



## HANOVER COUNTY HISTORICAL COMMISSION AGENDA

7516 County Complex Road  
Board of Supervisors Conference Room, 2nd Floor  
Hanover, VA 23069  
February 3, 2026  
6:00 PM

MEMBERS  
Ryan Hudson – Board of Supervisors Representative  
Charles Schmetzner – Chair, Henry District  
Jonathan Tanner – Vice Chair, Mechanicsville District  
Vacant - Beaverdam Depot  
Brenda Pennington – ARB  
Tammy Billups – Ashland District  
Natalie Schermerhorn – Beaverdam District  
George Crone – Chickahominy District  
Wanda Garrett – Cold Harbor District  
Donald Pleasants – Hanover Civic Association  
Lyn Hodnett – Preservation VA  
Lindsay Ryland – Hanover Historical Society  
Sagle Purcell – Montpelier Center for Arts and Education  
Jenifer Eggleston – National Park Service  
Joy Howard – Page Memorial Library  
Meriwether Gilmore – Black Heritage Society  
Vacant – HCAAC  
Vacant – Scotchtown DAR  
Carol Beam – South Anna District  
Polegreen Church Foundation (nonvoting member)  
Hanover Tavern Foundation (nonvoting member)

- I. Call to Order
- II. Consideration of Amendments to the Agenda
- III. Election of Officers - Chair and Vice Chair
- IV. Approval of Minutes
  - A. Historical Commission Meeting Minutes - December 2, 2025
- V. Citizens' Time
- VI. Presentations and Agenda Items - Gretchen Biernot, Current Planning Manager
  - A. Zoning Cases for Review: Expedited Agenda
    - 1. REZ2025-00027, Darlene F. and George R. Grubbs (Cold Harbor District)  
Request to rezone 5.26 acres to AR-6(c), Agricultural Residential District with conditions and located on Market Road

2. SE2025-00032, Tim Gaudette (Mechanicsville District) Request for a Special Exception to permit a private garage for more than four (4) vehicles on 5.43 acres, located on Lexington Drive
3. CUP2025-00023, Blunts Bridge Solar, L.L.C./ Hexagon Energy, L.L.C. (Beaverdam District) Request for a Conditional Use Permit to allow a solar energy facility (principal - small scale) on 94.6 acres, located on Blunts Bridge Road
4. SE2026-00001, Christopher Jason Holder (Ashland District) Request for a Special Exception to permit a private garage for more than four (4) vehicles on 1.02 acres, located on Ashcake Road

B. Zoning Cases for Full Review:

1. CUP2025-00007/ SE2025-00015, Greenfield Timber, L.L.C. (Luck Stone) (Beaverdam District) - Request for a Conditional Use Permit to allow a stone extraction site (quarry) and a Special Exception for an asphalt and concrete batching plant on 1,288 acres on Verdon Road

VII. Review of the Brown Grove School Historic Marker Application

A. Brown Grove Historic Roadside Marker Program Application

VIII. Announcements

IX. Adjournment - Next Meeting (Tentatively) - Tuesday, March 3, 2026 at 6:00 PM



## HANOVER COUNTY HISTORICAL COMMISSION

### OFFICERS:

Charlie Schmetzer, Chairman  
Jonathan Tanner, Vice-Chairman

### MINUTES

December 2, 2025

#### **Members Present:**

Charlie Schmetzer, Chairman  
Jonathan Tanner, Vice-Chairman  
Ryan Hudson (Mechanicsville District Supervisor)  
Tammy Billups  
Wanda Garrett  
Lindsay Ryland  
Meriwether Gilmore  
Jennifer Eggleston (National Park Service)

#### **Excused Members:**

Carol Beam  
Lyn Hodnett  
Sagle Purcell  
Natalie Schermerhorn  
Joy Howard  
Gleb Taran  
Brenda Pennington

#### **Staff in Attendance:**

Gretchen Biernot, Current Planning Manager  
Makayla Stepp-Davis, Planning Technician II  
Scott Newhart, Planner II

#### **Guest:**

Alexandra Lowe (National Park Service)

**Location:** Board of Supervisors 2<sup>nd</sup> Floor Conference Room  
7516 County Complex Road, Hanover, VA 23069

#### **I. Call to Order**

Mr. Schmetzer called the meeting to order at 6:05 p.m. A quorum was not present. A quorum was present at 6:13 p.m. when two more committee members arrived.

## **II. Consideration of Amendments to the Agenda**

No amendments to the agenda were proposed by members.

## **III. Approval of Minutes:** September 2, 2025

Mr. Schmetzer called to approve the minutes from the meeting on September 2, 2025, as presented, since no members requested revisions.

## **IV. Citizens' Time**

Mr. Schmetzer opened Citizens' Time. No members of the public expressed interest in speaking, so Citizens' Time was closed.

## **V. Agenda Items**

### **A. Zoning Cases for Review: Expedited Agenda**

#### **i. REZ2025-00015, John A. and Jerri B. Price et al. (South Anna District) –**

Request to rezone 40.69 acres to RS, Single Family Residential District, to allow 59 single-family detached lots, located on Cedar Lane at its intersection with Bazile Road

#### **ii. REZ2025-00025, CUP2025-00018, SE2025-00025, SE2025-00026, SE2025-00027, Hanover Associates, LLC (Cold Harbor District) –**

Request to rezone 40.75 acres to B-2, Community Business District, B-3, General Business District, and RM, Multi-Family Residential District, to permit various commercial uses including a gas station, day care, self-storage facility, and retail as well as 120 townhouses on the corner of Creighton Parkway and Mechanicsville Turnpike

Ms. Biernot provided an overview of the zoning cases on the expedited agenda. She noted that comments from the National Park Service (NPS) indicate that none of these projects impede on the authorized boundary or viewsheds associated with Richmond Area National Battlefields.

**Motion:** Ms. Garrett motioned that the Historical Commission determine that case REZ2025-00015 on the expedited agenda will have no impacts on nearby historic resources.

Ms. Garrett motioned that the Historical Commission determine that REZ2025-00025, CUP2025-00018, SE2025-00025, SE2025-00026, SE2025-00027 will have no impacts on on-site or nearby historic resources but recommends the submittal of a proffer that requires the applicant to support the preservation of the existing Freeman Marker on the property. The motion was seconded by Ms. Ryland. The motion passed unanimously.

### **B. Zoning Cases for Full Review:**

#### **i. REZ2025-00021, Victor Glen Yowell (Beaverdam District) –**

Request to rezone 42 acres to A-1, Agricultural District, and RM, Multi-Family

Residential District, to permit 38 single-family detached units on the corner of Yowell Road and Elmont Road

Ms. Biernot provided an overview of the zoning case to rezone 42 acres to A-1, Agricultural District, and RM, Multi-Family Residential District, to permit 41 single-family detached units on the corner of Yowell Road and Elmont Road. The National Park Service indicated that no resources will be impacted.

**Motion:** Mr. Tanner motioned that the Historical Commission determine that case will have no impacts on nearby historic resources and recommended a proffer to maintain the undisturbed natural buffer proposed to the north and east side of the site. Ms. Garrett seconded the motion. The motion passed. Ms. Gilmore voted to abstain.

**ii. CUP2025-00007/ SE2025-00015, Greenfield Timber LLC (Luck Stone) (Beaverdam District)** – Request for a Conditional Use Permit to allow a stone extraction site (quarry) and an asphalt and concrete batching plant on 1,288 acres on Verdon Road

Ms. Biernot provided an overview of the Conditional Use Permit (CUP2025-00007) to allow a stone extraction site (quarry) and a Special Exception (SE2025-00015) for an asphalt and concrete batching plant and structures taller than permitted on 1,288 acres on Verdon Road. Ms. Biernot informed the Commission that there are battlefields, cemeteries, and surveyed sites in the area. Onsite historical resources include the Redd Cemetery and an unmarked cemetery. Historical resources adjacent or near the site include Jackson's Route of March from Beaverdam Station to Mechanicsville, June 24-26, 1862, Battle of North Anna, and DHR ID: 44HN0478 (Civil War archaeological site). The National Parks Service has indicated that the project parcels do not appear to fall within any American Battlefield Protection Program battlefield areas. Mitigation measures are recommended to protect the two onsite cemeteries:

- The limits of both cemeteries located onsite should be identified on the CUP sketch plan by consulting with Virginia Department of Historic Resources to define the appropriate boundaries
- A buffer should be provided that ensures the protection and preservation of these sites

Ms. Garrett and Ms. Ryland questioned how access to the onsite cemeteries would be available with the project.

Mr. David Dutton, the applicant, explained that the cultural resource report was a due diligence report that utilized the Virginia Department of Historic Resources previously recorded, aerial imagery and on-foot recognizance. The Redd Cemetery is surrounded by a brick wall, is well kept, and family members are able to visit. The unmarked cemetery has no distinguishable boundary, depressions facing east to

west can be seen, and there are two unmarked gravestones. Ms. Ryland asked if there had been any underground imagery as part of the cultural resource report, explaining that a book is in the works about local historic cemeteries and this site could be added. Mr. Dutton explained that the cemeteries are not part of the areas slated to be excavated, all who request will be given reasonable access to the cemeteries, and buffers will surround the cemeteries. Mr. Dutton also explained that if wetland permits will be necessary that the applicant will work with the US Army Corps of Engineers to complete any additional studies needed. Mr. Tanner asked about any necessary requirements for access to the cemeteries. Ms. Biernot explained that the code only requires access be provided to the cemeteries. Mr. Hudson recommend that a County attorney attend the next meeting to address the cemetery access. Ms. Garrett explained the powers of the Historical Committee. Mr. Dutton stated that they will complete additional surveys at the appropriate time and that they will update plans to show historical resource areas, proposed vegetated buffers, address access concerns, and show delineated streams and wetlands. Ms. Ryland asked about any possible structural damage from blasting. Mr. Thomas explained that Luck Stone's blasting standards are half that of the state and they do not anticipate any structural damage from blasting. Ms. Ryland asked if a Phase 1 study had been completed. Mr. Dutton explained that only a due diligence report had been completed. Mr. Tanner asked if 60% of the area will remain undisturbed. Mr. Thomas explained that over time 60% of the site will become a vegetated area and a natural forest after overburden is placed there and then planted.

**Citizens' Comments:** Mr. Carter Redd spoke on his concerns for the Redd Family Cemetery as a descendent of the Redd family, the impacts of the asphalt plant being constructed so close, and the changes to his access. Mr. Redd explained that the Redd Cemetery and its access were left in reserve for its heirs.

Ms. Rhonda Hammond, Beaverdam, spoke about her concerns for the submitted site plan missing the two cemeteries, listing the Redd Cemetery in the proposed industrial area, the resource study being inadequate, no Phase 1 or Phase 2 studies completed, and no mitigation, monitoring, or enforcement plans.

**Motion:** After discussion, Ms. Billups motioned to defer the zoning cases CUP2025-00007 and SE2025-00015 until the January Historical Commission meeting in order for the applicant to update the Cultural Resources report to remove unnecessary parcels from the project area; add cemeteries, their boundary, and buffer areas to the sketch plan; and describe the process to access cemeteries for the Commission to review. Ms. Garrett seconded the motion. The motion passed unanimously.

**VI. Miscellaneous:**

Ms. Biernot requested suggestions to increase attendance at monthly Historical Commission meetings.

**VII. Next Meeting: Tuesday, January 6, 2026, at 6:00 p.m.**

**VIII. Adjournment**

**IX.** Ms. Ryland motioned to adjourn the meeting. The motion was seconded by Mr. Tanner. The meeting adjourned at 7:23 p.m.



## **Expedited Agenda: Feburary 3, 2026**

### **Expedited Agenda Description and Procedures**

Items on the expedited agenda include zoning requests that meet the criteria for Historical Commission review (Comprehensive Plan: p. 128) but are not anticipated to significantly impact historic resources. These proposed projects:

- Are located near Category 2 sites (off-site resources) but are anticipated to have minimal impacts to those off-site resources; and/or
- Are located within potential battlefield areas (excluding Category 1 battlefields), but the National Park Service has indicated that there are no significant earthworks or other archaeological features on the subject property/properties.

The Historical Commission may choose to:

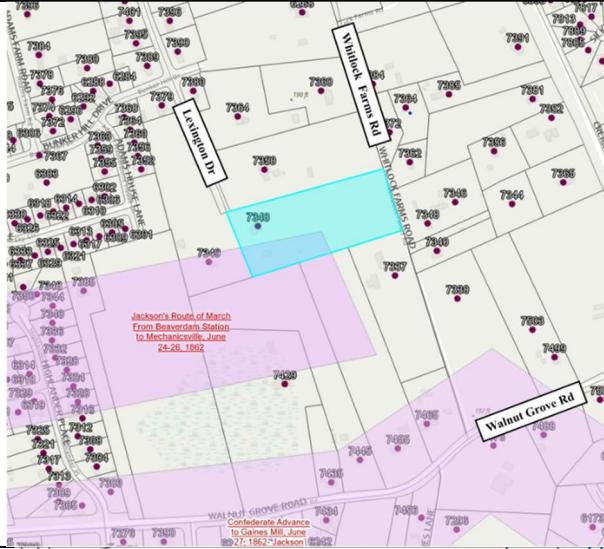
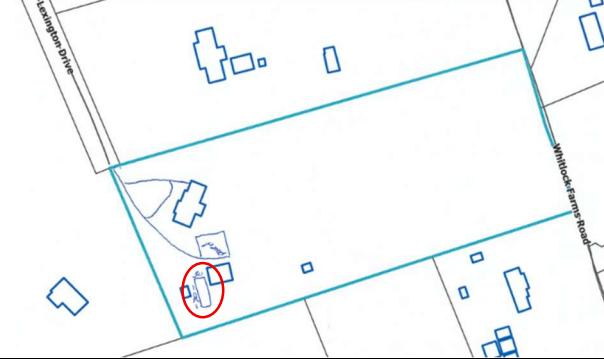
- Approve the expedited agenda as presented, concurring with the staff analysis that the proposed project(s) listed are not anticipated to significantly impact historic resources; or
- Remove one or more of the zoning requests from the expedited agenda. If a zoning request is removed from the expedited agenda, then staff will prepare a full report and presentation that will be reviewed by the Historical Commission at its next regular meeting.

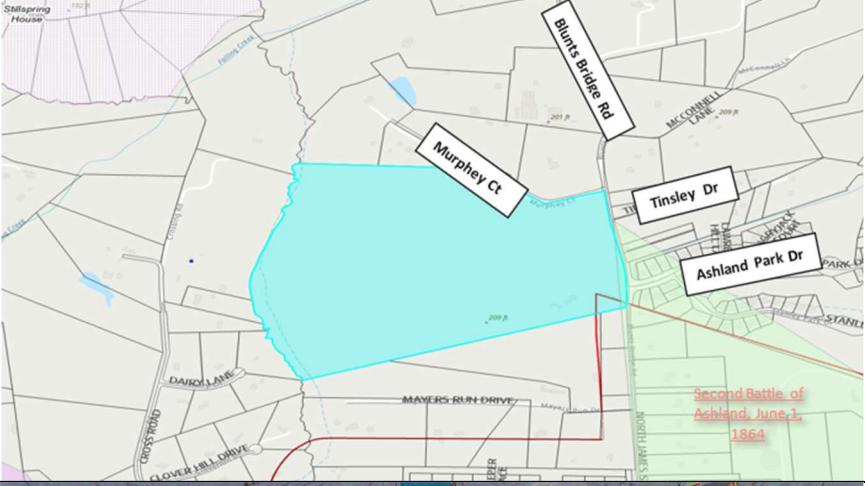
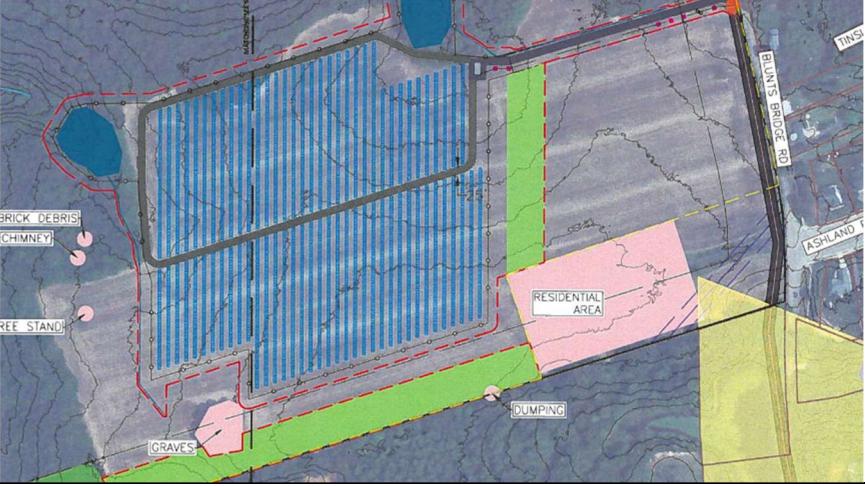
### **Items on Expedited Agenda**

A description of each zoning request on the expedited agenda, including maps showing nearby historic resources, are found on the following pages.

**REZ2025-00027, DARLENE F. AND GEORGE R. GRUBBS**

Applicant(s)	Darlene F. and George R. Grubbs	
Request	Rezone to AR-6(c), Agricultural Residential District with conditions for the creation of one additional lot for family	
Address	4098 Market Road	
Acreage	5.26 acres	
Assigned Planner	Brendan McHugh	
Historic Resources Identified	On-site: Off-site within 1,350 ft:	<i>Civil War Features</i> • Grant's Movement from Cold Harbor, June 12-13, 1864 (2 <sup>nd</sup> Corps) <i>Not Eligible for National Register of Historic Places</i> • Meredith Cemetery (south of site on opposite side of Market Road)
Map		
Conceptual Plan		
National Park Service Input (if required)	N/A	
Staff Analysis	A proposal for one additional lot is not anticipated to impact the Civil War features or the nearby cemetery. Staff does not anticipate any impacts to historic resources.	

SE2025-00032, TIM GAUDETTE	
Applicant(s)	Tim Gaudette
Request	To permit a private garage for more than four (4) vehicles
Address	7348 Lexington Drive
Acreage	5.43 acres
Assigned Planner	Jessica Crews
Historic Resources Identified	<p>On-site: <i>Civil War Features</i></p> <ul style="list-style-type: none"> <li>Jackson's Route of March From Beaverdam Station to Mechanicsville, June 24-26, 1862</li> </ul> <p>Off-site within 1,350ft: <i>Civil War Features</i></p> <ul style="list-style-type: none"> <li>Confederate Advance to Gaines Mill, June 27, 1862-Jackson <i>Not Evaluated for National Register of Historic Places</i></li> <li>DHR: 042-5132, Dwelling, 7364 Whitlock Farms Road</li> </ul>
Map	
Sketch Plan	
National Park Service Input (if required)	N/A
Staff Analysis	No changes are proposed to the site that would impact the onsite or nearby Civil War features. Staff does not anticipate any impacts to historic resources.

CUP2025-00023, BLUNTS BRIDGE SOLAR, L.L.C/ HEXAGON SOLAR, L.L.C	
Applicant(s)	Blunts Bridge Solar, L.L.C/ Hexagon Solar, L.L.C
Request	Conditional Use Permit to allow for a solar energy facility (principal-small scale)
Location Description	West line of Blunts Bridge Road (State Route 667) at its intersection with Murphey Court (private road)
Acreage	94.6 acres
Assigned Planner	Brendan McHugh
Historic Resources Identified	<p>On-site: <i>Civil War Features</i></p> <ul style="list-style-type: none"> <li>Second Battle of Ashland, June 1, 1864</li> </ul> <p>Off-site within 1,350ft: <i>Not Evaluated for National Register of Historic Places</i></p> <ul style="list-style-type: none"> <li>DHR ID: 042-0561, Elm Grove, Spring House</li> </ul>
Map	 
National Park Service Input (if required)	This project does not impede on the authorized boundary and should not affect viewsheds associated with Richmond National Battlefield Park.
Staff Analysis	A Cultural and Historical Resources Report has been provided by the applicant (attached), which provides a review of historic resources within 0.5 and 1.0 miles from the project parcel. The Historical Commission has consistently reviewed historic resources within 0.25 miles of project areas, so another map was provided showing resources within 0.25 miles and showed no resources on or eligible for the National Register of Historic Places. No development is proposed in the area of the Civil War feature; therefore, staff does not anticipate any impacts to historic resources.

