

3. Uses building materials found in the historic examples in the area.

4. Provides through sensitive lot layout for the preservation and retention of natural features and historic or cultural sites and for well designed and executed amenities and open space offering connections throughout the development.



McKINNEY AND COMPANY
planning • design • construction

MAIN OFFICE
100 SOUTH RAILROAD AVE.
ASHLAND, VIRGINIA 23005
(804)798.3451 FAX: (804)798.7072

WILLIAMSBURG OFFICE
460 MCLAWS CIRCLE, SUITE 150
WILLIAMSBURG, VA. 23185
(757)220.5400 FAX: (757)229.6301

www.mckinney-usa.com

COPYRIGHT

Hanover Historical Analysis

Hanover Historical Commission
Hanover
Virginia

DESIGN: P. Boxley
DRAWN: P. Boxley
CHECKED: G. Clouser
DATE: June 2009
REVISIONS:

JOB NO. 13354-05
CAD NO. 13354B05

DRAWING TITLE:
Haw Property
Site Data of Developable Areas

SHEET NO.
L-102

U:\13354B05\Siteplan\13354L-102.dwg Jun 01, 2010 - 2:40pm JFogg

EXHIBIT 9

VIII. GUIDING PRINCIPLES AND ARCHITECTURAL STANDARDS FOR SITE DEVELOPMENT

A. RESPECT FOR EXISTING TOPOGRAPHY – The natural topography should be used to guide the development pattern, including site access, internal road network, lot layout, and building orientation. *Exhibit 10* shows an illustration of how the largest single tract within the Study Area could be arranged into developable land bays by using the natural topography to guide the development. Estimated net developable site acreage is shown to represent approximately 60% of the gross site acreage. Using a total maximum density of 4 units per acre (RS or MX equivalent), 905 units can be accommodated within these development tracts while respecting the natural topography. Important guidelines to consider are as follows:

1. Road crossing of drainage courses should be minimized when possible.
2. Drainage courses should run predominately parallel to roadway design.
3. Drainage courses should be protected from development and run between lots, where possible.
4. Lot layout should be designed on flatter slopes wherever possible.
5. Environmentally sensitive areas are to be avoided. (Example: floodplains, wetlands and steep slopes)

B. LIMITATION OF ACCESS – In addition to the VDOT Access Management Regulations, access from the minor collectors (Studley and Rural Point Roads) to large parcels such as the illustrative example (See Figures A and B) should be limited to one point from each roadway, aligned to allow for cross access to existing neighborhood streets. However, development and density may require additional entrances to adjacent collector roads to meet VDOT interconnectivity guidelines, which should be coordinated with VDOT and county staff during rezoning of the property. Internal connection points across the Totopotomoy Creek floodplain or existing earthworks should not be allowed and are not necessary to provide immediate access to large developable land bays. In no instance should the natural stream corridors be piped; they should be managed to provide open space, pedestrian travel ways, and scenic areas for passive recreation.

C. INTERCONNECTIVITY (BOTH VEHICULAR AND PEDESTRIAN) – An interconnecting internal road system with few cul-de-sacs and maximum green spaces for interior, communal use by residents will also provide an appropriate framework for pedestrian trails. Neighborhood-based trails and sidewalks should tie into a larger community trail that takes advantage of the Totopotomoy Creek linkage from the area near the Polegreen Church site connecting to the footbridge from Bell Creek to Rural Plains, and then extending beyond to the north. This network of connectivity will provide controlled access throughout the development and still protect the natural/historic features with limited access points.

D. VIEW SHEDS – Views both into and from Rural Plains can best be protected through the establishment of clear guidelines for retention of natural buffers with the following characteristics:

1. *Width* - given the mixture of deciduous and pine along Studley Road, a minimum 150-foot buffer beyond the ultimate right-of-way is recommended.