SE2026-00001, CHRISTAPER JASON HOLDER		
Applicant(s)	Christopher Jason Holder	
Request	To permit a private garage for more than four (4) vehicles	
Address	10205 Ashcake Road	
Acreage	1.02 acres	
Assigned Planner	Jessica Crews	
Historic Resources Identified	On-site:	<p><i>National Register of Historic Places</i></p> <ul style="list-style-type: none"> <li>• Brown Grove Rural Historic District (Note: existing house is not a contributing structure)</li> </ul> <p><i>Civil War Features</i></p> <ul style="list-style-type: none"> <li>• Jackson's Route of March From Beaverdam Station to Mechanicsville, June 24-26, 1862</li> </ul>
	Off-site within 1,350ft:	N/A
Map		
Sketch Plan		
National Park Service Input (if required)	N/A	
Staff Analysis	<p>A garage built to the rear of the existing house should not impact the Brown Grove Rural Historic District or Civil War features. Staff does not anticipate any impacts to historic resources.</p>	

# REZ2025-00027, DARLENE F. AND GEORGE R. GRUBBS

Residential Rezoning Report  
Cold Harbor Magisterial District  
Planning Commission Meeting Date: January 15, 2026



## Overview

Request	Rezone to AR-6(c), Agricultural Residential District with conditions
Current Zoning	A-1, Agricultural District
Acreage	5.26 acres
Address	4098 Market Road
Location	West line of Market Road (State Route 630) at its intersection with Hundley Place (private road)
GPIN	8743-94-0061
General Land Use Plan	Rural/Agricultural
Major Thoroughfare Plan	Market Road: Local Road (50' ultimate right-of-way)
Suburban Service Area	Outside
Case Planner	Brendan McHugh

## Executive Summary

This is a request to rezone one 5.26-acre parcel from A-1, Agricultural District to AR-6(c), Agricultural Residential District with conditions, to create one additional lot for a family member (two lots total). One lot will include the existing home on the east side of the property, while the family division lot will be located on the west side of the property. The applicants will live in the existing dwelling on the property, and the proposed family division lot will be for the applicants' son.

## Outstanding Issues

No outstanding issues at this time.

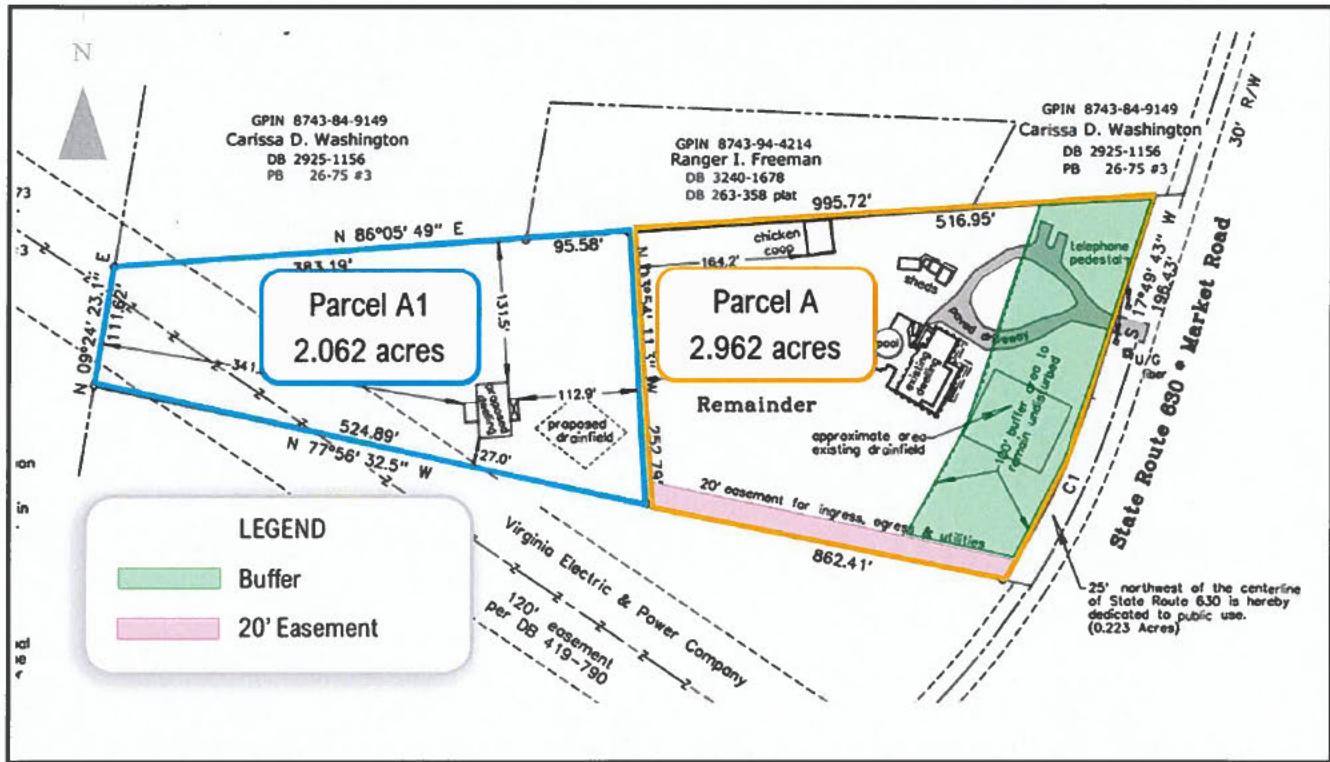
## Draft Motion

I move that the Planning Commission recommend:

- a. Approval of REZ2025-00027, with proffers dated January 5, 2026.
- b. Approval of REZ2025-00027, with the following amendments: \_\_\_\_\_.
- c. Denial of REZ2025-00027.
- d. Deferral of REZ2025-00027, until the Planning Commission's February 19, 2026, meeting.

## Planning Analysis

### Conceptual Plan<sup>1</sup>



The conceptual plan shows the subject parcel divided into two lots:

- **Parcel A (outlined in gold):** Parcel A is 2.962 acres and shown on the eastern side of the property. This lot includes the following:
  - **Existing Features:** The existing dwelling, accessory structures, and driveway will be located on this parcel.
  - **100' Buffer (green):** A 100-foot buffer is proposed along Market Road. The applicant has proffered to retain the vegetation in the buffer to preserve the rural character of the area. Exhibit 1 (provided below) shows the existing vegetation along Market Road. The conceptual plan also shows that the existing drainfield is located in the buffer area. The proffer includes language allowing the removal of trees within the buffer necessary for the construction of improvements, driveways, drainfields, or drainage facilities. This will allow the applicants to remove trees in the buffer to access the drainfield for repairs and to construct the driveway for the family division.

<sup>1</sup> The color descriptions in the conceptual plan are based on the exhibit above.



**Exhibit 1: Subject property as seen from Market Road.**

- **20' Access Easement (pink):** Due to the location of the existing driveway and accessory structures on the property, the applicant is proposing a second driveway to access the family division lot. The driveway for the family division lot will be located within the 20' access easement shown on the south side of Parcel A. The minimum required width for an easement used to access a family division is 20 feet, and the plan demonstrates that it will meet that requirement.<sup>2</sup>
- **Parcel A1 (outlined in blue):** Parcel A1 is 2.062 acres and shown along the west side of the property. This lot is the proposed family division lot. The plan shows the approximate location of the proposed dwelling and drainfield for the property. The plan demonstrates that the dwelling will conform to the required setbacks for the AR-6 District.

#### *Compatibility with the Surrounding Area and the Comprehensive Plan*

The property is located on Market Road, approximately 1,200 feet south of Chestnut Hill Estates. The surrounding area is rural residential, with properties ranging in size from 1 to 100 acres that are zoned A-1 and AR-6. An AR-6 zoning request for one additional lot is compatible with the area, and proffered conditions related to tree preservation, buffering, and building materials will help ensure new development blends in with the character of the area.

The subject property is designated as *Rural/Agricultural* on the General Land Use Map. These areas are used primarily for low-density residential development, agriculture, forestry, and related uses that support the local agricultural economy.

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<sup>2</sup> Section 25-33.3 of the Subdivision Ordinance.

The following is an analysis of how the rezoning request aligns with the recommendations of the *Rural/Agricultural Land Use* designation:

<b>Rural/Agricultural Land Use Analysis</b>	
<b>Overall Intent</b>	Request aligns with the overall intent of the land use designation, specifically low-density residential development.
<b>Appropriate Uses</b>	Large-lot residential development is an appropriate use.
<b>Appropriate Zoning Districts</b>	AR-6 is defined as an appropriate zoning district.
<b>Project Framework</b>	The proposal includes limited low-density residential development (single-family detached residential uses) that does not detract from the area's rural character.
<b>Community Character</b>	The applicant has proffered to preserve existing trees on the property and provide a thoroughfare buffer, which will help preserve the view shed and maintain the rural character of the area. <sup>3</sup>
<b>Transportation</b>	The applicant is not proposing shared access, so recommendations regarding transportation are not addressed. However, one new entrance should have minimal impacts to Market Road in this area.

### **Historical Commission**

This case is scheduled to be reviewed by the Historical Commission at their February 3, 2026, meeting because the following historic resources are within the defined distance in the criteria for review:

- Onsite Civil War Feature: Grant's Movement from Cold Harbor, June 12-13, 1864 (2nd Corps)
- Adjacent Cemetery: Meredith Cemetery

Meredith Cemetery is 484 +/- feet southwest of the property along Market Road. Due to the location of the cemetery in relation to the property, staff does not anticipate any impacts. Exhibit 2 below shows the property (outlined in blue) in relation to the cemetery (highlighted in pink).

Should the Historical Commission determine that the proposal will impact resources on or around the property, staff will work with the Commission to determine if any recommendations will be needed prior to the Board of Supervisors public hearing.

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<sup>3</sup> Proffers #2 and #3

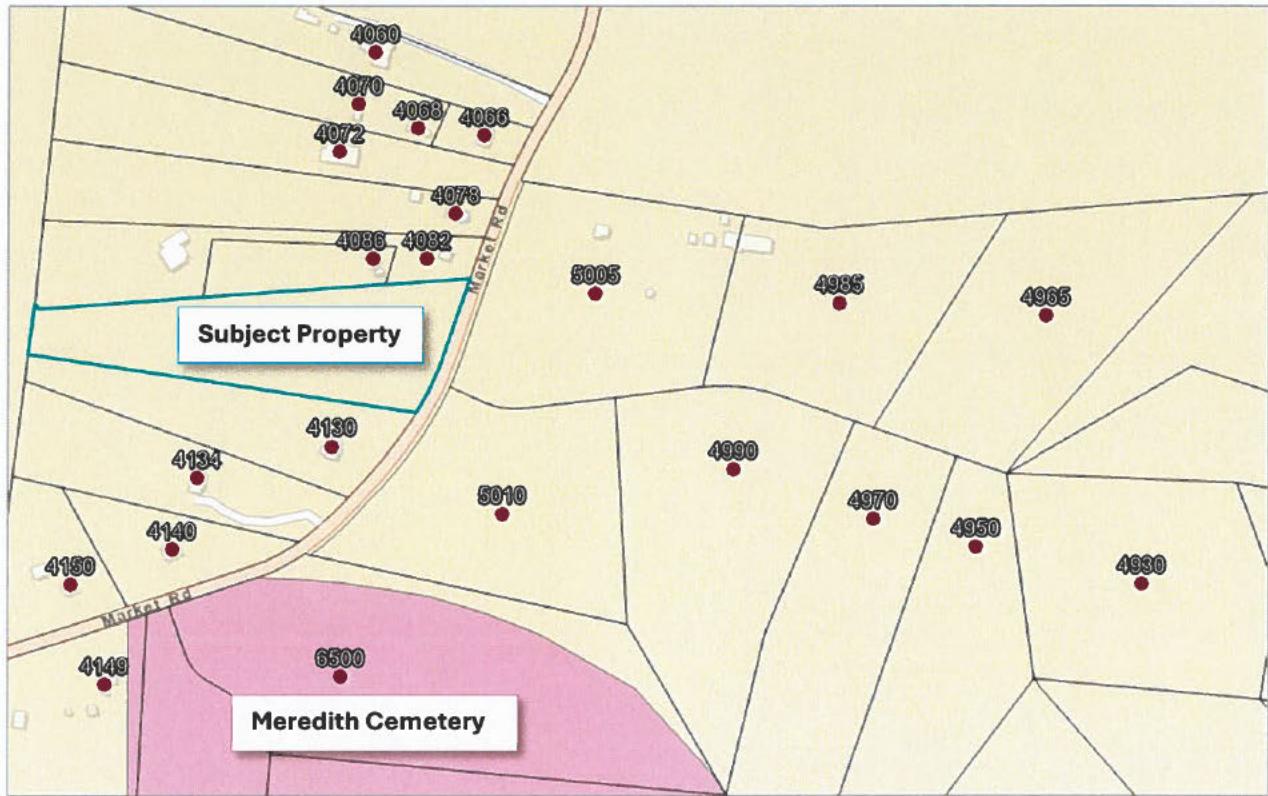


Exhibit 2: Meredith Cemetery Location

### Agency Analysis

No substantive agency comments.

### Proffers

The applicant has submitted the following proffers, dated January 5, 2026, which align with proffers typically accepted for AR-6 rezoning requests permitting family divisions:

1. Conceptual Plan. **Accept**. The property will be developed in substantial conformity with the conceptual plan.
2. Tree Preservation. **Accept**. Trees on the property will be preserved.
3. 100' Natural Buffer. **Accept**. A 100-foot undisturbed thoroughfare buffer will be provided on Parcel A along Market Road.
4. Brick or Stone Foundations. **Accept**. The exterior foundation of all homes on the property will be brick or stone.
5. Reservation of Right-of-Way. **Accept**. Right-of-way will be reserved for future road widening along Market Road.

6. **Wetland Certification. Accept.** A wetlands certification will be submitted with the Family Division application.
7. **Perenniality Study. Accept.** A perenniality study will be submitted with the Family Division application.
8. **Family Division. Accept.** The property will be divided for family, and a covenant will be recorded prohibiting the transfer of the homestead lot for a period of five (5) years.

**Attachments**

- Maps (land use, vicinity, zoning, aerial)
- Photographs
- Application
- Traffic Study
- Approval Letter Proffers/Elevations/Conceptual Plan
- Historical Commission Recommendation
- Agency Review Comments
- Community Meeting Notes
- Citizen Correspondence
- Proffers
- Conceptual Plan
- Renderings

Initials: BRM

## Maps

# Hanover County, Virginia

## Land Use Map

### Legend

Rural/Agricultural	Town of Ashland	Business Flexible	Parks and Conserved Lands	Destination Commerce	Employment Center	Multi-Family Residential	Highway Commercial	Industrial	Limited Industrial	Suburban Neighborhood Residential	Suburban High Residential	Suburban Center	Neighborhood Commercial	Natural Conservation	Rural Crossroads	Rural Village	Suburban Transitional Residential
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FALLING VIEW LANE

MARKET ROAD

HUNDLEY PLACE

Dunham Farm Drive

PECAN TRAIL

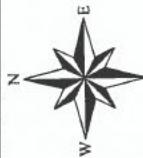
RANGE ROAD

**REZ2025-00027**

**Darlene & George Grubbs**  
**Rezone A-1 to AR-6**  
**(family)**

**Rural/Agricultural Land Use**

GPIN: 8743-94-0061  
Cold Harbor Magisterial District



1 inch = 600 feet  
October 28, 2025

# Hanover County, Virginia

## General Parcel Map

### Legend

- Roads
- Water
- Structures
- Parcels
- Trees



**REZ2025-00027**

**Darlene & George Grubbs**  
**Rezone A-1 to AR-6**  
**(family)**

GPIN: 8743-94-0061  
Cold Harbor Magisterial District



1 inch = 600 feet  
October 28, 2025

# Hanover County, Virginia

## Zoning Map

### Legend

Roads	R-1
Water	R-2
Parcels	R-3
CUP	R-4
A-1	R-5
PUD	R-6
RRC	RM
RR-1	MX
RO-1	B-1
PSC	B-2
POB	B-3
PMH	B-4
HE	O-S
AR-1	B-O
AR-2	M-1
AR-6	M-2
RC	M-3
RS	

**REZ2025-00027**

**Darlene & George Grubbs**  
**Rezone A-1 to AR-6**  
**(family)**

GPIN: 8743-94-0061  
Cold Harbor Magisterial District



1 inch = 600 feet  
October 28, 2025



REZ2025-00027

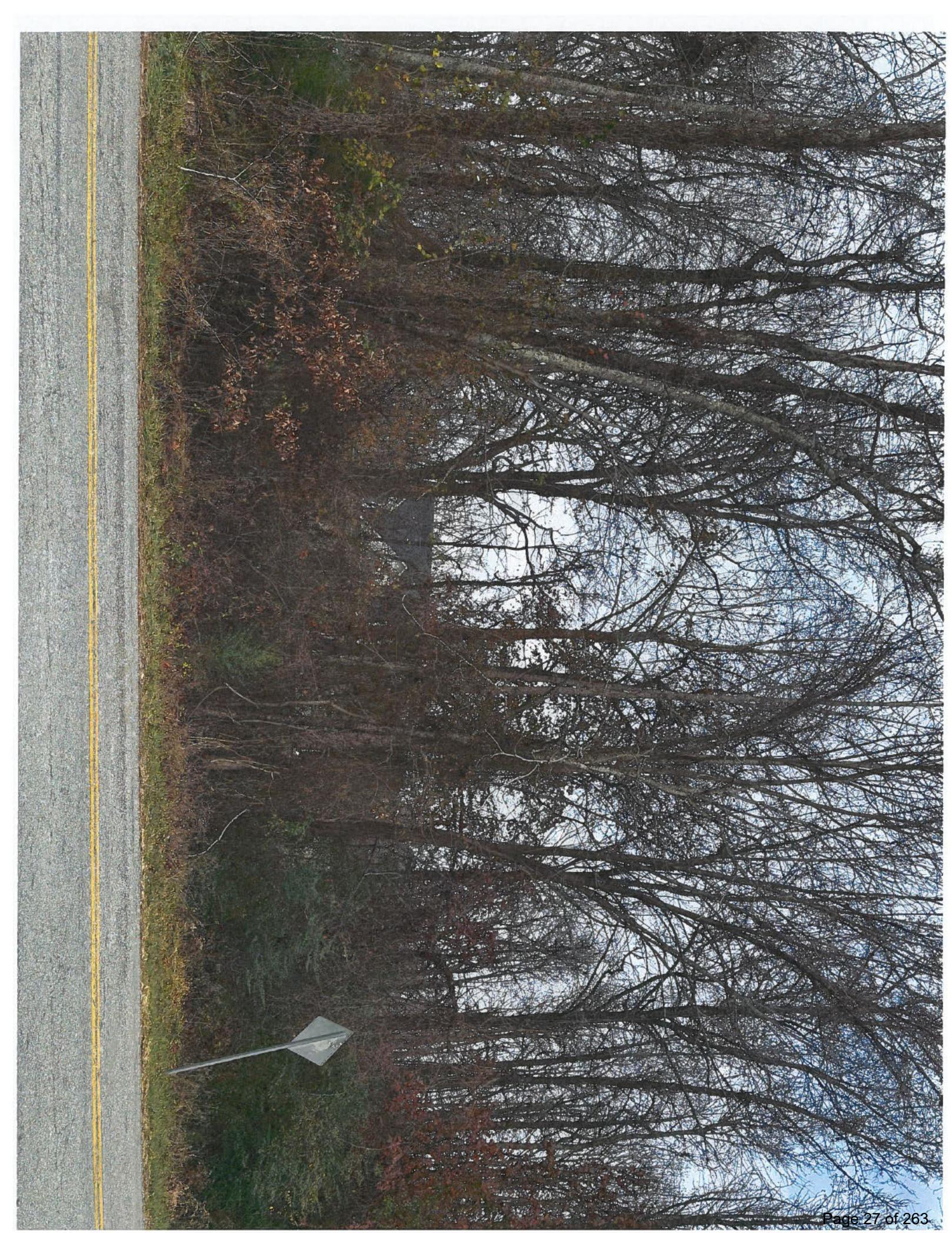


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## Photographs









## Application

RECEIVED

## Hanover County Planning Department Application

OCT 27 2025

Request for REZONING to AR-6 and RS  
for one (1) additional lotHANOVER COUNTY  
PLANNING DEPARTMENT

Case #: RE22025-00027

Please type or print in **black** ink.

## APPLICANT INFORMATION

Owner: George & Darlene Grubbs (Bob)Applicant/Contract Purchaser: R. Cody Grubbs

## PARCEL INFORMATION

GPIN(s) (Tax ID #'s) 8743-94-0061Total Area (acres/square feet) 5.247 AcresDeed Book 1699 Page 47Current Zoning A1Magisterial District Cold HarborRequested Zoning AR-6

Location Description (Street Address, if applicable)

Family Division?  Yes  NoGeneral Land Use Plan Designation Rural/AgriculturalMajor Thoroughfare Plan Designation N/ASIGNATURE OF OWNER  POWER OF ATTORNEY  CONTRACT PURCHASER  (attach contract)

As owner or authorized agent of this property, I hereby certify that this application is complete and accurate to the best of my knowledge, and I authorize County representatives' entry onto the property for purposes of reviewing this request.

Signature DaDate 10/14/2025Print Name Darlene F. GrubbsSignature George R. GrubbsDate 10-27-25Print Name George R. Grubbs

## QUESTIONS/ LETTERS/ REPORTS SHOULD BE FORWARDED TO THE FOLLOWING\*\*:

Name George R & Darlene F. Grubbs

\*\*It is the responsibility of the contact person to provide copies of all correspondence to other interested parties to the application.

## ACKNOWLEDGEMENT OF APPLICATION FEE PAYMENT PROCEDURE

Application fees are not accepted at the time of submittal. I hereby acknowledge that this application is not complete until the payment for all applicable application fees has been received by the Hanover County Planning Department. The Hanover County Planning Department shall notify me by mail (at the address listed below) of the applicable fee(s) at such time that they determine that the application is complete and acceptable. I acknowledge that I am responsible for ensuring that such fees are received by the Hanover County Planning Department by the Tuesday the week following the application deadline. I further acknowledge that any application fee submitted after this date shall result in the application being considered filed for the next application deadline.

Should the applicable fees not be submitted within forty-five (45) days of the date of the notification letter, it shall be my responsibility to arrange for the retrieval of all application materials. The application and any supplementary materials for incomplete applications that are not retrieved within forty-five (45) days of the date of the notification letter shall be destroyed by the Hanover County Planning Department.

Should my application be accepted, my fee payment will be due by \_\_\_\_\_ . (To be filled in by a Planning Staff member.)

Signature of applicant/authorized agent



Date 10/12/2025

Print Name Darlene F. Cribbs

Signature of applicant/authorized agent



Date \_\_\_\_\_

Print Name \_\_\_\_\_

Address to which notification letter is to be sent:



If you would like your letter emailed and/or faxed, please make selections, and provide the information below:

fax \_\_\_\_\_

## FEES

After application is accepted for review, make checks payable to Treasurer, Hanover County (effective July 1, 2008):

AR-6 \$500

RS \$1500+ \$75/acre\*

Amendment of Proffer or Planned Unit Development \$1500

\*Fractions of acreage are rounded up to the nearest whole number

Please note: Applicants which request tax-exempt status may have their application fee waived upon presentation of official documentation of such status.

## FOR STAFF USE ONLY:

Fees: Base Fee \_\_\_\_\_  
Acreage Fee \_\_\_\_\_  
TOTAL \_\_\_\_\_

Accepted by: \_\_\_\_\_  
HTE #: \_\_\_\_\_

**NOTIFICATION OF ADJOINING PROPERTY OWNERS, BOARD OF SUPERVISORS, AND PLANNING COMMISSIONERS**

**Applicant's Statement:**

I hereby certify that I have notified all adjacent property owners to the property, which is the subject of this request, as well as the members of the Board of Supervisors and Planning Commission for the magisterial district in which the property is located. Adjacent property includes all property across roadways, watercourses, railroads, and/or municipal boundaries. I further certify that the names and addresses below are those of the adjacent property owners as listed in the tax records of the Commissioner of Revenue of Hanover County.

**Applicant's Signature:** 

COMMONWEALTH OF VIRGINIA )

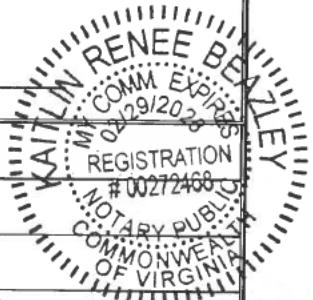
COUNTY OF HANOVER )

) to-wit:

The foregoing instrument was acknowledged before me this 27<sup>th</sup> day of October, 2025 by  
Dariene F. Grubbs (Name of Applicant).

My commission expires: 02/29/2028

  
Karen B. Beasley  
Notary Public



Board of Supervisors Representative:

Michael Herzberg

Planning Commission Representative:

Fred McGhee

List of Adjacent Property Owners:  Check here if list is attached.

GPIN	Name	Address
8743-84-9149	Carissa D. Washington	1707 Genito Rally Dr Pawhatan, VA 23139
8743-94-4214	Ranger I Freeman	4086 Market Rd Mechanicsville, VA 23111
8743-83-9882	Cory M. Thacker	4130 Market Rd Mechanicsville, VA 23111
8743-84-1273	Doris L. Foster	4176 Market Rd Mechanicsville, VA 23111
	Ranger I Freeman	
8743-94-8113	Three Rivers Contracting LTD	9275 Pamunkey River Farms Rd Mechanicsville, VA 23111
8743-93-6601	RCI Builders, LLC	9245 Shady Grove Rd Ste 200 Mechanicsville, VA 23116

## NOTIFICATION OF ZONING APPLICATION SUBMITTAL

**TO:** Adjacent Property Owner

**FROM:** Darlene Grubbs

**DATE:** 10/14/2025

The following application will be submitted for review to the Hanover County Planning Department:

- Rezoning
- Conditional Use Permit
- Special Exception

Applicant: George R Grubbs ; Darlene F. Grubbs

Property Location: [REDACTED]

GPIN(s): 8743-94-0061

Requested Zoning District: Cold Harbor District - AR-6 Agricultural  
Requested Use/Exception: Resident

Requesting Rezoning for Family Division

The application will be available for viewing at the Hanover County Planning Department. The Planning Department shall notify all adjacent property owners of the time, day, and place of the public hearings to be held on this application. Should you have any questions or comments, please contact the Planning Department at (804) 365-6171.

**PLEASE RESPOND FOR ALL REZONING APPLICATIONS: (Attach additional pages, if needed)**

1. Describe in detail the proposed use of the property. If this additional lot is a family division please indicate the relationship to property owner. Family Division - Relationship - Son

2. Is this request in accordance with the Transportation and/or Family Division Policies?  Yes  No

3. List any sensitive environmental or natural features on the property that deserves protection and preservation, and describe any measures for protection and maintenance. Are there any 150kV or greater transmission lines, transmission lines for natural gas, other public utilities, or other entity? Not to my knowledge

4. Is the subject property located in a Dam Break Inundation Zone?  Yes  No (Please contact the Department of Planning or Public Works for assistance in addressing this question.) If yes, please contact the Department of Public Works for further information.

5. What provisions will be made to ensure safe and adequate access to the subject property? If shared access is possible, will it be utilized? If not, why? 2nd home will have its own access. Not Shared

**HISTORIC SITE IMPACT ANALYSIS N/A**

Please identify any known or suspected historic resources on both the subject property and adjacent properties, to include both structural and non-structural resources, such as trenches, cemeteries, and archeological sites. Please include the GPIN (Tax Parcel Number) associated with the resource. Please attach additional sheets, if necessary. Should you need assistance completing this form, please contact the Planning Staff.

1. Historic Resource/File No. \_\_\_\_\_ GPIN \_\_\_\_\_
2. Historic Resource/File No. \_\_\_\_\_ GPIN \_\_\_\_\_
3. Historic Resource/File No. \_\_\_\_\_ GPIN \_\_\_\_\_

If you have identified known or suspected historic resources on the subject property or adjacent property, please provide the following information on each site:

- a) Is the historic site listed as a National or State Registered Landmark? \_\_\_\_\_
- b) Is the historic site open to the public? \_\_\_\_\_
- c) Describe the impact the proposed request will have on the identified historic resources with regard to noise, traffic, dust, vibration, visual impact, and air pollution. Also, please describe what voluntary measures will be undertaken to help mitigate the impact that the proposed use may have on the identified historic resources.

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If there are no known or suspected historic resources, including structural and non-structural resources, trenches, cemeteries, and archeological sites, please sign and date.

Signature: Dale B. S. S.

Date: 10/27/2025

Proffers

JAN 05 2026

HANOVER COUNTY  
PLANNING DEPARTMENT

## PROFFERS: REZ2025-00027, DARLENE F. AND GEORGE R. GRUBBS

The undersigned, Darlene F. And George R. Grubbs, owners of parcel designated GPIN 8743-94-0061, ("the Property"), voluntarily agree for themselves, their agent, personal representatives, successors and assigns (collectively "the Property Owners") that, in the event the Property is rezoned from A-1 to AR-6, the development and use of the Property will be subject to the following conditions:

1. Conceptual Plan. The Property must be developed in substantial conformity with the conceptual plan, titled "Proposed Family Division, TMP 8743-94-0061, 5.247 Acres" dated September 15, 2025, revised on December 30, 2025, and prepared by Bell Land Surveys, L.L.C.
2. Tree Preservation. All existing trees of 5-inch caliper or greater on the Property shall not be removed with the exception of dead or diseased trees or parts thereof. This will not prevent the removal of trees necessary for the construction of improvements, driveways, drainfields, or drainage facilities.
3. 100' Natural Buffer. The 100' buffer along Market Road (State Route 630), as shown on the Conceptual Plan, must remain a natural, undisturbed buffer. This will not prevent the removal of trees that are dead or diseased or where removal is necessary for the construction of improvements, driveways, drainfields, or drainage facilities.
4. Brick or Stone Foundations. Exterior of all foundations must be brick or stone unless the residence is constructed with synthetic stucco, in which case the foundation may be synthetic stucco. No cinder block, cement block, solite block, or asbestos shingle is permitted for the finished exterior of any structures.
5. Reservation of Right-of-way. The Owner agrees to reserve twenty-five feet (25') of right-of-way from the centerline of Market Road (State Route 630) to the property for the future road widening, free of cost to the County, upon request of the County or VDOT.
6. Wetlands Certification. The Property Owner agrees to submit a wetlands certification for the property to the Hanover County Department of Public Works for its review and approval prior to or concurrent with the submission of an application for a Family Division. The Family Division will not be issued unless the Department of Public Works approves the wetlands certification.
7. Perenniality Study. The Owner agrees to submit a perenniality study for the property to the Hanover County Department of Public Works for its review and approval concurrently with the submission of an application for a Family Division. The Family Division will not be approved unless the Department of Public Works approves the perenniality study.
8. Family Division. The Property will only be divided for family, in accordance with Chapter 25, Article II, Division 5, of the Hanover County Code. A covenant will be

recorded within the deed, which transfers the lot to the qualifying family member, prohibiting the transfer of the homestead lot for a period of not less than five (5) years following recordation of the deed, unless the lot is the subject of an involuntary transfer such as foreclosure, death, judicial sale, condemnation, or bankruptcy.

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Owner

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Date

COMMONWEALTH OF VIRGINIA,  
COUNTY OF HANOVER, to-wit:

I, \_\_\_\_\_, do hereby certify that  
has acknowledged the  
foregoing Proffers before me, this \_\_\_\_\_ day of \_\_\_\_\_, 202\_.

---

(SEAL)

Notary Public

My Commission Expires: / /

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Owner

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Date

COMMONWEALTH OF VIRGINIA,  
COUNTY OF HANOVER, to-wit:

I, \_\_\_\_\_, do hereby certify that  
has acknowledged the  
foregoing Proffers before me, this \_\_\_\_\_ day of \_\_\_\_\_, 202\_.

---

(SEAL)

Notary Public

My Commission Expires: / /

## Conceptual Plan

RECEIVED  
JAN 05 2026

HANOVER COUNTY  
PLANNING DEPARTMENT

Rezoning Plan for

**Family Division**

**TMP 8743-94-0061, 5.247 Acres**

Standing in the Name of

**G. Robert Grubbs**

**Darlene F. Grubbs**

Cold Harbor Magisterial District

Hanover County, Virginia

Scale 1" = 100' \* 15 September 2025

Revised 30 December 2025

**Virginia Grid North**

NAD1983(2011) - 4502 VA South Zone

**PUBLIC WORKS NOTES:**

This property is in a Chesapeake Bay Resource Management Area. This property does not contain a 100' Resource Protection Area buffer which will be determined through the building permit review process. A Perennial stream assessment will need to be performed on all drainage ways and a wetland delineation performed on the property in order to accurately locate the limits of the RPA buffer, prior to approval of a building permit for the property.

All lots located within a Chesapeake Bay Preservation Act Area are required to have a 100% reserve drain field.

All septic systems located within a Chesapeake Bay Preservation Act Area (Resource Management Area) must be pumped out every 5 years.

Resource Protection Areas are to be retained as undisturbed and vegetated 100' wide buffer area, as specified in Chapter 10 of the Hanover County Code.

Only water dependent facilities and redevelopment, as defined in Chapter 10 of the Hanover Code are permissible within the Resource Protection Area, including the 100' wide buffer.



No current title report has been provided.

Underground utilities and subsurface facilities have not been located.

Other easements, restrictions and property rights may exist that are not shown on this plan.

By graphic determination no portion of the land hereon is located in the F.I.R.M. 100-year special flood area Zone "A" as indicated on FEMA Map 5105C0455C, dated 20 June 2024. However, this land is located in Zone "X" (areas outside of the 500 year floodplain). Boundary shown is based on a current field survey.

—○— denotes rod find unless otherwise stated.

Primary improvements shown were located from actual field measurements. The improvements are within the lot lines and there are no apparent encroachments or visible easements unless otherwise shown.

Scale in Feet



COURSE	TABLE	RADIUS	DELTA	LENGTH	CHORD	TANGENT	CHORD BEARING
C1:	684.08'	15°45'58"	188.24'	187.65'	94.72'	S 25°42'4.1" W	

## Hanover County Related Lands

**Site :** Grant's Movement from Cold Harbor, June 12-13, 1864

**Location :** The Hanover County portion of the Federal march from Cold Harbor to the James River involved most of the roads in the narrow eastern section of the county, east of Cold Harbor.

**Historical Significance :** After two full weeks in the sun-baked trenches at Cold Harbor, the armies began a new series of operations that shifted the action away from Hanover County toward both Petersburg and the Shenandoah Valley. To ease the burden of quietly disengaging close to 100,000 troops, Grant and his operations officers spread the army into several columns, each snaking through eastern Hanover County on a separate route. Most of the marching occurred in the darkness on the night of June 12-13, but some preliminary moves happened on the 11th.

General Hancock's Second Corps began its movements by joining the Sixth Corps in the new line of entrenchments east and southeast of Old Cold Harbor [for a summary of what survives there, please see the report on the Old Cold Harbor battlefield of May 31 and June 1, found elsewhere in this study]. When the Second Corps abandoned that position on the night of the 12th, it moved southeastwardly on a collection of roads designed to avoid the path of the nearby Sixth Corps, and yet avoid being observed by the Confederates across the Chickahominy River. The corps collected at Washington Livesay's House and marched eastward on a newly constructed military road before turning into modern Route #630 for a short stretch. At the home of Miss Wicker, the corps turned due east on a road south of Black Creek Church, before veering south on Route #628. Another eastward turn took the column past the Madison and Tucker houses and out of the county on Route #616.

The Fifth Corps, under Gouverneur Warren, had disengaged from the main battlefield on June 6 to reorganize and refit. Two of its divisions (Griffin and Cutler) stretched from the vicinity of Barker's Mill across the county line to Dispatch Station on the railroad, while the other two divisions (Ayres and Crawford) rested in the vicinity of the Larry House. Refreshed after four full days of rest, Ayres's and Crawford's men led the advance of the Federal army away from Cold Harbor, leaving on June 11, nearly 48 hours before the rest of the army. They marched eastward from their camps by way of Parsley's Millpond and Mt. Prospect Church. Much of that route survives today, on routes #609 and #619.

The Union Sixth Corps began its movement from a line of earthworks that stretched north and east from Old Cold Harbor. The corps disengaged on the night of the 12th and followed a route that took it through "Taylor's" (believed to be Dr. Tyler's, southeast of Old Cold Harbor) and on into J. P. Parsley's (modern Alexander's Corner) and then eastward on a nearly direct line out of Hanover County. The road north and east from Dr. Tyler's is entirely gone, but the rest of route can be followed, the last section on very evocative unpaved roads.

The Ninth Corps, which anchored the right of the Union lines at Cold Harbor on June 12, broke contact that evening and marched eastward by way of Allen's Millpond. The route of this corps

was very complex, with much twisting along secondary roads. Today most of the roads have disappeared or fallen into disuse. A part of the line of march followed Route #632 through Liggans's Corner, and for a time the corps marched along Route #606 east of Old Church. In that phase of its movement the corps passed some half-dozen homes that survive today, including "Stanley" (Dr. Braxton's), "Glympse" (the Corbin House), and "Eastern View" (the Turner home). But most of the route today goes across the countryside and through the woods, away from modern roads. The route shown on the accompanying map is not certain, though it is believed to be accurate.

The Eighteenth Corps followed the route taken earlier by the Fifth Corps divisions of Ayres and Crawford.

Grant's successful extraction of his army from the front at Cold Harbor stands as an outstanding piece of logistical generalship, undoubtedly produced in part by excellent staff work. The simultaneous movement of four separate columns on the rural roads of eastern Hanover County helped Grant achieve the distance he needed from the Confederate army, allowed him to reach the James River unmolested, and nearly proved decisive in the fight for Petersburg beginning on June 15, 1864.

***Current Conditions:*** The size of this study area is so extensive that almost every variety of setting can be encountered. Generally speaking the roads are lined with randomly spaced houses. The farther east one travels, the wider become the gaps between homes. The majority of the landscape is rural, either wooded or farmed.

***Significant Views:*** The best views in this section are down historic road corridors. The stretch of Route 606 east of Old Church, leading to "Eastern View," is extremely meaningful, as is the narrow lane east of Alexander's Corner, where the Sixth Corps marched its final mile to the New Kent County line.

## ***Wartime Structures and Features:***

1. Livesay House (site) – The Washington Livesay House stood on a high, open hill southeast of Old Cold Harbor. The Second Corps concentrated there to begin its march away from the battlefield. Today that area is densely wooded.
2. Wicker House (site) – Almost nothing is known about this house, but it was a significant landmark on the Second Corps's route. At that home the column turned eastward on a road that no longer exists. A modern farm complex is on the approximate site of the Wicker House.
3. Tucker House (site) – The Second Corps turned south again, heading toward the county line, at a spot just north of the Tucker House. Nothing is known of the structure, and a modern building is situated very close to where the Tucker House was in 1864.
4. Tyler House (site) – Nothing remains of this wartime house or farm, but it marked the spot at which the VI Corps turned north from Route 619 onto a road that no longer exists, although an old roadbed leading north from Route 619 might represent at least a trace of the 1864 road.
5. Parsley House – The home of J. P. Parsley stood at the road intersection now known locally as Alexander's Corner. Although the excellent book on historic homes in Hanover County

makes no mention of the current structure that occupies that site, it certainly appears as if the present building has incorporated some mid-19th century materiel.

6. Historic Road – This narrow dirt road (now called Happy Hill Lane), which leads past a scattered community of homes to the county line, appears to be the same road used by the VI Corps. If so, it is perhaps the most unspoiled site associated with Grant's march from Cold Harbor to the Hanover County line.
7. Larry House (site) – The home of James Larry stood near the intersection of modern routes 632 and 609. There is no evidence of the structure today. The Union Fifth Corps commenced Grant's movement by leaving its camps around the Larry House on June 11. Many hours later the Eighteenth Corps reached the Larry House and also turned east toward Parsley's Millpond.
8. Mt. Prospect Church – Shown as Mt. Prospect Chapel on one wartime map, this building stood as a landmark along the route of two different Union corps. The historic road, no longer evident, came into modern route 609 nearly opposite the church. The present structure seems to be a postwar edition of the church.
9. Joseph Parsley House – This old house is of uncertain age, but perhaps of wartime vintage. In 1864, two Union corps reached the house, which marked the farthest east that any body of Union infantry marched during the movement from Cold Harbor. At Parsley's, the Fifth Corps and later the Eighteenth Corps turned south, toward the Chickahominy River.
10. Braxton House ("Stanley") – The Ninth Corps probably passed right by this house as it marched northward from Matapequin Creek and bisected the road leading east from Old Church.
11. "Glympse" (the Corbin House) – After the Ninth Corps deviated off of Route 606 to the north, its path brought it back into the current course of that road at the "Glympse."
12. Turner House ("Eastern View") – At this historic bend in the road the Ninth Corps, as it marched past "Eastern View," reached the easternmost point of its march and turned south, toward New Kent County.

**Original Terrain :** Roughly three-quarters of the roads used by Grant's four columns survive today. Most are paved and follow their wartime courses. A few are dirt or gravel. The routes taken by the VI Corps and the IX Corps are the hardest to follow today, and in those instances portions of the route cover ground that today is thickly wooded. Traces of those wartime roads may exist in some areas. It has not been possible to look for every foot of the obsolete roads, but undoubtedly traces of some do survive.

## Bibliography:

### Maps

"Map of the Battle Field of Cold Harbor," by Bvt. Brig. Gen. N. Michler, 1867, National Archives, Washington, D. C.

"Map of the Vicinity of Richmond, Va.," 1864, by Capt. A. H. Campbell, in Calvin S. Cowles, Comp., Atlas to Accompany the Official Records of the Union and Confederate Armies (Washington, D. C.: Government Printing Office, 1891), plate 92.

"New Kent, Charles City, James City and York Counties, 1863," map two, by Jeremy F. Gilmer, Virginia Historical Society, Richmond, Va.

"Positions of the Union Hospitals at Cold Harbor, Va., May 31, June 12, 1864." Cartographer unknown, in Cowles, plate 94.

"Region Embraced in the Operations of the Armies Against Richmond and Petersburg, Va.," 1865, in Cowles, plate 100.