Viewshed looking from entrance to Rural Plains

2. *Future Right-of-Way* -The ultimate 100-foot right of way for Studley Road is shown, but any future right of way width should be taken from the new development parcel to the north so as not to disturb the natural berm in front of Rural Plains.
3. *Quality* - Retention of the natural vegetation with minimal thinning of the existing landscape to create a maintainable roadway edge is recommended.
4. *Access* - No direct access across from Rural Plains should be allowed which would break through the buffer creating a clear line of sight into development across the roadway. The existing curve in Studley down into the Totopotomoy should curtail any such access point due to problems with sight distance. Polegreen Church access from Rural Point Road is ideal in that both sides of the existing roadway are controlled by the Foundation.
5. *New Landscape Planting* - Screening by a long narrow border of trees of a single species should be avoided. Location and species of street trees will be considered with the conceptual plan for each rezoning request.

The following figures are included for consideration to represent possible lot layouts and road connections with regard to topography, grading, landscape buffers, earthwork offsets, crossing points, etc. on potential developable property within the study area.

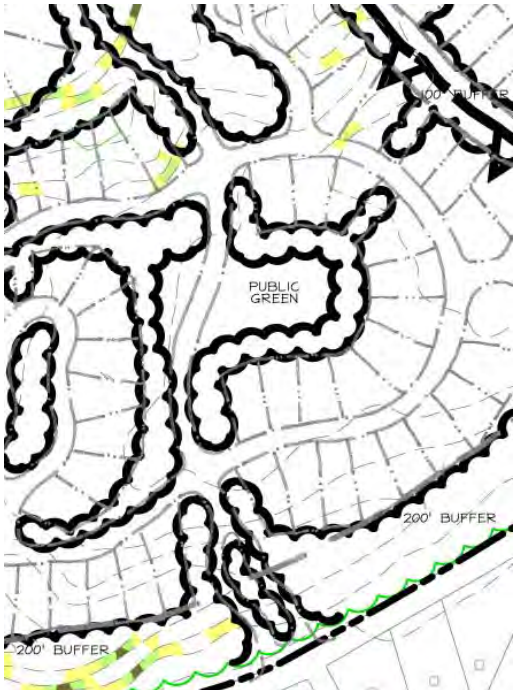
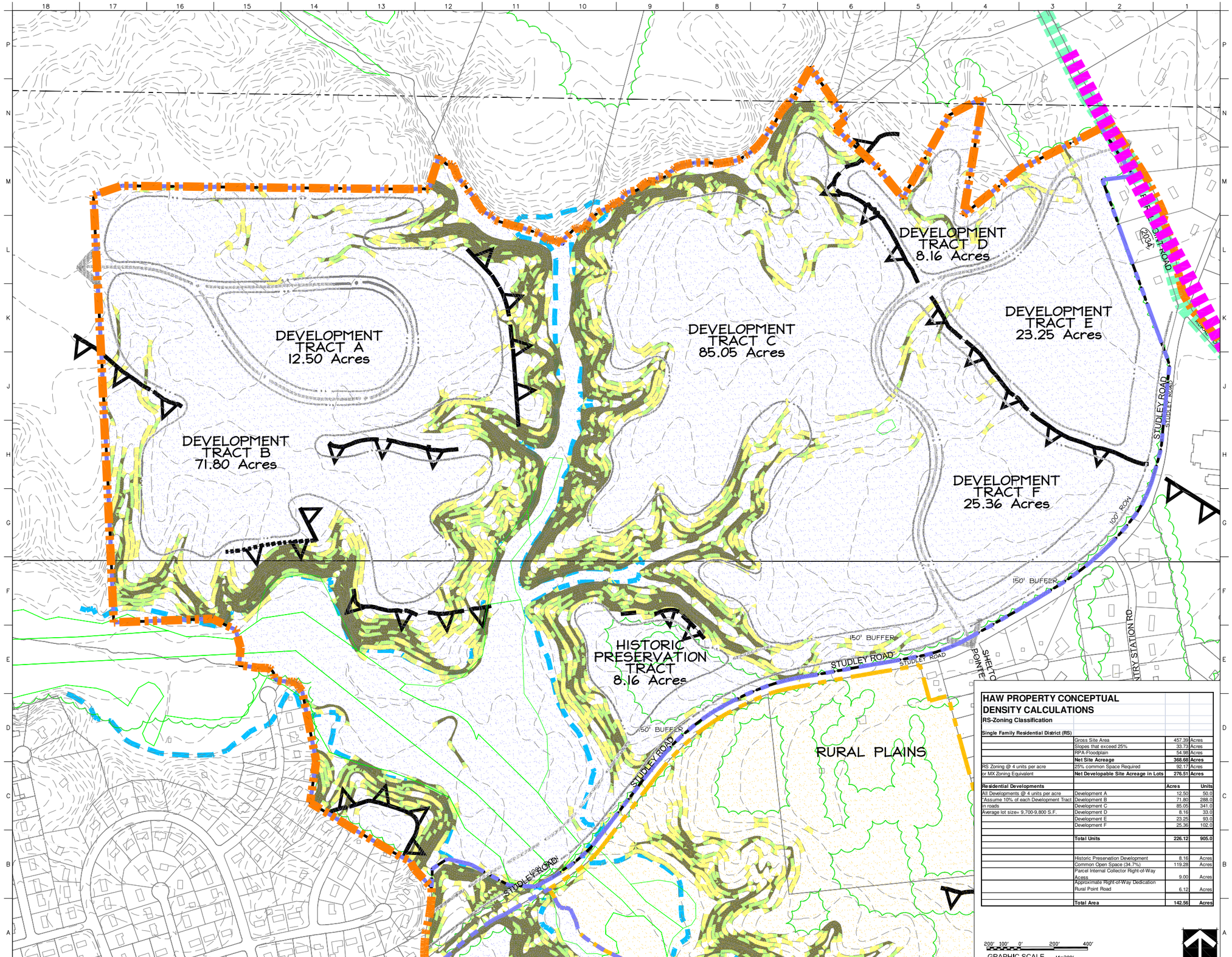