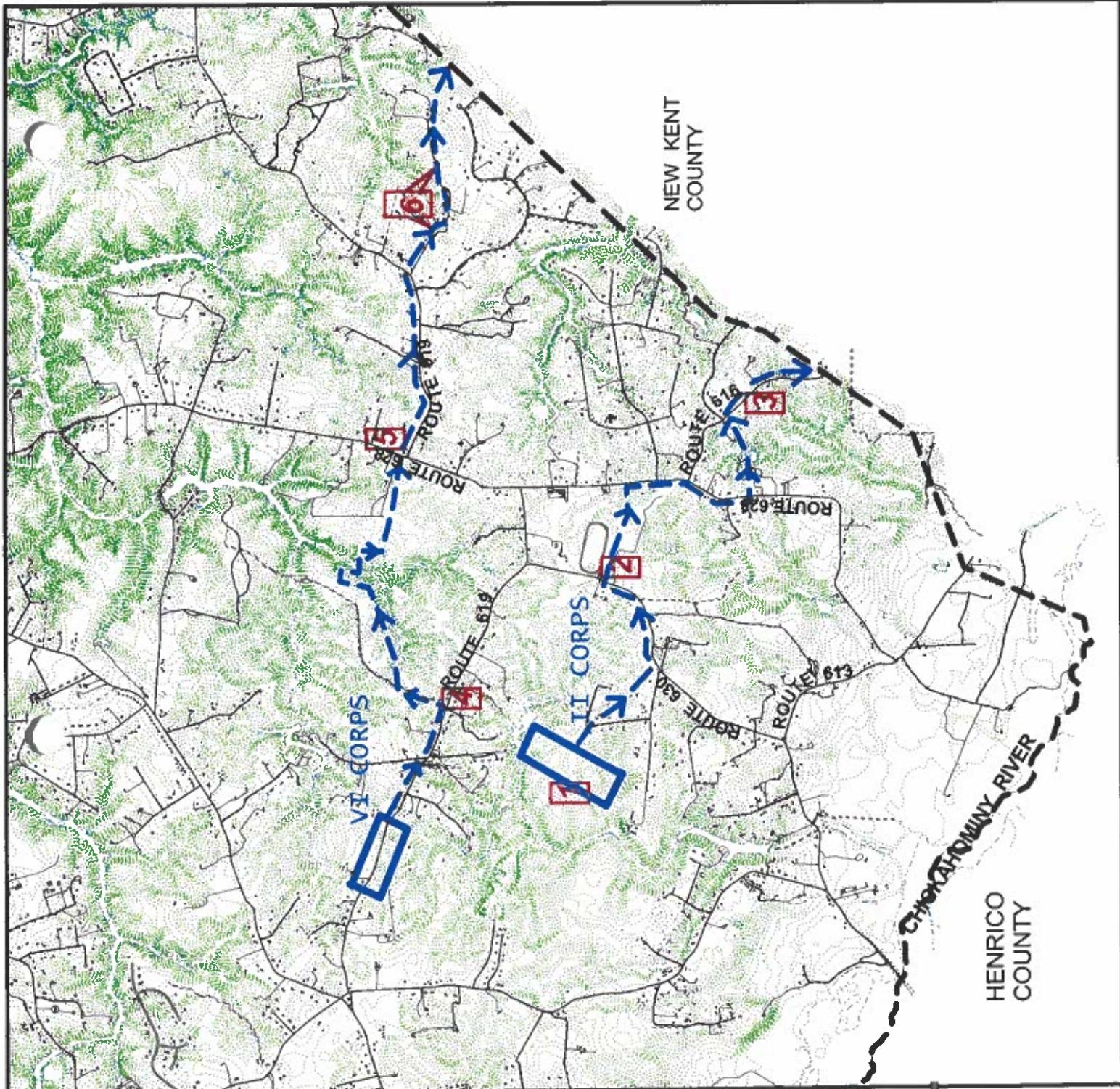
"Richmond," by Bvt. Brig. Gen. N. Michler, 1867, National Archives, Washington, D. C.  
"White House to Harrison's Landing," 1862, by Brig. Gen. A. A. Humphries, in Cowles, plate 92.

#### Primary Sources

U. S. War Department, The War of the Rebellion: The Official Records of the Union and Confederate Armies, volume 36, part 3. (Washington, D. C.: Government Printing Office, (1891). Several dispatches and pre-march circulars are essential in reconstructing the routes of the various corps.

#### Secondary Sources

Hanover County Historical Society, Old Homes of Hanover County, Virginia (Hanover, Va.: Hanover County Historical Society, 1983), 18, 22-23, 40-41, 52-53.



Hanover County Virginia

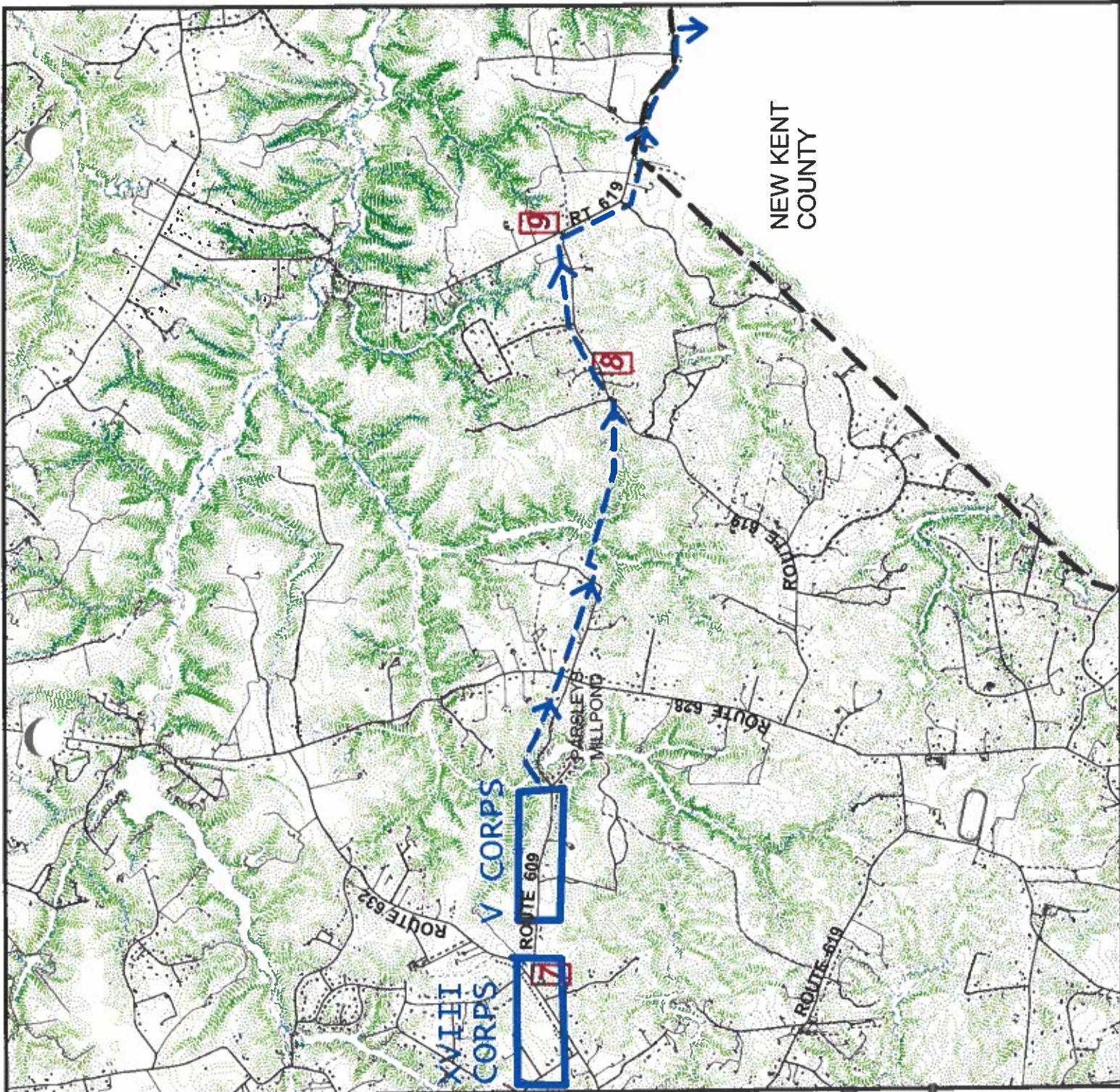
# MAP 1

Map Legend  
GRANT'S MOVEMENT  
from  
COLD HARBOR  
JUNE 12-13, 1864

KEYED TO TEXT  
#



Scale 1:43528



Hanover County Virginia

## MAP 2

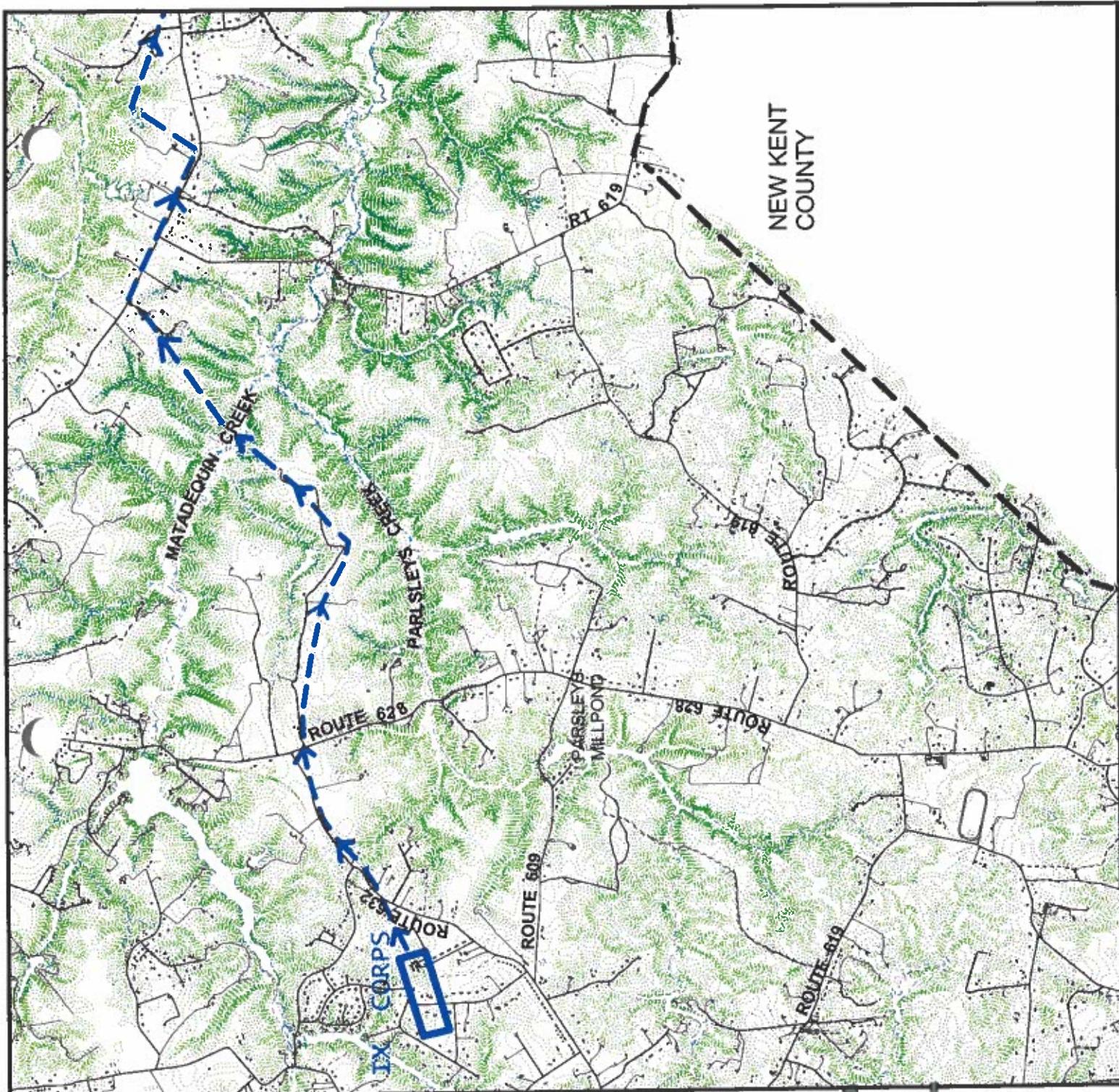
GRANT'S MOVEMENT  
from  
COLD HARBOR  
JUNE 12-13, 1864

Map Legend

KEYED TO TEXT



Scale 1:43528



Hanover County, Virginia

# MAP 3

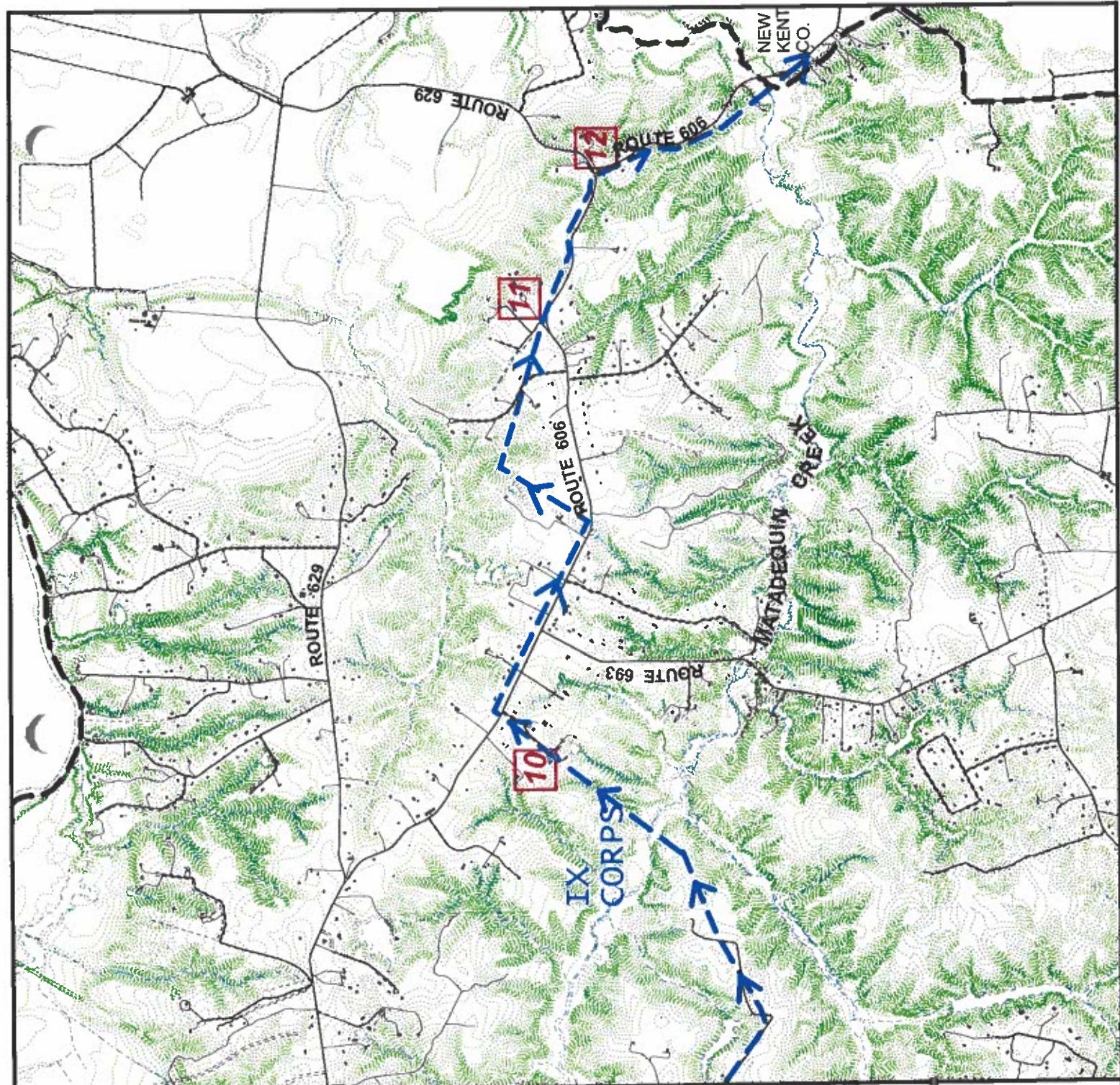
## Map Legend

GRANT'S MOVEMENT  
from  
COLD HARBOR  
JUNE 12-13, 1864

# KEYED TO TEXT



Scale 1:43528



Hanover County Virginia

# MAP 4

## Map Legend

GRANT'S MOVEMENT  
from  
COLD HARBOR  
JUNE 12-13, 1864

KEYED TO TEXT  
#



Scale 1:34823

# Hanover County, Virginia

## Land Use Map

### Legend

	Rural/Agricultural
	Town of Ashland
	Business Flexible
	Parks and Conserved Lands
	Destination Commerce
	Employment Center
	Multi-Family Residential
	Highway Commercial
	Industrial
	Limited Industrial
	Suburban Neighborhood Residential
	Suburban High Residential
	Suburban Center
	Neighborhood Commercial
	Natural Conservation
	Rural Crossroads
	Rural Village
	Suburban Transitional Residential

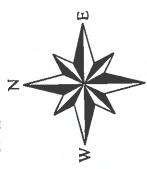
**SE2025-00032**

Tim Gaudette

garage larger than permitted

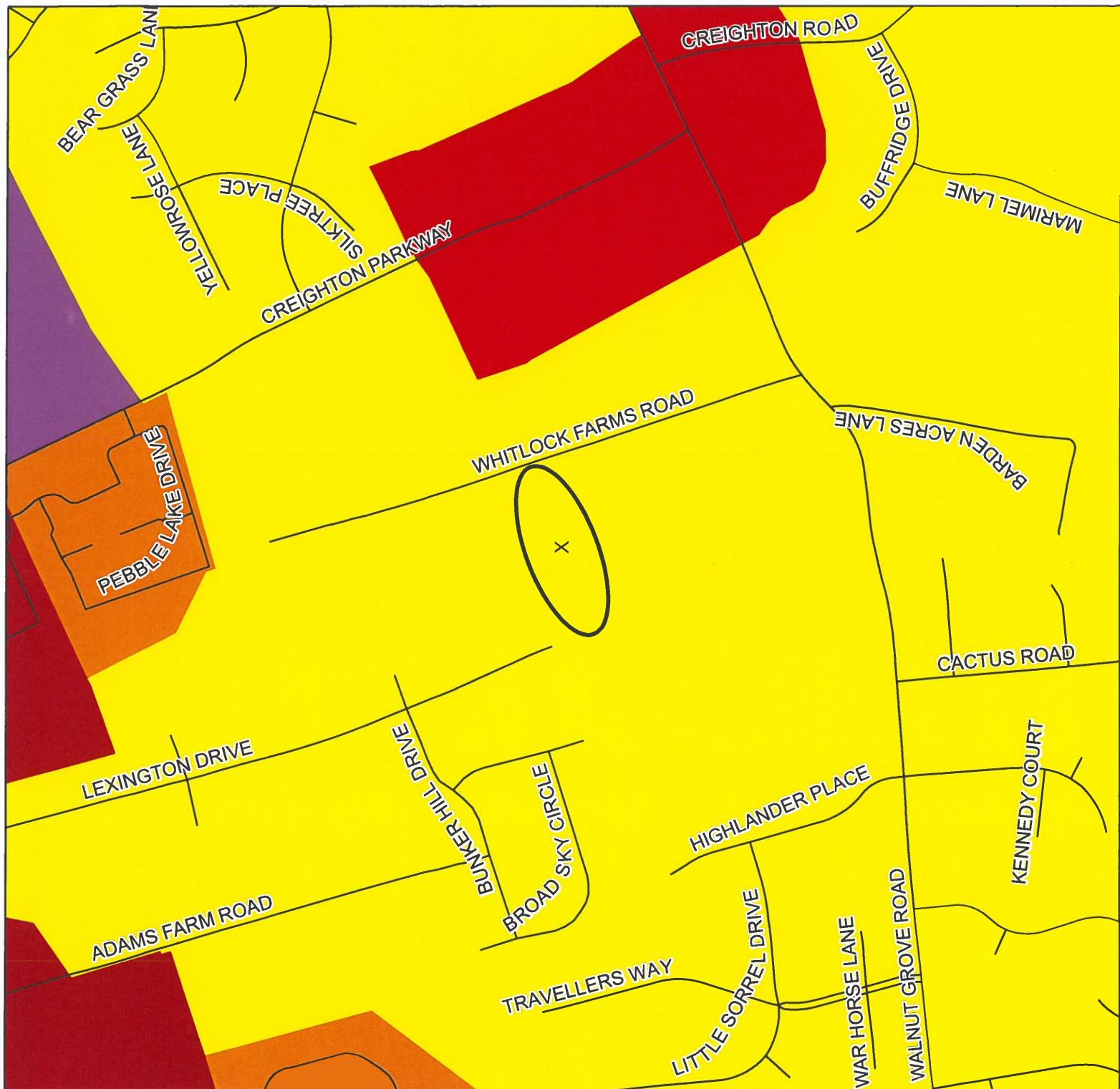
Suburban Neighborhood  
Residential Land Use

GPIN: 8724-56-1954  
Mechanicsville Magisterial District



1 inch = 600 feet

November 25, 2025



# Hanover County, Virginia

## General Parcel Map

### Legend

- Roads
- Water
- Structures
- Parcels
- Trees



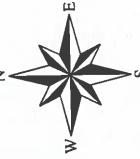
SE2025-00032

Tim Gaudette

garage larger than permitted

Zoned R-2

GPIN: 8724-56-1954  
Mechanicsville Magisterial District



1 inch = 600 feet

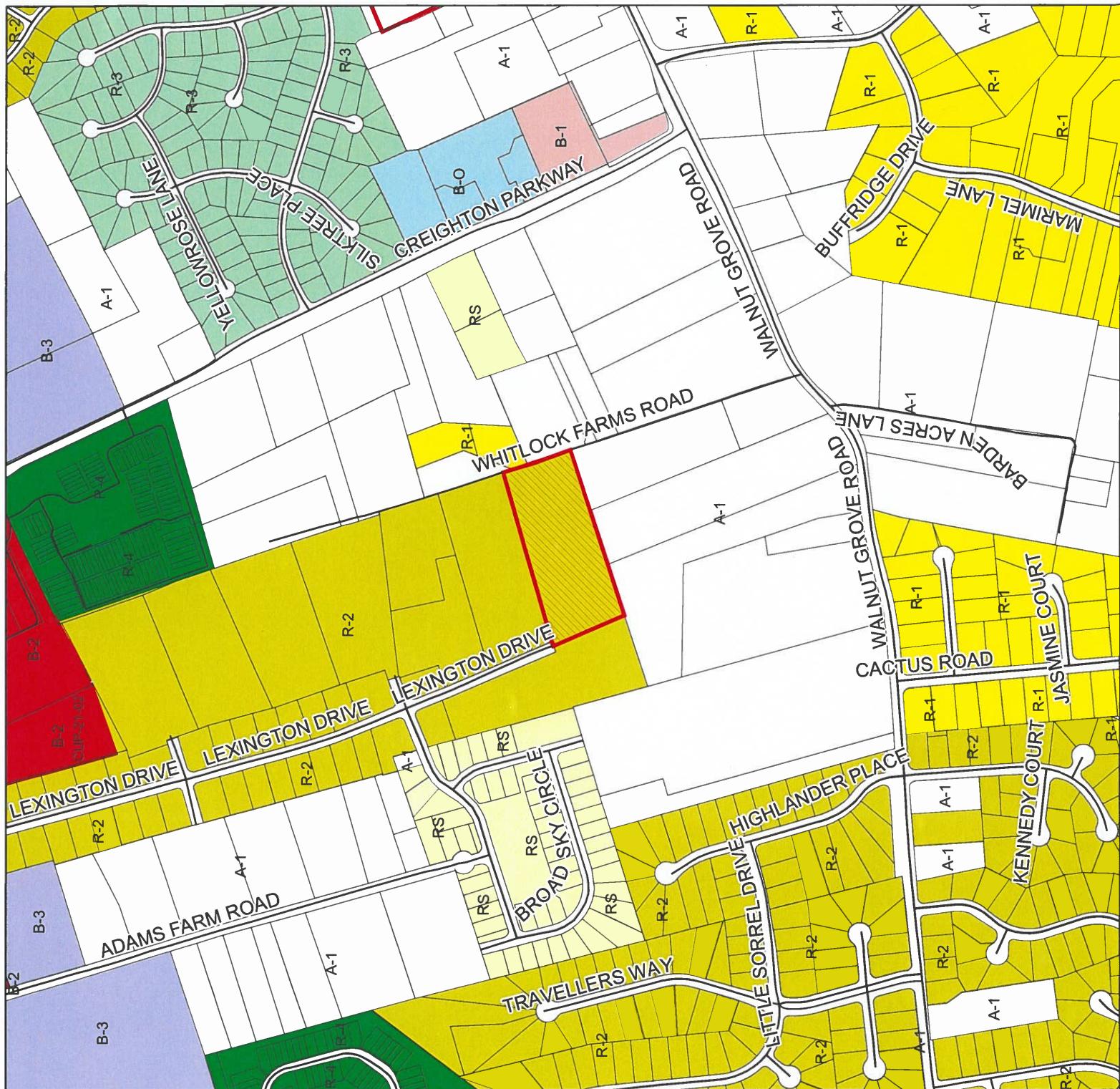
November 25, 2025

# Hanover County, Virginia

## Zoning Map

### Legend

Roads	R-1
Water	R-2
Parcels	R-3
CUP	R-4
A-1	R-5
PUD	R-6
RRC	RM
RR-1	MX
RO-1	B-1
PSC	B-2
POB	B-3
PMH	B-4
HE	O-S
AR-1	B-O
AR-2	M-1
AR-6	M-2
RC	M-3
RS	



**SE2025-00032**

Tim Gaudette

garage larger than permitted

Zoned R-2

GPIN: 8724-56-1954  
Mechanicsville Magisterial District



1 inch = 600 feet

November 25, 2025

SE20025-00032



NOV 24 2025

HANOVER COUNTY  
PLANNING DEPARTMENT

Staff Use Only:

Case Number SE2025-00032Request garage (larger than permitted)  
Magisterial District Mechanicsville

Code Section \_\_\_\_\_

## Section 1: Application Type (check one)

	Rezoning		Conditional Use Permit (CUP)
	Proffer Amendment		CUP Amendment
<input checked="" type="checkbox"/>	Special Exception (SE)		Special Exception Amendment

## Section 2: Contact Information

Property Owner(s)	
Owner(s) Name	Tim Gaudette
Contact Name	Tim Gaudette
Mailing Address	7348 Lexington Drive, Mechanicsville, VA 23111
Phone Number	804-380-0571
Email Address	tgmcc@myyahoo.com

If the Current Owner is also the applicant and primary contact, please check here:  
 Skip Applicant and Primary Contact information.

Applicant	
Applicant	
Contract Purchaser	
Contact Name	
Mailing Address	
Phone Number	
Email Address	

Primary Contact	
Contact Name	
Mailing Address	
Phone Number	
Email Address	

Staff will correspond with the primary contact as this request is reviewed. It is the responsibility of the primary contact to provide copies of all correspondence to other interested parties of the application.

### Section 3: Property Information

If the request includes more than 7 parcels, please include a separate sheet and check here.

GPIN	Owner	Acreage	Current Zoning	Requested Zoning
8724-46-8569	Tim Gaudette	5.43	R-2	
8724-56-1954				

Total Acreage 5.43 \* CUP Acreage \_\_\_\_\_

- \* If the CUP Acreage does not follow parcel boundaries, a metes and bounds around the boundaries of the CUP area must be shown on the sketch plan and submitted with the application to be eligible. Please include any development associated with the CUP in the boundary.

Address or Location Description	7348 Lexington Dr, Mechanicsville, VA 23111
Land Use Designation(s)	Residential
Overlay District(s)	

Description of the Current Use of the Property	
Residential	

Suburban Service Area Yes  No   
Agricultural and Forestal District (AFD) Yes  No   
Conservation Easement Yes  No   
If yes, easement holder: \_\_\_\_\_  
Property in Land Use Taxation Yes  No   
Please be advised that a zoning action may affect eligibility.  
Subdivision Yes  No   
If yes, name of subdivision: \_\_\_\_\_  
Deed Restrictions Yes  No   
If yes, provide Deed Book \_\_\_\_\_ Page Number \_\_\_\_\_

## Section 4: Development Characteristics

### Environmental Resources

Is there a creek or river on the site or adjacent to it? Yes  No

Is there an existing pond or lake on the site or adjacent to it? Yes  No

Has a wetlands delineation been completed? Yes  No

Are there wetlands or Resource Protection Areas (RPAs) on site? Yes  No

Is the site within a Dam Break Inundation Zone? Yes  No

### Historic Resources

Historical Sites or Structures on the parcel(s) Yes  No   
If yes, attach supplemental information.

Cemeteries on the parcel(s) Yes  No

Cultural Resource Study Completed Yes  No   
If yes, provide supplemental information attached.

### Development Characteristics

#### Residential

Family Division Yes  No

Number of Units	
Unit Type	
Gross Density	
Net Density	
Typical Lot Size	

#### Commercial/Industrial/Home-Based Business

Max. Building Sq Footage	
Max. Building Height	
Number of Employees	
Hours of Operation	

#### Assembly (places of worship, event venue)

Max. Number of Attendees	
Hours of Operation	

## Section 4: Development Characteristics Continued

### Description of the Proposed Use(s) of the Property

Residential

30x70 GAIASP.  
To house Travel trailer + autos.

### Proposal Impacts

Impact Type	Potential Impacts + Mitigation Measures (Ways to Address)
Noise	NA
Dust	NA
Traffic	NA
Visual Impacts	NA SCREENED By Trees.
Other	

## **Section 5: Requirements/Attachments**

### **For all Requests:**

- Fee Payment Acknowledgement Form**
- Certification and Authority Form (Both Pages)**
- Notification of Adjoining Property Owners, Board of Supervisors, and Planning Commissioners**
- Plat of the Subject Property**

The plat must accurately reflect the current property boundaries. If the full-size plat is larger than 8 1/2" x 11", the plat must be folded no larger than 9"x12", and a reduction of the plat must be submitted, which is 8 1/2" x 11" in size.

- Traffic Impact Analysis Certification Form**
- Community Meeting Guidelines**
- Associated Application Checklist Page and Plans (see pages 9 - 11)**

**Rezoning Requirements, Conditional Use Permit Requirements, and/or Special Exception Requirements**

- Email Electronic Copies (pdf) of Plans Submitted to Planning Staff at [planning@hanovercounty.gov](mailto:planning@hanovercounty.gov)**

## Rezoning Requirements

**Conceptual Plan:** Rezoning applications for the following districts require a conceptual plan. Please see below to ensure that the correct plans are submitted with the application and the requirements are addressed on the plans.

<b>RS*</b>	Conceptual plan that meets the requirements of Section 26-67
<b>RC</b>	Existing Feature and Site Analysis plan that meets the requirements of Section 26-54(a)
<b>RM*</b>	Conceptual plan that meets the requirements of Section 26-84
<b>MX</b>	Master Plan that meets the requirements of Section 26-93
<b>BP</b>	Master Plan that meets the requirements of Section 26-157
<b>OS</b>	Sketch Plan that meets the requirements of Section 26-150

**\*Preliminary Plat**  
RS and RM conceptual plans may also serve as the subdivision preliminary plat. In addition to the Hanover County Zoning Ordinance requirements noted above, the preliminary plat requirements in Section 25-25 of the Subdivision Ordinance must also be addressed.

Conceptual plans are not required for the following districts, but applicants are encouraged to provide a conceptual plan.

<b>AR-6 and RS (&lt;1.25 units/acre)</b>	Conceptual plan that shows the general lot configuration and road locations, with a title, date, and name of the preparer of the plan.
<b>Commercial (B) and Industrial (M) Zoning Districts</b>	Conceptual plan that shows the general layout, access points, internal roads, and landscaping/buffers (at a minimum).

For applications requiring plans or when plans are submitted, please submit **ten (10) full-size or colored plans**, folded no larger than 9" x 12", collated as a set, and stapled, and **one (1) reduction of the plans**, which is 8 1/2" x 11". Individual sheets should be no larger than 24" x 36".

**NOTE:** Elevations of proposed new structures are to be included with the plans.

Check here if the conceptual plan will serve as the preliminary plat.

## Conditional Use Permit Requirements

A sketch of your proposal, showing the following:

- 1) The proposed title of the project, the name of the developer, and the name of the preparer of the plan.
- 2) The north point, scale, and date. The required scale of the sketch plan shall be as follows:
  - a) For projects containing more than 200 acres, not more than 1" = 200'
  - b) For projects containing 50 acres to 200 acres, not more than 1" = 100'
  - c) For projects containing 10 acres to 50 acres, not more than 1" = 50'
  - d) For projects containing 10 acres or less, not more than 1" = 30'
- 3) Existing zoning and zoning district boundaries (available on County zoning maps.)
- 4) The boundaries of the property involved; County and/or town boundaries; property lines; existing streets, buildings, and/or waterways; Chesapeake Bay Resource Protection Areas (see Department of Public Works); and major tree masses.
- 5) Topography of the project area, with contours of five (5) feet or less. (Maps are available in the Planning Department.)
- 6) Proposed changes in zoning, if any.
- 7) The general location and character of construction of proposed streets, alleys, driveways, curb cuts, entrances, and exits.
- 8) Location(s) of all proposed buildings and structures, accessory and main; major excavations; and the use category for each building.
- 9) General location, height, and material for all fences, walls, screen plantings, berms, and landscaping. The required perimeter buffer, if any, shall be shown.
- 10) Architectural elevation(s) for the proposed structures on site, which provide detail on the proposed building materials.
- 11) Location(s) of any known or suspected historic resources, including cemeteries, trenches, and archeological sites as reflected in available County records
- 12) Conditional Use Permit metes and bounds must contain the entrance to the site, entire development area, and any buffers/screening associated.

**Ten (10) copies of the full-size sketch plan and architectural elevations**, folded no larger than 9" x 12", collated as a set, and stapled, and **one (1) reduction of the sketch**, which is 8 1/2" x 11". Individual sheets should be no larger than 24" x 36".

- For Telecommunication facilities applications, a **Telecommunications application** must be completed and include all required attachments.
- For Filling and/or Grading CUP Applications, a plan should be submitted that meets the Public Works Department's requirements for an Erosion and Sedimentation Control (E&S) Plan. However, please note that submittal of this plan will not be considered as a submittal of an E&S plan application. For a checklist of items to be included on this plan, please contact Public Works at (804) 365-6181.

## Special Exception Requirements

A **sketch** of your proposal, showing the following:

- 1) The proposed title of the project, the name of the developer, and the name of the preparer of the plan.
- 2) The north point, scale, and date. The scale of the plan shall not exceed 1" = 200'.
- 3) The boundaries of the property involved; county or town boundaries; property lines; existing streets, buildings, and waterways; areas affected by Chesapeake Bay preservation requirements; and major tree masses.
- 4) The general location and character of construction of proposed parking lots, driveways, curb cuts, entrances, and exits.
- 5) The locations of all proposed buildings and structures.
- 6) The general locations, heights, and materials of all fences, walls, screen plantings, berms, and landscaping.

If the full-size sketch is larger than 8 1/2" x 11", please provide **ten (10) copies of the sketch and elevations**, folded no larger than 9" x 12", collated as a set, and stapled, and **one (1) reduction of the sketch**, which is 8 1/2" x 11". Sheets must be no larger than 24" x 36".

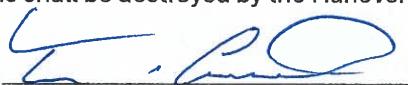
- For applications for a temporary manufactured home needed for medical hardship, please provide the required note from a licensed medical practitioner verifying that it is necessary for someone to live in close proximity to provide care.
- For Telecommunication facilities applications, a **Telecommunications application** must be completed and include all required attachments.

## Fee Payment Acknowledgement Form

Application fees are not accepted at the time of submittal. I hereby acknowledge that this application is not complete until the payment of all applicable application fees have been received by the Hanover County Planning Department. The Hanover County Planning Department shall notify me by mail or email (if selected below) of the applicable fee(s) at such time that they determine that the application is complete and acceptable. I acknowledge that I am responsible for ensuring that such fees are received by the Hanover County Planning Department by the Tuesday the week following the application deadline. I further acknowledge that any application fee submitted after this date shall result in the application being considered filed for the next application deadline.

Should the applicable fees not be submitted within forty-five (45) days of the date of the notification letter, it shall be my responsibility to arrange for the retrieval of all application materials. If not retrieved within forty-five (45) days of the date of the notification letter, items shall be destroyed by the Hanover County Planning Department.

Signature of applicant/authorized agent

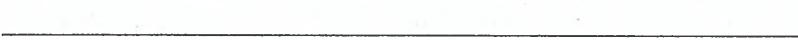


Print Name



Date 11/24/2025

Signature of applicant/authorized agent



Print Name

Date

Address to which notification letter is to be sent:

If you would like your letter sent via email, please provide the information below:

Email: \_\_\_\_\_

Following application acceptance, make checks payable to Treasurer, Hanover County.

A-1, OHP, AR-6 (one additional lot)	\$500
AR-6, RC, RS, RM, MX (Residential and Mixed Use Districts)	\$1500 + \$75/acre for 1 <sup>st</sup> 200 acres; \$30 acre above 200
B, OS, M, BP (Commercial and Industrial Districts)	\$1100
Conditional Use Permit	\$1500 + \$75/acre
Amendment of Proffer/CUP or Planned Unit Development	\$1500
Special Exception	\$750
Special Exception: Manufactured Homes in Case of Medical Hardship	\$200

\*Fractions of acreage are rounded up to the nearest whole number.

Please note: Applicants who have obtained tax-exempt status may have their application fee waived upon presentation of official documentation of such status.

## Certification and Authority Form (Two Pages)

### Applicant Certification

I hereby certify that I am authorized to act on behalf of the Applicant in completing, submitting, and certifying the information in this application for (type) \_\_\_\_\_.

I hereby certify that I have familiarized myself with the laws, ordinances, and procedures pertaining to the completion of this application and that the information provided is in all respects true and correct to the best of my knowledge and belief.

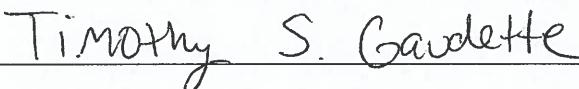
I hereby certify that I understand that Hanover County Staff will visit and photograph the subject property; that a zoning action sign will be placed on the property, and that this application, including all submitted documents and staff photos relating to this application, is public information.

  
\_\_\_\_\_  
Applicant/Representative Signature  
\_\_\_\_\_  
Date  
\_\_\_\_\_  
Printed Name

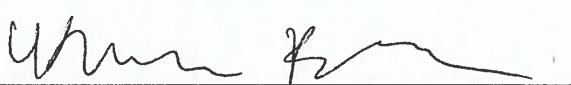
COMMONWEALTH OF VIRGINIA

COUNTY OF HANOVER, to wit:

The foregoing instrument was acknowledged before me this 24<sup>th</sup> day of November, 2025 by

  
\_\_\_\_\_  
(Name of Applicant).

My commission expires: 02/29/2028 Registration Number: 00272468

  
\_\_\_\_\_  
Notary Public

If the Applicant is also the Property Owner, then the Applicant also signs below.

### Authorization

#### Property Owner Permission. All Property Owners Must Sign\*

As owner of the property that is the subject of this application for 7348 Lexington Dr, I hereby agree to the filing of this Application. I authorize Hanover County personnel and representatives to enter the property as necessary to process this application and agree to have a sign(s) placed on the property to notify the public of the application.



Property Owner Signature



Date



Printed Name

Property Owner Signature

Date

Printed Name

Property Owner Signature

Date

Printed Name

\*If the Property Owner has completed a Special Limited Power of Attorney, or if the parcel(s) is/are under contract to purchase, then the person named therein may sign here on behalf of the Property Owner.

Provide a copy of the Power of Attorney and/or Purchase Contract with the application.

## Notification of Adjoining Property Owners, Board of Supervisors, and Planning Commissioners

### Notification Requirements:

1. The applicant is required to ensure that they have notified the Board of Supervisors representative and Planning Commissioner (for Rezonings, Amendments, and Conditional Use Permits only) of the submission of an application for the magisterial district in which the property is located.

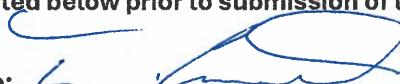
**At a minimum, the Board of Supervisor and Planning Commissioner must be contacted via email.**

Board of Supervisors Representative	Ryan Hudson
Planning Commissioner	<i>Brett Heizer</i>

Please indicate which of the methods below was used in contacting the Magisterial District Representatives: **(please check all that apply)**

Board of Supervisor Representative	Planning Commissioner
Email	<input type="checkbox"/>
Mail	<input type="checkbox"/>
Phone Call	<input checked="" type="checkbox"/>
In person meeting	<input checked="" type="checkbox"/>
Date Contacted	11/13/2025
	Date Contacted <i>11/24/2025</i>

2. In addition, it is a requirement of the applicant to ensure that they have notified all adjacent property owners of the subject property of the application submission. A sample letter is attached. Adjacent property owners include all property across roadways, watercourses, railroads, and/or municipal boundaries.
3. Notification to the adjacent property owners must include the following: 1) address and/or GPIN of the parcel(s) 2) information on the requested use and 3) contact information of the Planning Department, Planning Commissioner, and the Board of Supervisor representative.
4. By signing below, I acknowledge that the names and addresses below are those of the adjacent property owners as listed in the tax records of the Commissioner of Revenue of Hanover County and that I have notified those listed below prior to submission of the application.