Figure A: Example of potential lot layout, site access and buffering adjacent existing roads and historic features.

Figure B: Example of potential lot layout next to environmentally sensitive areas and buffering adjacent historic features.



HAW PROPERTY CONCEPTUAL DENSITY CALCULATIONS			
RS-Zoning Classification			
Single Family Residential District (RS)			
	Gross Site Area	457.39	Acres
	Slopes that exceed 25%	33.73	Acres
	RPA-Floodplain	54.98	Acres
	Net Site Acreage	**368.68**	**Acres**
RS Zoning @ 4 units per acre	25% common Space Required	92.17	Acres
or MX Zoning Equivalent	**Net Developable Site Acreage in Lots**	**276.51**	**Acres**
Residential Developments		**Acres**	**Units**
All Developments @ 4 units per acre	Development A	12.50	50.0
*Assume 10% of each Development Tract	Development B	71.80	288.0
in roads	Development C	85.05	341.0
Average lot size= 9,700-9,800 S.F.	Development D	8.16	33.0
	Development E	23.25	93.0
	Development F	25.36	102.0
	Total Units	**226.12**	**905.0**
	Historic Preservation Development	8.16	Acres
	Common Open Space (34.7%)	119.28	Acres
	Parcel Internal Collector Right-of-Way Acres	9.00	Acres
	Approximate Right-of-Way Dedication Rural Point Road	6.12	Acres
	Total Area	**142.56**	**Acres**

McKINNEY AND COMPANY
planning • design • construction

MAIN OFFICE
100 SOUTH RAILROAD AVE.
ASHLAND, VIRGINIA 23005
(804)798.1451 FAX: (804)798.7072

WILLIAMSBURG OFFICE
460 MCLAWS CIRCLE, SUITE 150
WILLIAMSBURG, VA. 23185
(757)220.5400 FAX: (757)229.6301

www.mckinney-usa.com

COPYRIGHT

Hanover Historical Analysis

Hanover Historical Commission
Hanover
Virginia

DESIGN: P. Boxley
DRAWN: P. Boxley
CHECKED: G. Clouser
DATE: June 2009
REVISIONS:

JOB NO. 13354-05
CAD NO. 13354B05

DRAWING TITLE:
Haw Property Bubble Diagram of Developable Areas

SHEET NO.
L-103

EXHIBIT 10

U:\13354B05\Siteplan\13354L-103.dwg Jun 01, 2010 - 2:42pm JFogg

E. BUFFERS – In addition to buffers for collector roads adjacent to historic resources, the natural topography should be used to create internal buffers to create clear divisions between separate neighborhoods, varying densities or uses. Any smaller sensitive, isolated parcels shaped by the natural vegetation or topography such as the eight (8) acre historic preservation tract shown on the illustrative example (See Exhibit 10) can be set aside without major impact on the overall density yield. Remaining Civil War earthworks as well can be protected from development encroachment through a required minimum (50-to-100 foot wide) buffer with limited crossing points. In the illustrative example, an existing break caused by an old logging road provides internal connection between the larger land bays within new development. A buffer distance of minimum (150-200 foot wide) for all land adjacent to historic designated properties is recommended.

Buffers and Screening - Using Landscape Material:

- The buffer must be a continuous visual screen of at least 6 feet in height
- The buffer should consist of:
    - Fence
    - Wall
    - Evergreen vegetation
    - Earthen berm

OR combination of the above

- Retention of natural vegetation is encouraged – possibly removing only scrub material and selective pruning to establish a clear edge.
- On-going regular maintenance (if required) will ensure effectiveness
- Requiring NO structure, storage facility, parking, vehicular circulation, service or loading area can be located within the landscaped setback.

Plant Spacing for all Screening:

- Shrubs: no greater than 3’-0” O.C.
  Staggered layout
- Trees: no greater than 10’-0” O.C.
  Staggered layout

Berms:

- should not exceed 4:1 slope
- landscaped berms as part of the landscaped setback can be an effective way to reduce the impacts of:
    - traffic
    - adjacent residential areas
    - adjacent commercial areas
    - separation between sites

Setbacks:

- The set back for a new commercial building or structure constructed adjacent to a significant historic building or site should be set back an average of the two adjacent structures on either side.

Landscape Setbacks:

- A required landscape setback of not less than 150 feet from the existing or future right-of-way, whichever is greater, shall be required along all public roads. No building, structure, storage facility, parking, vehicular circulation, service or loading area can be located within the landscaped setback
- Sidewalk or Pedestrian access shall be required between the road edge and within right-of-way.
- Landscaping or Screening shall be required in all setbacks
    - Specific street tree placement and quantity required should follow current Hanover County requirements
    - Landscaped setback area must be entirely landscaped with either lawn, groundcover, low-lying shrubs, trees or existing vegetation that is preserved; and can include pedestrian amenities.
    - Collector Roadways should primarily consist of large and medium deciduous trees. Smaller ornamentals, screening plants may be acceptable in case by case situations

Sidewalks:

- Concrete sidewalks – five foot wide minimum should be provided, wherever practical, along all major thoroughfares, collectors, and new residential streets within the public right-of-way.
- A landscaped strip – 4 foot wide minimum between the roadway and the sidewalk (containing street trees) is desired, but if space does not allow 4 feet then the sidewalk should be placed against the curb with street trees behind the sidewalk within 10 feet of the adjacent curb.
- Providing a landscape buffer strip between the curb and sidewalk can help buffer pedestrians from vehicular traffic.
- The typical cross-section will vary depending on available space and adjacent use.

Trails:

- Variable width trails using a mix of materials effectively maintain the natural setting and add to the enjoyment of the user.
- Trail Widths:
    - Width 8’-10’, with horizontal clearance of 2 feet on each side
    - Bicycle Trails a minimum of 4 feet - single lane, 8 feet – double lane
    - Multipurpose Trails (Bikes and Walkers) 8’-10’
- Trail Grade – maximum of 8%-10% and comply with ADAAG Trail Design Guidelines

- Trail Material:
    - Wood chips or Crusher Run or Stone Dust
    - Asphalt may be used in heavier use / connector areas
- Trail Clearance: - minimum of 80 inches (6'-8') clearance of overhead obstructions is desirable

F. ARRANGEMENT OF LOTS – Separate residential lots and those for commercial/mixed use (with a maximum size and square footage established) should be arranged with an internal focus, with access only from internal neighborhood streets branching off of the neighborhood collector. Parking lots serving commercial uses should be concealed when located on the far side of the building, within surrounding building cores, and not along exterior road frontages. Whenever possible, lots should be arranged around a central natural area or common green space. If used, cul-de-sacs should be short and contain a center green space. A long row of residences with rear lots soldiering down either Studley or Rural Point Roads should not be allowed such as those along the east side of Rural Plains (See Figures A and B showing subdivision patterns).

G. ORIENTATION CONSIDERATIONS – The determination of optimal orientation of both residential and commercial buildings is influenced by several site factors, including solar benefits, topography for breezes, retaining major trees for shading, landscaping and views. The right orientation of a building, particularly a home on a lot will create year-round comfort and reduce energy costs. With respect to an adjacent historic property, every effort should be made to consider the view from the historic artifact. Commercial buildings and residential dwellings constructed with the rear facing an historic artifact should be avoided. In cases where this is not possible, screening of some form shall be required (See Buffers and Screening alternatives).

H. ARCHITECTURAL CONSIDERATIONS

New construction that would be sensitive to the historic properties in the study area would use the following guidelines:

1. *Building Facades* - New buildings and exterior remodeling should be encouraged to include architectural detailing evident in the historic architecture of Hanover County. Historic architectural detailing should be incorporated into building design including elements such as cornice details, trim, window details, door styles, shutters, porch columns and rails. Using the historic architecture in the study area as a guide:

    a. Building facades should be articulated and not monolithic.
    b. Long, blank walls should be discouraged, particularly along sight lines from without and within the development. The maximum recommended length of an uninterrupted building elevation is 50 feet. Visual interruptions to the exterior wall plane may be promoted through one of the following methods:

i. Building facades modulated at a depth of at least 4-feet and a width of at least 8-feet
ii. Addition of porches or porticos

2. *Building Height and Mass* – Existing structures and view sheds should be considered when determining building height and mass for better harmony between the existing and new development.

3. *Building Roof Lines* - Buildings should incorporate gable, gambrel, hip, dormer or false-front roof forms.

    a. Gable, gambrel, or hip roof forms should have a minimum 4:12 roof pitch.
    b. Varied roof lines; roof lines should be interrupted approximately every 50 feet with a gable, hip, or dormer roof form or vertical change of a minimum of 5-feet.
    c. Dark roofs (black or gray) are preferred to lighter colors. Expansive flat roofs with roof-top mechanical units should not be permitted unless architectural features are provided.
    d. Flat, mansard, dome or butterfly roof forms should be discouraged.

4. *Building Colors* - Earth-tone colors such as reddish-brown brick and natural-looking building materials of brick, wood or Hardie-plank should be encouraged.
    Masonry building materials should be limited to earth-tone colors.

    a. Façade colors should not be used to identify specific tenants that typify national corporate logos or colors. Bold or primary colors for the main body of buildings should not be allowed.
    b. Major architectural trim or details should complement the primary building's base color. Color would normally be applied to major architectural trim and details including window trim, corner siding trim, doors and door frames, knee bracing, and columns.
    c. Minor architectural details should be highlighted with minor accent color that complements base and major trim color. Minor accent color would normally be applied to window sash, doors, storefront frames and small architectural accents.

5. *Parking and Lighting Concerns* - The lighting of buildings and parking areas should be shielded to eliminate glare.

    a. The height of lighting should be considered especially directly across from historically significant sites. Height restrictions may be necessary.
    b. Lighting shall not exceed 0.5 foot candles at the property lines.
    c. Parking lot sizes and orientation in addition to how they will be screened should be considered during schematic layout stages, especially when adjacent to neighborhoods and historic properties.