Applicant's Signature: 

List of Adjacent Property Owners:		Check here if list attached <input type="checkbox"/>
GPIN	Name	Address
8724-46-5978	<i>Kathryn Fischer</i>	7349 Lexington Dr
8724-57-0263	William H Stanley Living Trust	7350 Lexington Dr

## **Notification of Adjoining Property Owners, Board of Supervisors, and Planning Commissioners (continued)**

GPIN	Name	Address
8724-46-8563	Bonita Mitchell Dunn	7445 Walnut Grove Rd
8724-56-3296	Patrick and Brittany Basham	7455 Walnut Grove Rd
8724-56-5496	Michael and Laurie Bessellieu	7347 Witlock Farms Rd

## Notification of Zoning Application Submittal Example

Date 11/24/2025

Dear Neighbor:

You are receiving this adjacent property owner notification letter to inform you of a new application that will be submitted to Hanover County for review. In accordance with Hanover County's notice procedures, this letter is to inform you about the application submittal of a:

Rezoning  Conditional Use Permit  Special Exception  Amendment

The property of the subject use is located at 7348 Lexington Dr. and has the following GPINs:

8724-56-1954

The requested use:

*Construct a garage 2100 sq ft.  
To be used to house camper & autos.*

Estimated submittal date: 11/24/2025

The application will be available for viewing at the Hanover County Planning Department. The Planning Department shall notify all adjacent property owners of the time, day, and place of the public hearings to be held on this application. The recipient of this letter is requested to share this information with neighbors to ensure that the community is informed.

Should you have any questions or comments, please contact the Planning Department at (804) 365-6171.

You may also reach Ryan Hudson (Board of Supervisor) at 804-307-2882 and

Brett Herzer (Planning Commissioner) at 804-519-8191 regarding the application.

Thank you,

L. L. J.

## Traffic Impact Analysis Certification Form

Anticipated Trip Generation	
Estimated Daily Trip Generation	<input type="radio"/> vehicles per day
Estimated Peak Hour Trip Generation	<input type="radio"/> vehicles per hour
ITE Trip Generation Manual Used	Edition
	Code Number
	Page Number (Daily)
	Page Number (Peak)

Local Requirements (choose one)	
<input checked="" type="checkbox"/>	I certify that this proposal <b>DOES NOT EXCEED 380 vehicle trips per day</b> that would require submittal of a Traffic Impact Analysis.
<input type="checkbox"/>	I certify that this proposal <b>DOES EXCEED 380 vehicle trips per day</b> and that with this application a Traffic Impact Analysis will be submitted.
VDOT Requirements (choose one)	
<input checked="" type="checkbox"/>	I certify that this proposal <b>DOES NOT MEET</b> any of the VDOT thresholds identified in the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155) that would require a Traffic Impact Analysis to be submitted in conjunction with this application.
<input type="checkbox"/>	I certify that this proposal <b>MEETS</b> at least one of the VDOT thresholds identified in the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155) that would require a Traffic Impact Analysis to be submitted in conjunction with this application. A Traffic Impact Analysis, prepared in accordance with the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155), has been prepared and will be submitted to VDOT the same day.

If a Traffic Impact Analysis is required to be submitted, a hard copy and electronic format must be submitted with the application for it to be deemed submitted complete.



(Signature of Applicant/Applicant's Representative)

11/24/2025

(Date)

(Applicant/Applicant's Representative – Print Name)

## Community Meeting Guidelines

It is often recommended that applicants who file a zoning application for Rezonings, Conditional Use Permits, or Special Exceptions arrange a community meeting with surrounding property owners. These meetings are particularly necessary for complex rezoning applications or cases with significant community interest.

### What is the purpose of a community meeting?

A community meeting allows the applicant the opportunity to present their case to the community and obtain feedback from citizens who may have questions, concerns, or comments about the proposal.

### When should the meeting be scheduled?

The applicant is responsible for scheduling the meeting. The meeting may be held prior to or after submitting an application to the Planning Department. If the meeting is held after application submittal, it is recommended the meeting be scheduled after all agencies have conducted their initial review of the application. The Planning Commission rules require that the meeting be scheduled prior to the advertisement date, which is 22 days prior to the meeting.

### Who should be contacted to arrange for the meeting time?

The applicant should first coordinate with Planning Staff to set the meeting date, time, and location. Then the time must be confirmed with the Board of Supervisors' representative and Planning Commissioner. Please note that applicants that schedule meetings without coordinating with staff may be required to reschedule the meeting, which may cause the application review process to be delayed.

### Where and at what time of day should the meeting be held?

The applicant is responsible for finding a location to hold the meeting. Potential locations often include churches, fire stations, libraries, and hotel meeting rooms.

The meeting should be held in the evening, Monday through Thursday, beginning around 6:00 pm. Meetings typically last from one to two hours, depending on the complexity of the case. It is recommended that applicants prepare a sign-in sheet (to include name, address, and email address) and an agenda for the meeting. Time should be set aside for a presentation and a review of the plan by the applicant, staff comments, and a question-and-answer period. The presentation provided should be large enough to be seen in a group setting or handouts should be provided. In large group settings a microphone may be appropriate.

### Who should be notified about the meeting?

The applicant should start by sending written notices to adjacent property owners as well as property owners adjacent to those owners fourteen (14) days prior to the meeting. The applicant should work with staff to determine if it is appropriate to notify all landowners within the subdivision (if the property is within a subdivision). It may also be necessary to notify representatives of nearby communities, such as the president of a homeowner's association. It is helpful to include a copy of the proposed sketch plan or conceptual plan with the notice. This will allow citizens who may not be able to attend the meeting the opportunity to educate themselves about the nature of the project. Property owner information may be obtained from the County's website (contact staff for assistance in using this website.)

*I acknowledge that I may be required to hold a community meeting based on the guidelines noted above.*



Signature

*11/24/2025*

Date

BOOK 321 PAGE 589

ELLYSON T. FORD

W 17° 30' 20" N  
300'

*Red*

NIT<sup>30'20"</sup>W  
300'

E.  
GERALD  
BESSEMER

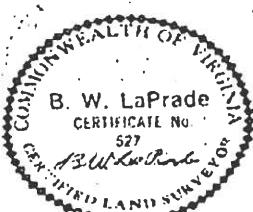
PAUL E.  
TAYLOR

JOHN LANNIA  
MITCHELL, JR.

5.43 ACRES

~~775.06  
573.48 50.50~~

5.45  
Acres



Liberty Hall  
Hills Section. A  
Lot. 94

SEC. 5  
Lot 5  
LEXINGTON  
DRIVE

LEN  
DRIVE  
16865  
142-20-30  
P-2476-55  
P-107-70  
1-91-10-00  
1-55-35-80  
70

5.23  
Acres

Map of 5.43 Acres of  
land in Cold Harbor Dist.  
Hanover Co., Virginia.

Aug. 17, 1971 Scale: 1" = 100'

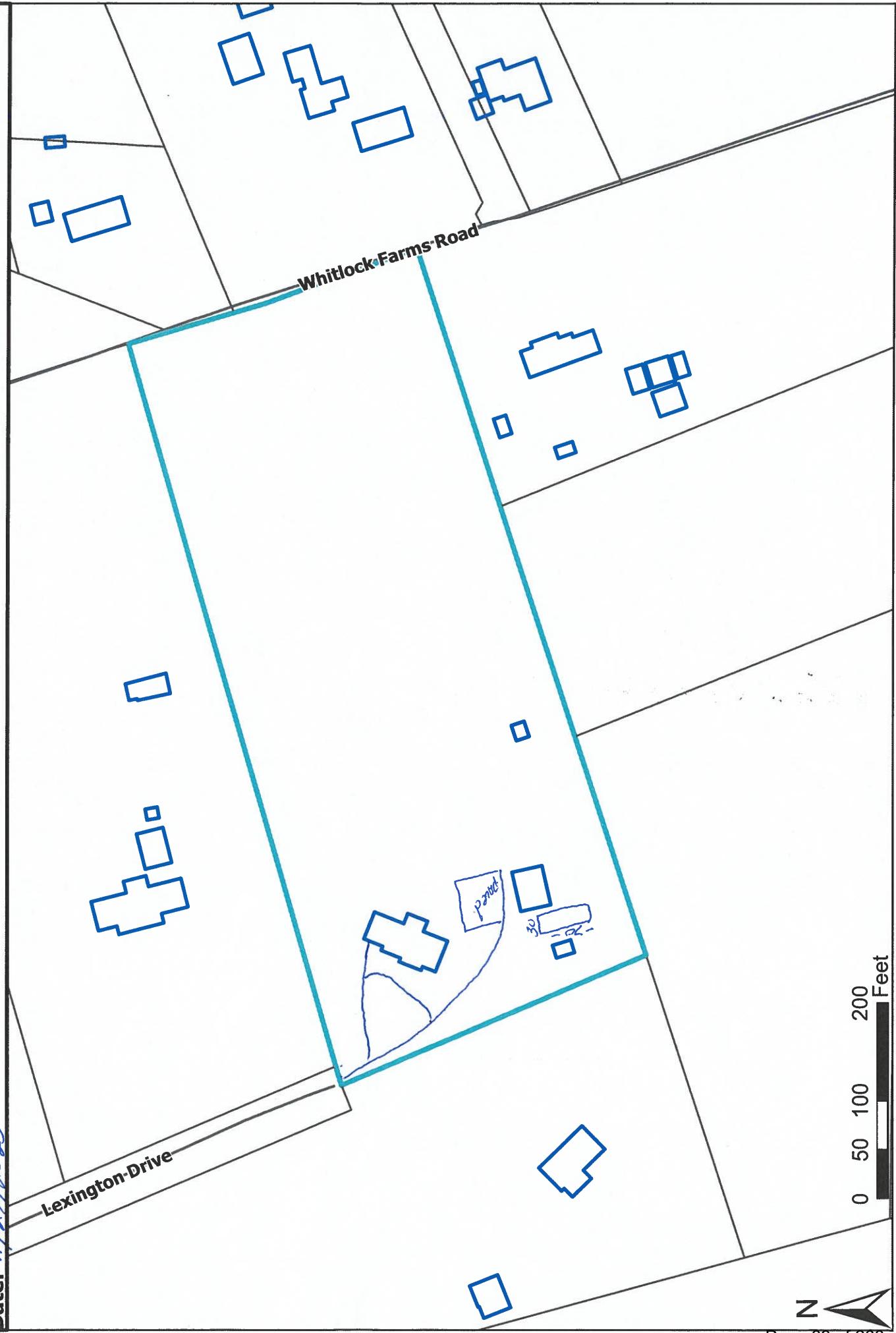
LaProde Bros.  
Civil Engineers & Surveyors  
Richmond, Va.

File: Han. C.H.

Project Title: New Garage.

Prepared By: Tim Gaudette.

Date: 11/14/2025



## Hanover County Related Lands

**Site:** "Stonewall" Jackson's Route of March from Beaver Dam Station to Mechanicsville, June 24-26, 1862

**Location:** The route of march to Mechanicsville for "Stonewall" Jackson's force runs through western and central Hanover County, Virginia. The three areas where small skirmishes occurred are located north of Mechanicsville, in central Hanover County.

**Historical Significance:** On June 23, 1862, Confederate General Robert E. Lee gathered together his lieutenants and formulated the plan for what became the Seven Days Battles. An integral part of the Confederate offensive was the participation of "Stonewall" Jackson's army from the Shenandoah Valley. The majority of Jackson's force traveled via the Virginia Central Railroad from Gordonsville to Frederick's Hall, in Louisa County, before marching on to Beaver Dam Station in Hanover. Segments of the army arrived at Beaver Dam Station as early as June 24. Some units pushed out from Beaver Dam Station in preparation for the following day's march to Ashland.

On June 25, Jackson's force marched toward Ashland. His columns crossed the South Anna River at both Blunt's Bridge and Honeyman's Bridge. That evening, the divisions of Richard Ewell and William H. C. Whiting camped in the vicinity of the fairgrounds, while Jackson's division bivouacked near Independence Church. The following morning the march continued, heading east to Merry Oaks and then taking the Ashcake Road (Route 643) southeast to the intersection with the Hanover Court House and Shady Grove Church Road (Routes 2/301). At this intersection, Richard Ewell's division turned south, while Jackson's and Whiting's divisions continued east to Dr. Shelton's, where Jackson met with cavalryman J.E.B. Stuart. After a brief discussion Jackson continued his column south on the road to Hundley's Corner. Before reaching Hundley's, Union pickets were encountered near the bridge crossing at Totopotomoy Creek. These were troopers of the 8<sup>th</sup> Illinois Cavalry, who fell back across the stream and burned the bridge. Elements of John B. Hood's brigade briefly skirmished with the Union horsemen while Confederate artillery lobbed a few shells at the retiring cavalry. It took one hour to repair the bridge before Jackson's column resumed its march, arriving at Hundley's Corner and reuniting with Ewell's division in the late afternoon.

Ewell's men had encountered scouts from the 8<sup>th</sup> Illinois Cavalry as well. When nearing Shady Grove Church, the 1<sup>st</sup> Maryland Infantry (CS) hit the Union picket line. After chasing away this outpost, which fell back to a spot just west of Hundley's Corner, the Confederate skirmishers turned east and proceeded to push the cavalry pickets back from Hundley's and forced them to retire over Beaver Dam Creek. With this road intersection uncovered, Jackson and Ewell once again reunited their commands. Once they reached this destination, Jackson ordered his men into camp for the evening.

One of the most controversial aspects of the Seven Days Battles is the conduct of "Stonewall" Jackson. Robert E. Lee was depending on Jackson's arrival above Beaver Dam Creek to make an attack unnecessary, but Jackson arrived too late to participate, and sat out the battle at

Hundley's Corner. Nonetheless, the addition of the Valley troops added weight to Lee's army, which greatly outnumbered the Union forces on the northside of the Chickahominy River.

***Current Conditions:*** The area bisected by Jackson's marching columns in 1862 is largely intact. The routes west of Ashland are predominately agricultural and liberally sprinkled with structures dating from the war years.

***Significant Views:*** Noteworthy views exist along most of Jackson's route west of Ashland. This is especially true on the stretch of road near Mount Olivet Church and "Hickory Bottom," as well as at the two bridge crossings over the South Anna River. The scene of the three small skirmishes near Mechanicsville is less rewarding, although the bridge crossing at Totopotomoy Creek retains a bit of its flavor despite power lines strung along the creek's valley.

### ***Wartime Structures and Features:***

1. Dr. Henry Carter House (site) – Known as "North River," this home was located in western Hanover County between Davenport's and Anderson's Bridge. On the evening of June 24, "Stonewall" Jackson spent the night here. The house has long since disappeared, and its precise location is unknown.
2. Beaver Dam Station – This little community witnessed a great amount of activity during the Civil War. Some of Jackson's troops detrained here preparatory to their march to Ashland. The size of the station complex is unknown, although some accounts make reference to maybe half a dozen buildings being present near the tracks. The depot building that currently stands was built after the war but does occupy the site of the wartime structure.
3. John Dudley Brown House – Also known as "Hickory Bottom," this home stood on the route traveled by William H. C. Whiting's division to Ashland. On the way, at least four members of John B. Hood's brigade took ill and were quartered there. They later died and are buried across the road at Mount Olivet Church.
4. Mount Olivet Church – Located across the road from the John D. Brown home, this small antebellum Baptist church witnessed elements of Jackson's force on their way to Ashland. Four Confederate soldiers who died of illness at "Hickory Bottom" are buried in the cemetery. Thus far only one of the four has been identified.
5. William O. Day House – "Romankok" was the home of William Overton Day and his family during the Civil War. It is reported that Jackson stopped here and had breakfast on the morning of June 25.
6. Blunt's Bridge – This bridge is where Richard Ewell's division crossed the South Anna River late on June 25. The present bridge probably is at the site of the wartime span.
7. Honeyman's Bridge – Located in Horseshoe Bend on the South Anna River, this bridge accommodated the troops of Whiting's and Jackson's divisions on June 25. It apparently

stood a short distance downstream from the modern crossing of Route 686. No trace of the wartime road trace or 1862 bridge have been found.

8. Independence Church – In the immediate area of this church, elements of Jackson's Division camped on the evening of June 25. The present church is a postwar structure, now called Independence Christian Church.
9. Fairgrounds – Richard Ewell's division camped for the evening of June 25 at the fairgrounds in Ashland.
10. Waldrop MacMurdo House – Located at 713 South Center Street in Ashland, the MacMurdo House served as Jackson's headquarters on the evening of June 25.
11. Merry Oaks (site) – At 9:00 a.m. on the morning of June 26, Jackson stopped at Merry Oaks and penned a message to General Lawrence O'B. Branch. This was the first and only communication Lee's army would have with Jackson during the day. It is not known exactly where Merry Oaks stood, but its location appears to have been in the southeastern corner of the intersection created by modern Ashcake and Sliding Hill roads.
12. Dr. Edwin T. Shelton House – Also known as "Hickory Well," this house was the wartime home of Dr. Shelton. It was here that Jackson and Stuart met briefly before Jackson pushed on to Hundley's Corner.
13. Shady Grove Church (site) – Originally located on the north side of Shady Grove Church Road (modern Polegreen Road), the church burned in 1957. The modern structure was built on the south side of the road. Near this intersection the 1<sup>st</sup> Maryland Infantry, leading Ewell's division (CS), tangled with troopers from the 8<sup>th</sup> Illinois Cavalry.

***Original Terrain:*** The country roads followed by Jackson's columns are virtually unchanged west of Ashland, and the rural nature of that region has ensured the preservation to date of much original terrain. East of Ashland there are stretches of countryside that also retain their wartime configuration. The Shelton/Overton intersection (junction of routes 643 and 651) offers a particularly rewarding slice of original terrain and landscape.

## Bibliography:

### Maps

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"Map of the Environs of Richmond, Va., Found in the Pieces in Old Pocketbook of Albert H. Campbell, Capt. of Eng'r's., C.S.A." Museum of the Confederacy, Richmond, Va.

### Primary Sources

Hard, Abner. History of the Eighth Cavalry Regiment Illinois Volunteers, During the Great Rebellion (reprint, Dayton, Ohio: Press of Morningside Bookshop, 1984) pp. 140-143.

Hood, John B. Advance and Retreat: Personal Experiences in the United States and Confederate States Armies (Philadelphia, Pa.: Press of Burke and McFetridge, 1880) pp. 24-25.

Howard, McHenry. Recollections of a Maryland Confederate Soldier and Staff Officer Under Johnston, Jackson and Lee. (reprint, Dayton, Ohio: Press of Morningside Bookshop, 1975) pp. 134-135.

Johnson, Bradley T. "Memoir of the First Maryland Regiment." in Southern Historical Society Papers, vol. 10, pp. 149-150.

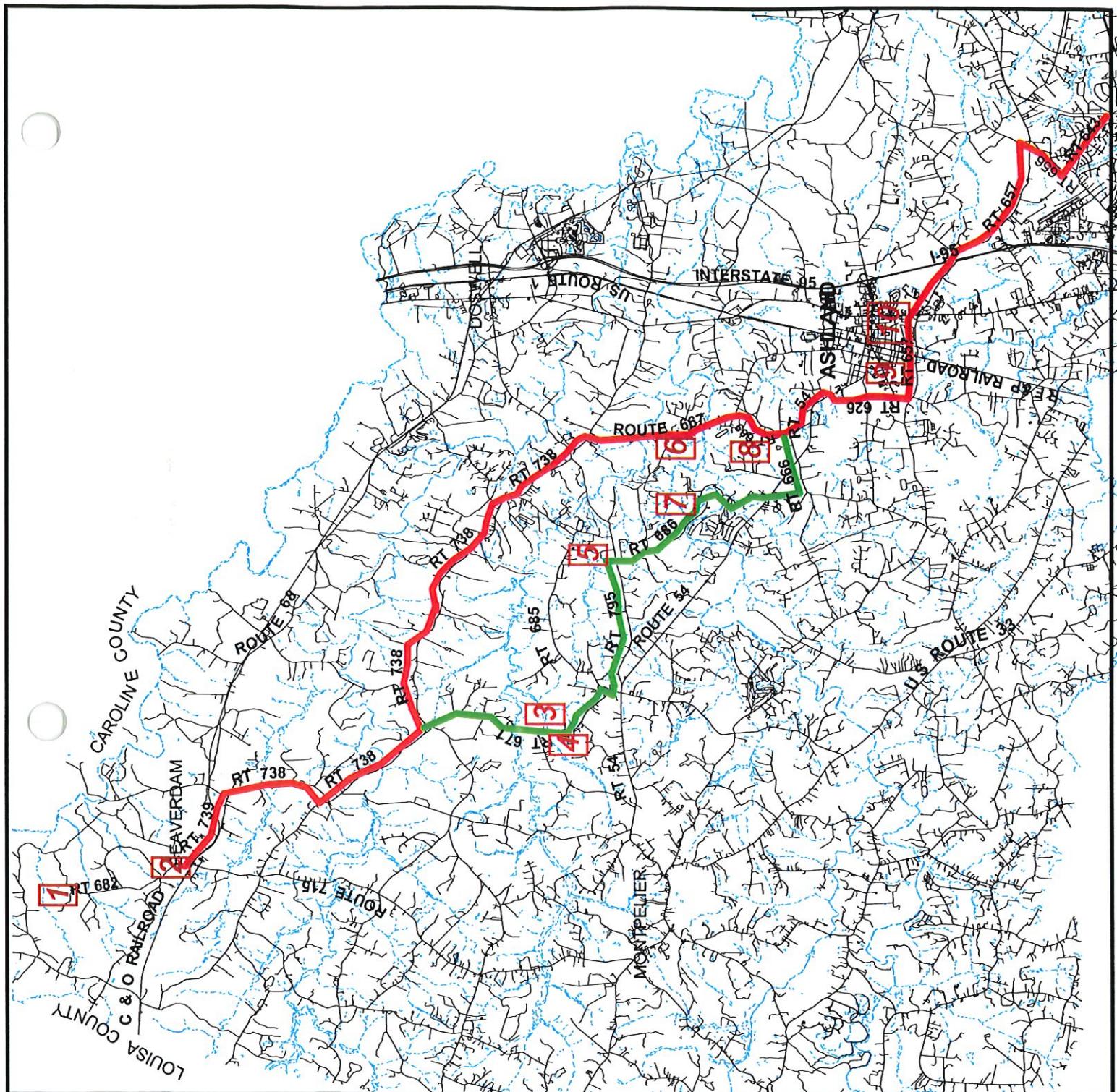
Kern, Joseph M. 1862 Diary. – Joseph M. Kern Papers, Southern Historical Collection, University of North Carolina, Chapel Hill, N.C. The diary of a member of the 13<sup>th</sup> Virginia Infantry.

Phillips, John R., A Soldier from Valley Furnace: John Riley Phillips, Captain C. S.A. (n.d. privately printed) pp. 36-40. Phillips served in the 31<sup>st</sup> Virginia Infantry, and this is his diary.

Polley, J.B. Hood's Texas Brigade: Its Marches, Its Battles, Its Achievements (reprint, Dayton, Ohio: Press of Morningside Bookshop, 1988) pp. 38-39.

U.S. War Department. The War of the Rebellion: The Official Records of the Union and Confederate Armies (Washington, D.C.: Government Printing Office, 1884), vol. 11, part two, pp. 232-233.

Wingfield, Henry E. 1862 Diary. Published in Bulletin of the Virginia State Library, vol. XVI, nos. 2 and 3 (July 1927), p. 13. Wingfield served in the 58<sup>th</sup> Virginia Infantry.



## Hanover County Virginia

"STONEWALL" JACKSON'S ROUTE of MARCH from BEAVER DAM STATION to MECHANICSVILLE JUNE 24-26, 1862

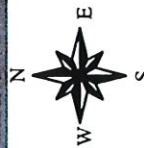
### Map Legend

Water Roads

JACKSON'S MAIN COLUMN

WHITING'S DIVISION

KEYED TO TEXT



July 15, 2002

"STONEWALL" JACKSON'S ROUTE of  
MARCH from BEAVER DAM STATION  
to MECHANICSVILLE  
JUNE 24-26, 1862

Map Legend

Water Roads

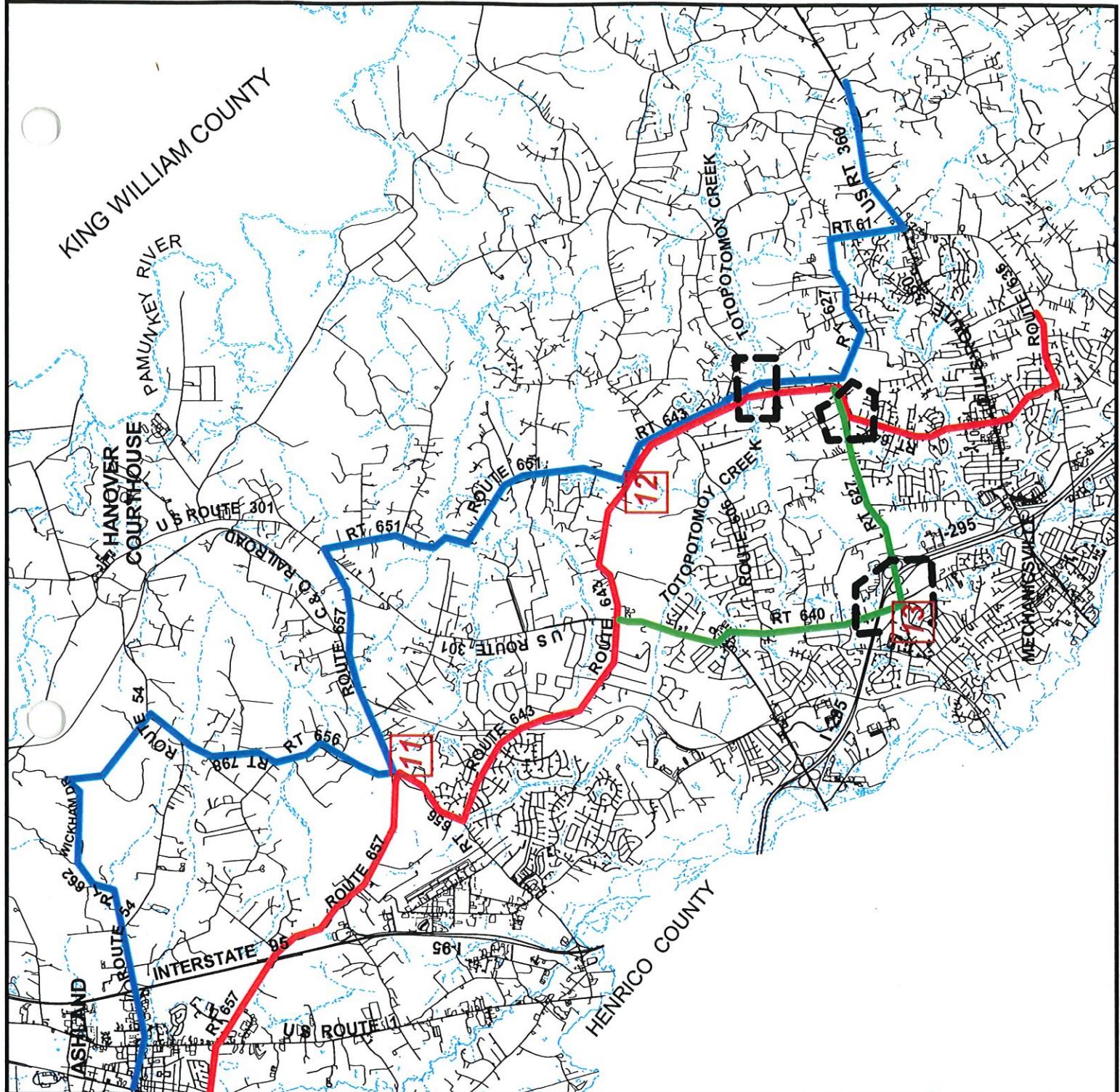
JACKSON'S MAIN COLUMN

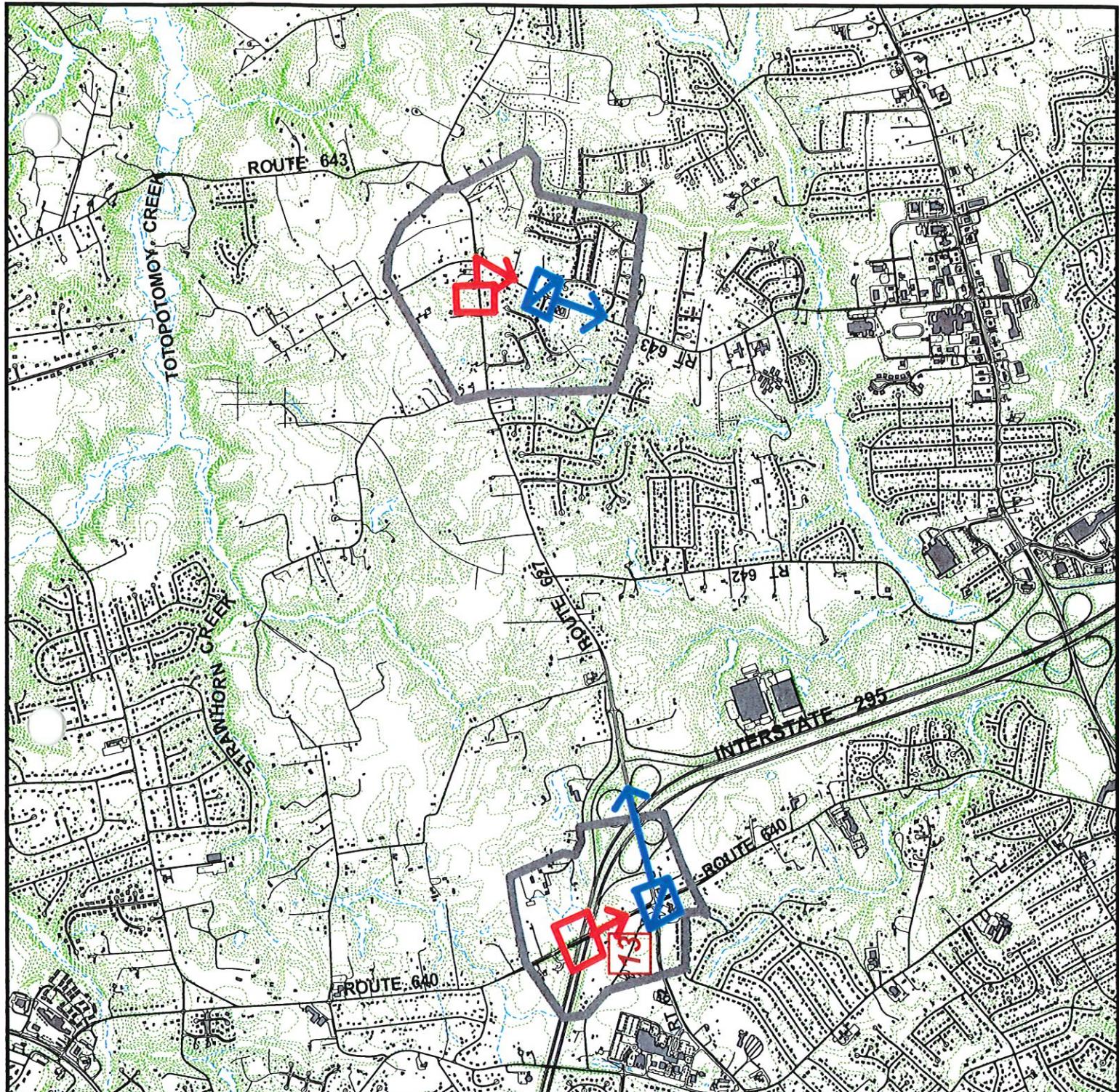
UNION CAVALRY

EWELL'S DIVISION

DETAIL MAP

KEYED TO TEXT





Hanover County Virginia

SKIRMISHES ON  
SHADY GROVE CHURCH ROAD  
JUNE 26, 1862

Map Legend

UNION

CONFEDERATE

INFANTRY

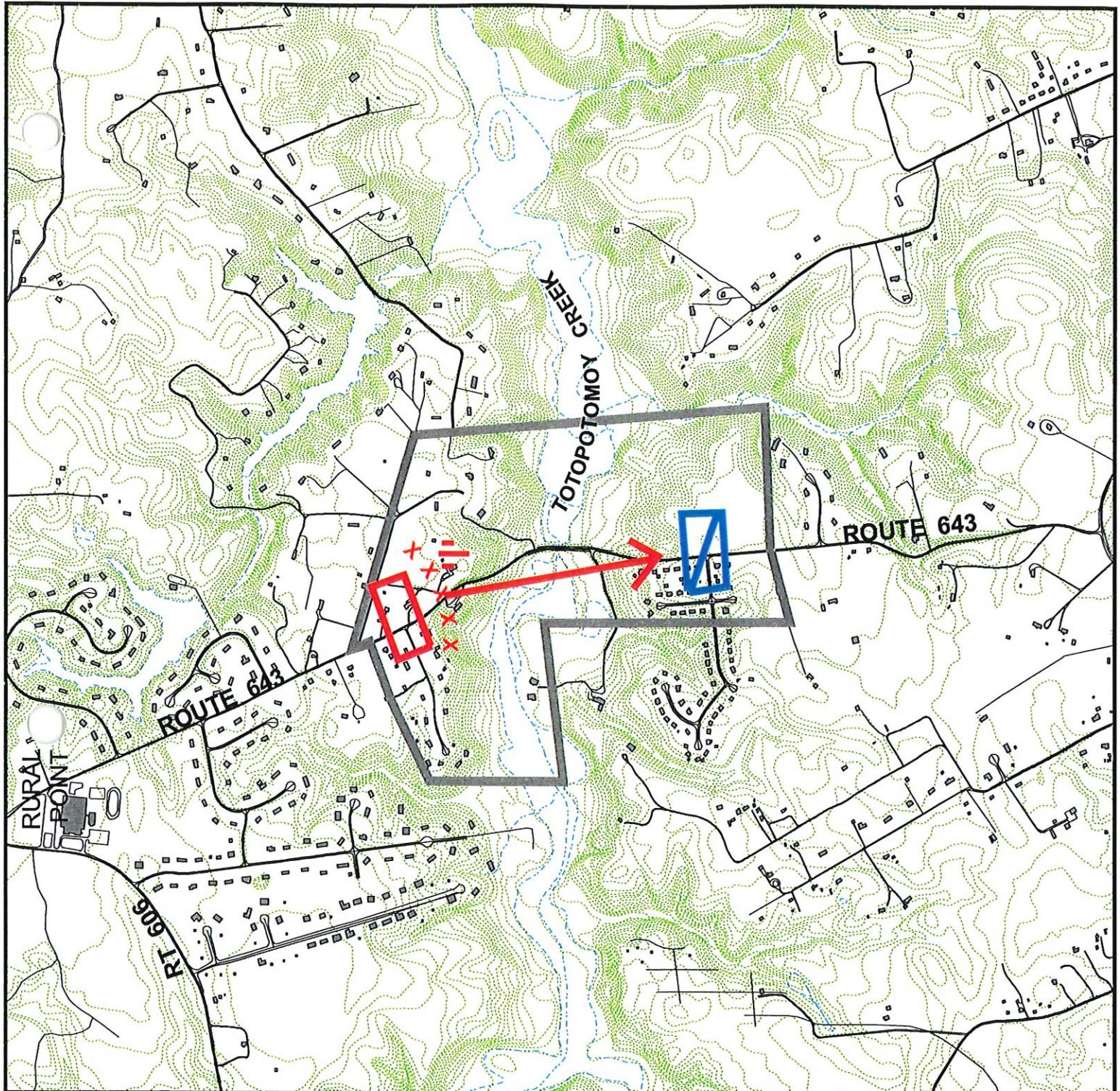
CAVALRY

KEYED TO TEXT

#



Scale 1:30567



**Hanover County, Virginia**

**SKIRMISH AT  
TOTOPOTOMY CREEK  
JUNE 26, 1862**

**Map Legend**

**UNION**

**CONFEDERATE**



**INFANTRY**

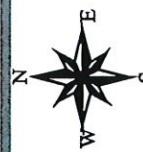
**CAVALRY**

**SKIRMISH  
LINE**

**CANNON**



**KEYED TO TEXT**



**1:15650**

## Hanover County Related Lands

**Site:** Confederate Advance to Gaines' Mill – June 27, 1862

**Location:** The area over which the various Confederate columns advanced on their way to Gaines' Mill is in central Hanover County. The area is bounded by Beaver Dam Creek to the west, Cold Harbor to the east, the Chickahominy to the south, and Pole Green Road (Route 627) to the north.

**Historical Significance:** On the morning of June 27, 1862, the day following the Battle of Beaver Dam Creek, Union General Fitz John Porter's Fifth Corps fell back to a more defensible position atop Turkey Hill. Lee quickly formulated a plan to again bring his overwhelming numbers to bear against the isolated enemy corps. The Confederate commander mistakenly believed that Porter had taken up a new line of defense along Powhite Creek. Based upon this assumption, Lee organized an advance of his divisions with a plan to flank Porter out of his position.

Four Confederate columns followed nearly parallel roads eastward in pursuit. On the left, D.H. Hill's division moved out along the Old Church Road to Bethesda Church and then turned south toward Old Cold Harbor. Jackson's two divisions moved south from their encampment near Hundley's Corner, turning east at Walnut Grove Church. Ultimately they were to turn south again, also arriving at Old Cold Harbor. A.P. Hill was to move directly east to Walnut Grove Church and then turn south following the road past Gaines' Mill to New Cold Harbor. Longstreet, meanwhile, was to advance on the Confederate right, using farm roads paralleling the Chickahominy River. Longstreet and D.H. Hill met with little difficulty in accomplishing their tasks, but in the center, Jackson and A.P. Hill ran into a few problems.

The first encounter of the day occurred near Walnut Grove Church. There, as the heads of the two divisions converged, the confusion began. Richard Ewell, commanding the lead division of Jackson's column, halted when he saw Hill's division. Not knowing the identity of the distant force, Ewell began to prepare a battleline while his artillery lobbed a few shells at the column in his front. Fortunately for the Confederates, the identity of Hill's men was discovered before the action escalated. At Walnut Grove Church, Jackson, A.P. Hill and Lee briefly held a conference. This was the first junction between Jackson's Valley Army and the Army of Northern Virginia.

While Hill's men turned to the southeast, heading toward Gaines' Mill and New Cold Harbor, Jackson turned to the left, on a path for Old Cold Harbor. His march began well enough, but a short distance up the road the column turned to the south and began heading toward Gaines' Mill. As they neared the millpond, Jackson's men could distinctly hear the firing of A.P. Hill's troops to the front. Jackson sensed that something was wrong and inquired of his guide where it was that he was leading them. The response was that they were marching to Cold Harbor by the shortest route past Gaines' Mill. Jackson realized that this was a mistake and therefore was forced to turn his column around on the narrow woods road and retrace his steps. This error kept Jackson out of the fight for a few more hours. It was not until 3:30 p.m. that Ewell's division

arrived at Old Cold Harbor, while the remainder of Jackson's force was still on the march to the crossroads.

Lee had hoped that his converging columns would reach their destinations at approximately the same time, thus forcing Porter to abandon his line. As it turned out, Porter had not taken a north-south position along Powhite Creek, but was instead drawn up atop Turkey Hill with the Chickahominy behind him. The troubles encountered along the march kept Jackson's three divisions, as well as D.H. Hill's, from entering the fight until the late afternoon. Only at 7:00 p.m. was Lee able to launch a somewhat coordinated attack against Porter's lines, fracturing them and sending the Union troops running for the safety of the bridges across the river. Despite the handicaps encountered earlier in the day, R. E. Lee gained his first battlefield victory in the war.

***Current Conditions:*** Most of the routes used by the various Confederate columns are still primary and secondary roads, frequently lined by commercial and residential development. Longstreet's line of march is nearly inaccessible, as the small farm roads have all but disappeared, and part of the route is nearly covered by residential developments.

***Significant Views:*** Some striking vistas can be had at several places along the Confederate lines of march. The ½ mile stretch of dirt road now called Powhite Farm Drive is the only meaningful surviving chunk of Longstreet's route to the field. The presence of the adjacent Hogan House and open land improves the atmosphere still more. Two segments of Jackson's march route also enjoy an historic appearance. One is Melecole Lane, which covers some 300 yards between Sandy Valley Road and the modern "Gaines Mill" housing development. Its rutted dirt appearance nicely represents what Jackson's men saw during their march. Farther east, a stretch of farm lane just west of the junction of Sandy Valley Road and Beulah Church Road is part of the short-cut taken by Jackson and Hill during their approach to Old Cold Harbor.

### ***Wartime Structures and Features:***

1. Walnut Grove Baptist Church – Built in 1846, Walnut Grove Baptist Church began as a small one-room meeting house. It was there, on the morning of June 27, 1862, that A.P. Hill, R. E. Lee, and "Stonewall" Jackson conferred before the opening of the Battle of Gaines' Mill. Jackson's arrival there marked the literal connection between his forces and Lee's Army of Northern Virginia during the Seven Days Battles. The church was used numerous times as a hospital and it is reported that bloodstains are still visible on the floor under the carpet in the oldest section of the church. Over the years the small church has grown and undergone numerous additions and renovations.
2. Jackson's road to Gaines' Mill – Melecole Road apparently is all that remains of the wrong-turn taken by Jackson's column. Wartime maps show a farm lane leading into the northern end of Gaines' Millpond, and Melecole Road (a rutted dirt path) follows that course. The

modern "Gaines Mill" housing development has destroyed the southern tip of the road where it approached the millpond.