Development within or adjacent to this Study Area should be planned using the guidance provided in this document adopted (or endorsed) by the Hanover County Board of Supervisors on May 26, 2010. The Historical Commission and Planning Department staff will use the guide with prospective developers, existing property owners or potential parties of property acquisition to promote and effectively negotiate on behalf of preservation. The guide will also provide staff with adequate background to make practical recommendations to the Planning Commission and Board of Supervisors with regard to any zoning or subdivision requests, so all identified features and information included herein will be considered in any land use and zoning decisions. If you have any questions of State and County staff, the following agencies may be of assistance:

County:

Planning Department (804) 365-6171 – land use designations, subdivision, zoning ordinance requirements

Department of Public Works (804) 365-6181 - Chesapeake Bay Act regulations, and erosion and sediment control regulations

Department of Public Utilities (804) 365-6019 - availability of public water and sewer, and utility easements

Department of Health (804) 365-4313 – well and septic permits

State:

Virginia Department of Historic Resources ((804) 367-2323 ext. 133 – preservation easement program, incentives and grants, and assistance programs available to owners of historic sites

Virginia Department of Transportation (804) 752-5511 – Section 527, Traffic Impact Analysis regulations, Access Management Regulations and Standards, and Secondary Street Acceptance Requirements

Federal:

National Park Service (804) 226-1981

APPENDIX A:

A-1 Agricultural District allows for low density residential development with a full range of agricultural activities.

*Minimum lot area is ten (10) acres (*Family homestead provisions allow for 2 acres)

Rural Cluster subdivisions:

The minimum parcel size twenty (20) acres. Permissible density shall be one lot per ten (10) acres. Lot area requirements:

- No residential lot within a Rural Cluster subdivision shall exceed two (2) acres. There shall be no minimum lot area.
- A minimum of eighty (80) percent of the total area of the parcel shall be within the conservation lot.

AR-6 Agricultural Residential District allowing for low density residential development with a full range of agricultural activities meeting the following general criteria:

Minimum area eligible for application is four (4) acres

Density calculations based on size of parcel:

- 4.0-13.9 acres-two (2) lots, minimum lot size of two (2) acres
- 14.0-24.9 acres-three (3) lots, minimum lot size of two (2) acres
- 25.0 acres or more-one (1) lot per 6.25 acres

RC Rural Conservation District provides the opportunity for low-density single family residential development, and consists of both a residential and preservation district for the assurance of open space preservation following the general criteria:

- Minimum district area is 25 contiguous acres
- Maximum density shall be one (1) residential unit per 6.25 acres
- Minimum of 70 percent of the net acreage shall be conservation areas which may include preservation lots, common open space, or both

RS Single-Family Residential District is a zoning category which may be located within the designated suburban areas of the county where public utilities make such a district feasible.

- Density within the RS District is established on a sliding scale of from one (1) to four (4) units/acre depending on the provision of specified amenities, including features such as street trees, pedestrian paths connecting open and common space, street lights, curb and gutter, and single loaded streets.
- 1 unit/1 acre density based on gross acreage, including no more than 50% of Chesapeake Bay Resource Protection Area (CBRPA)
- Net acreage is gross acreage minus CBRPA + all slopes of 35% or more

MX Mixed Use District is another zoning district that could be applicable within the SSA where utilities are available for development that allows for a mixture of uses ranging from residential, commercial, and industrial on larger parcels within the SSA, typically a minimum of 20 acres with the following general requirements:

- No less than 25% of the net developable area (NDA) shall be open space, protected by covenants
- No less than 20% or more than 50% of NDA shall be used for commercial and/or industrial development
- Master plan showing existing conditions, environmental, historic features, proposed uses/layout and densities
- Project Design Manual with architectural and landscape details
- Gross density of the NDA shall not exceed twice the permissible density in the underlying land use designation, i.e. 1-2 units/AC allowed by Comprehensive Land Use Plan, could be 2 to 4 units/AC
- Miscellaneous additional requirements: height restrictions, road access, ownership and maintenance of common open space, contiguous open space