3. Gaines' Mill (site) – One of the most recognizable landmarks during the Seven Days Battles, Dr. William F. Gaines' gristmill was located along Powhite Creek approximately one mile west of New Cold Harbor. The advance brigade of A. P. Hill's division fought a sharp skirmish there with the 9th Massachusetts Infantry at the beginning of the battle. The mill withstood the fighting in 1862, but was burned by Philip Sheridan's Union cavalry in May 1864. The structure was rebuilt after the war and destroyed once again. Today the site is heavily overgrown and occupied by an abandoned white frame home.
4. Road to Beulah Church – The road used by the four combined divisions of D.H. Hill and Stonewall Jackson to get from the Walnut Grove Church Road to Beulah Church has changed somewhat. Modern Colt's Neck Road roughly follows a wartime trace south to modern Sandy Valley Road (Route 635) where a left turn continues along the wartime path for a short distance before reaching a small dirt road on the right. In the area of this small road a wartime trace headed south and then curved east into the road just north of Beulah Church. From there it is a short jaunt south to the Old Cold Harbor crossroads.
5. Edward Sydnor House – Also known as "Oakley Hill," the Edward Sydnor House is located  $\frac{1}{2}$  mile west of Walnut Grove Church along the Cold Harbor Road. On the morning of June 27, 1862, General A.P. Hill stopped at this house and was conferring with some his officers when Mrs. Sydnor emerged and admonished the general for riding his horse into her yard.
6. Walker Hogan House – More commonly known as "Selwyn," the Walker Hogan House served as Robert E. Lee's headquarters in the hours leading up to the Battle of Gaines' Mill.
7. Dr. William F. Gaines' House (site) – This large estate, known as "Powhite," was the home of Dr. William F. Gaines, one of the wealthiest landowners in Hanover County and the proprietor of the nearby gristmill from which the June 27, 1862, battle took its name. For almost an entire month prior to the Seven Days, Union troops occupied Dr. Gaines' property. On the morning of June 27, elements of Porter's Fifth Corps abandoned their camps here and moved back to Turkey Hill. The home does not survive, having been dismantled in the 1930's.

**Original Terrain:** In addition to the traces of original roads (detailed above in the "significant views" section), the landscape contours are intact and especially important at the sites of Gaines' Mill and the Gaines House.

## Bibliography:

### Maps

"Map of Battle-field of Mechanicsville and Cold Harbor, Va." In Calvin S. Cowles, comp. Atlas to Accompany the Official Records of the Union and Confederate Armies (Washington, D.C.: Government Printing Office, 1891) Plate 63.

### Primary Sources

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Dabney, Robert L. Letter to Jedediah Hotchkiss, March 10, 1896 – Jedediah Hotchkiss Papers, Library of Congress, Washington, D.C.

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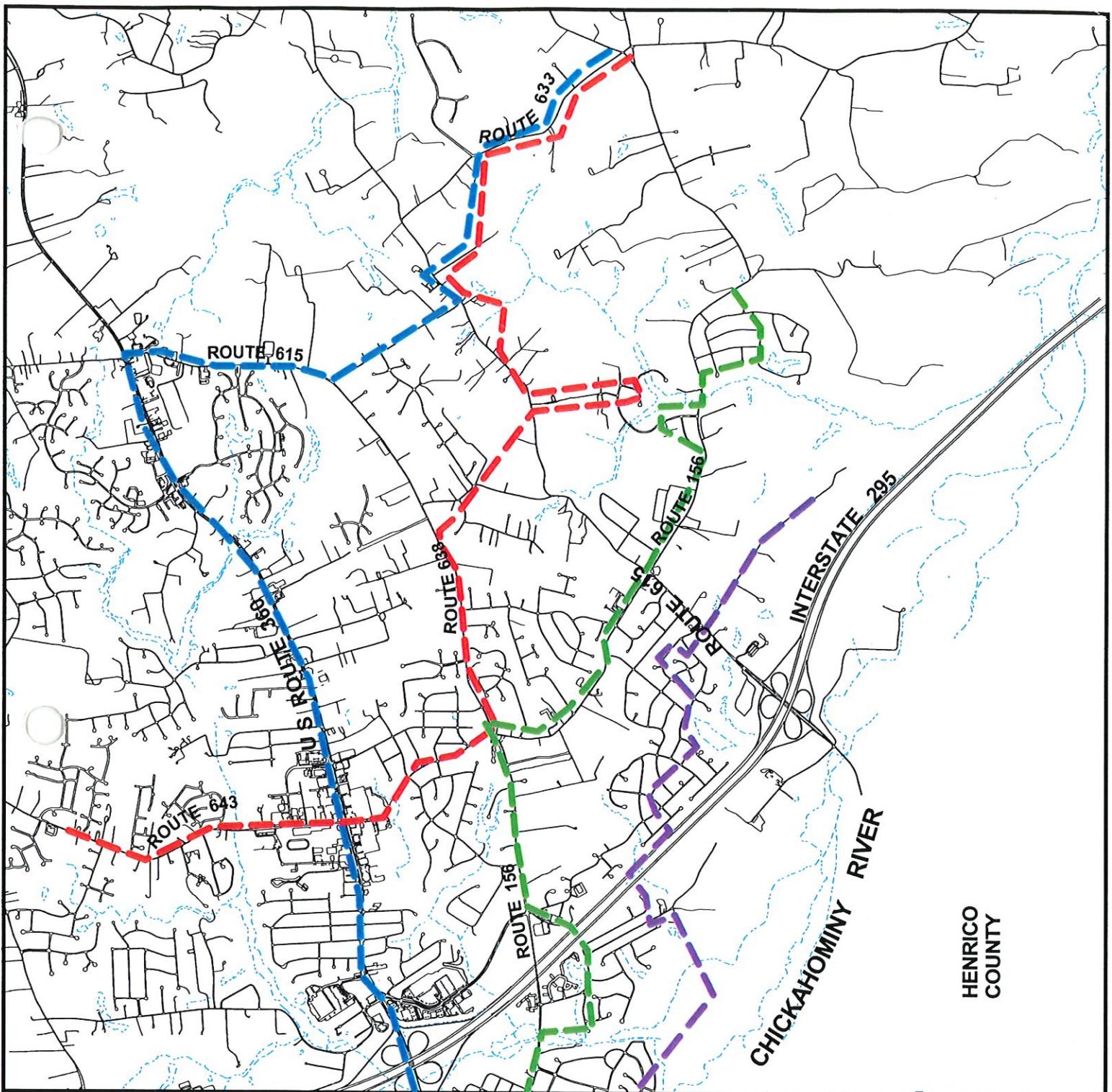
U.S. War Department, The War of the Rebellion: The Official Records of the Union and Confederate Armies, (Washington, D.C.: Government Printing Office, 1884) vol. 11, part two, pp. 552-562, 623-633, 639-645, 770-775, 779-781, 784-785, 852-865. Includes the reports of numerous Confederate officers pertaining to their advance on Gaines' Mill.

### Secondary Sources

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Hanover County, Virginia

**CONFEDERATE  
ADVANCES TO  
GAINES' MILL  
JUNE 27, 1862**

**Map Legend**

- Water
- Roads
- LONGSTREET
- D. H. HILL
- JACKSON
- A. P. HILL



1:53204









**Department of Historic Resources**  
**Reconnaissance Level Survey**

Hanover

**DHR Id#:** 042-5132

**Resource Identification**

Property Name(s): Dwelling, 7364 Whitlock Farms Road  
 {Location}  
 Property Date: ca 1890  
 Address(s): 7364 Whitlock Farms Road {Current}  
 County/Independent City: Hanover  
 Vicinity of: Mechanicsville  
 State, Zip: Virginia  
 USGS Quad Name: SEVEN PINES  
 Surrounding area: Suburban  
 Restricted location data?: No

**National Register Eligibility Status**  
 Property is Historic (50 years or older)

**Resource Description**

Ownership Status: Private

**Primary Resource Exterior Component Description:**

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Chimneys	Chimneys - Interior end	Brick	
Chimneys	Chimneys - Exterior end	Concrete	
Foundation			Chimneys - Block
Porch	Porch - 1-story, 4-bay	Wood	Foundation - Not Visible
Roof	Roof - Gable	Metal	Porch - Columns, Tuscan
Structural System	Structural System - Frame	Wood	Roof - Standing Seam
Windows	Windows - Double-hung	Vinyl	Structural System - Vinyl Siding
			Windows - 6/6

Site Description: The dwelling is located at the end of a driveway off Whitlock Farms Road. Trees line the east side of the driveway. The property is scattered with several large trees. Decorative plantings are found in the front yard of the dwelling. A large open field lies to the south of the dwelling and a cultivated field to the southeast of the dwelling. The property is surrounded by modern properties.

Secondary Resource Desc: A modern shed and trailer are located to the northeast of the dwelling.

**WUZIT Count:**

<u>No.</u>	<u>Wuzit Types</u>	<u>Historic?</u>
1	Single Dwelling	Historic
2	Shed	Historic
1	Trailer	Non-historic

**NR Resource Count:**

Department of Historic Resources  
Reconnaissance Level Survey

Hanover

DHR Id#: 042-5132

*Individual Resource Information*

WUZIT: ..... Shed  
*Est. Date of Construction:* .... 1900 ca {Site Visit} *Accessed?* ..... No Not accessible  
*Primary Resource?* ..... No *Number of Stories:* ..... 1.0  
*Architectural Style:* ..... No Style Listed *Condition:* ..... Good  
*Interior Plan Type:* ..... *Threats to Resource:* ..... Development  
*Description:* This a one-story, frame shed with a gable roof.

WUZIT: ..... Shed  
*Est. Date of Construction:* .... 1900 ca {Site Visit} *Accessed?* ..... No Not accessible  
*Primary Resource?* ..... No *Number of Stories:* ..... 1.0  
*Architectural Style:* ..... No Style Listed *Condition:* ..... Good  
*Interior Plan Type:* ..... *Threats to Resource:* ..... Development  
*Description:* This is a one, frame, gable-end-entry, shed.

WUZIT: ..... Single Dwelling  
*Est. Date of Construction:* .... 1890 ca {Site Visit} *Accessed?* ..... No Not accessible  
*Primary Resource?* ..... Yes *Number of Stories:* ..... 2.0  
*Architectural Style:* ..... No Style Listed *Condition:* ..... Good  
*Interior Plan Type:* ..... *Threats to Resource:* ..... Development  
*Description:* This is a two-story, frame dwelling sheathed in vinyl siding. There is central gable on the facade of dwelling. The vinyl windows are 6/6, double-hung sash. The one-story, four-bay wood porch has Tuscan columns. There are two, interior-end, brick chimneys. There is one concrete block, exterior-end flu. The gable roof is covered with standing-seam metal.

There is a one-story, frame, shed roof addition on the rear of the elevation. There is a one-story, gable-roof addition on the rear of the elevation.

*Cemetery Information*

*Bridge Information*

*National Register Eligibility Information (Intensive Level Survey)*

*Historic Context(s):* ..... Domestic

*Historic Time Period(s):* ..... P- Reconstruction and Growth (1865 to 1914)  
Q- World War I to World War II (1914-1945)  
S- The New Dominion (1941- Present)

*Significance Statement:* This frame I-house represents the resurgence of agriculture after the Civil War and is one of the few farms left in this rapidly developing area of Hanover County. It is recommended not individually eligible for the NRHP and there is no historic district in this area.

*Bibliographic Documentation*

*Ownership Information*

Department of Historic Resources  
Reconnaissance Level Survey

Hanover

DHR Id#: 042-5132

*Graphic Media Documentation*

<i>Medium</i>	<i>Depository ID #</i>	<i>Photo Depository</i>	<i>Date</i>	<i>File Name</i>
B&W 35mm	22097		2005/03/99	

*Cultural Resource Management (CRM) Events*

*CRM Event # 1,*  
*Cultural Resource Management Event: ..... Phase I Survey*  
*Date: ..... 2005/03/99*  
*Organization or Person: ..... A Courselle*  
*CRM Event Notes or Comments: .....*

7 River Quad

048-5132

COMMONWEALTH OF VIRGINIA  
DIVISION OF MINERAL RESOURCES



(43)

7364 Whitlock Farms Rd.

042-5132

open field

modern property

drive

modern house

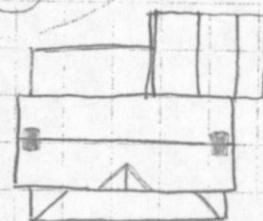
shed

mail

and

modern property

modern house



Whitlock Farms Rd.

open field

fence

modern house

cultivated field



# Hanover County, Virginia

## Land Use Map

### Legend

Rural/Agricultural	
Town of Ashland	
Business Flexible	
Parks and Conserved Lands	
Destination Commerce	
Employment Center	
Multi-Family Residential	
Highway Commercial	
Industrial	
Limited Industrial	
Suburban Neighborhood Residential	
Suburban High Residential	
Suburban Center	
Neighborhood Commercial	
Natural Conservation	
Rural Crossroads	
Rural Village	
Suburban Transitional Residential	

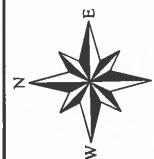
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Blunts Bridge Solar, L.L.C., et al.

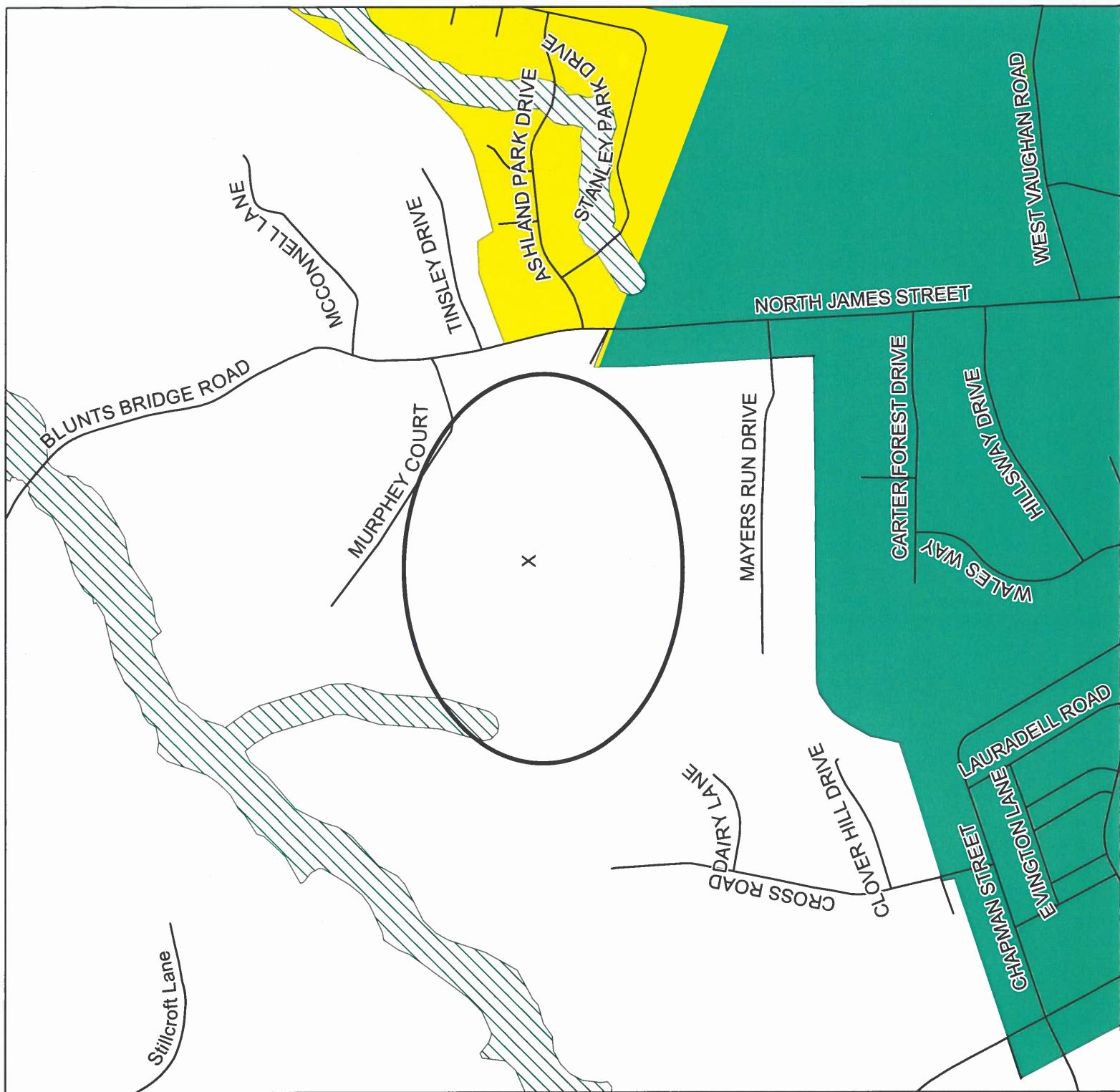
solar facility

Rural/Agricultural Land Use

GPIN: 7870-58-3672 (part)  
Beaverdam Magisterial District



1 inch = 900 feet  
November 24, 2025

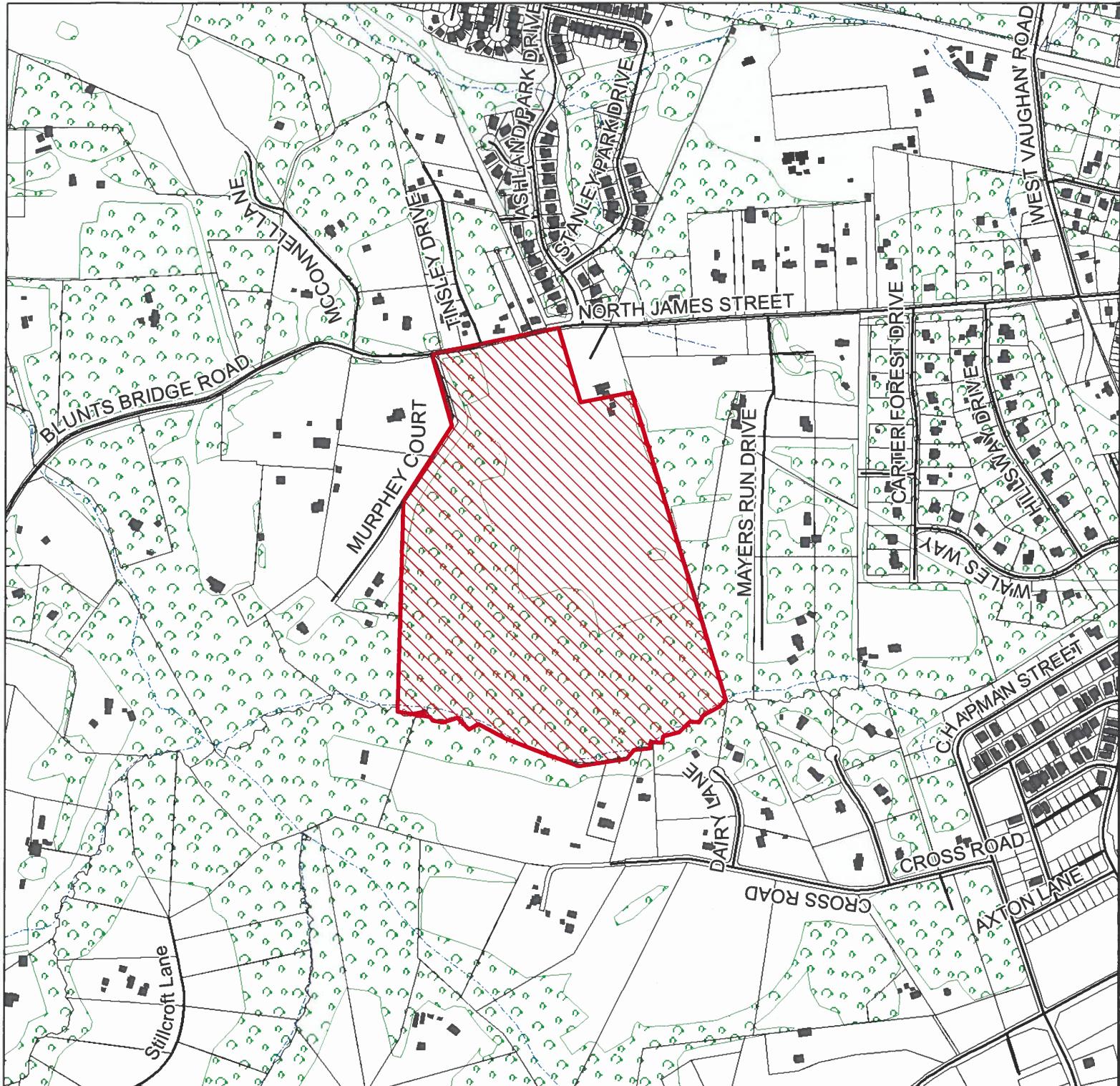


# Hanover County, Virginia

## General Parcel Map

### Legend

- Roads
- Water
- Structures
- Parcels
- Trees



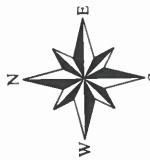
**CUP2025-00023**

Blunts Bridge Solar, L.L.C., et al.

solar facility

Zoned A-1

GPIN: 7870-58-33672 (part)  
Beaverdam Magisterial District



1 inch = 900 feet

November 24, 2025

# Hanover County, Virginia

## Zoning Map

### Legend

Roads	R-1
Water	R-2
Parcels	R-3
CUP	R-4
A-1	R-5
PUD	R-6
RRC	RM
RR-1	MX
RR-1	RO-1
PSC	B-1
POB	B-2
PMH	B-3
HE	B-4
O-S	O-S
AR-1	B-O
AR-2	M-1
AR-6	M-2
RC	M-3
RS	

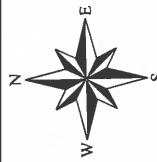
**CUP2025-000023**

Blunts Bridge Solar, L.L.C., et al.

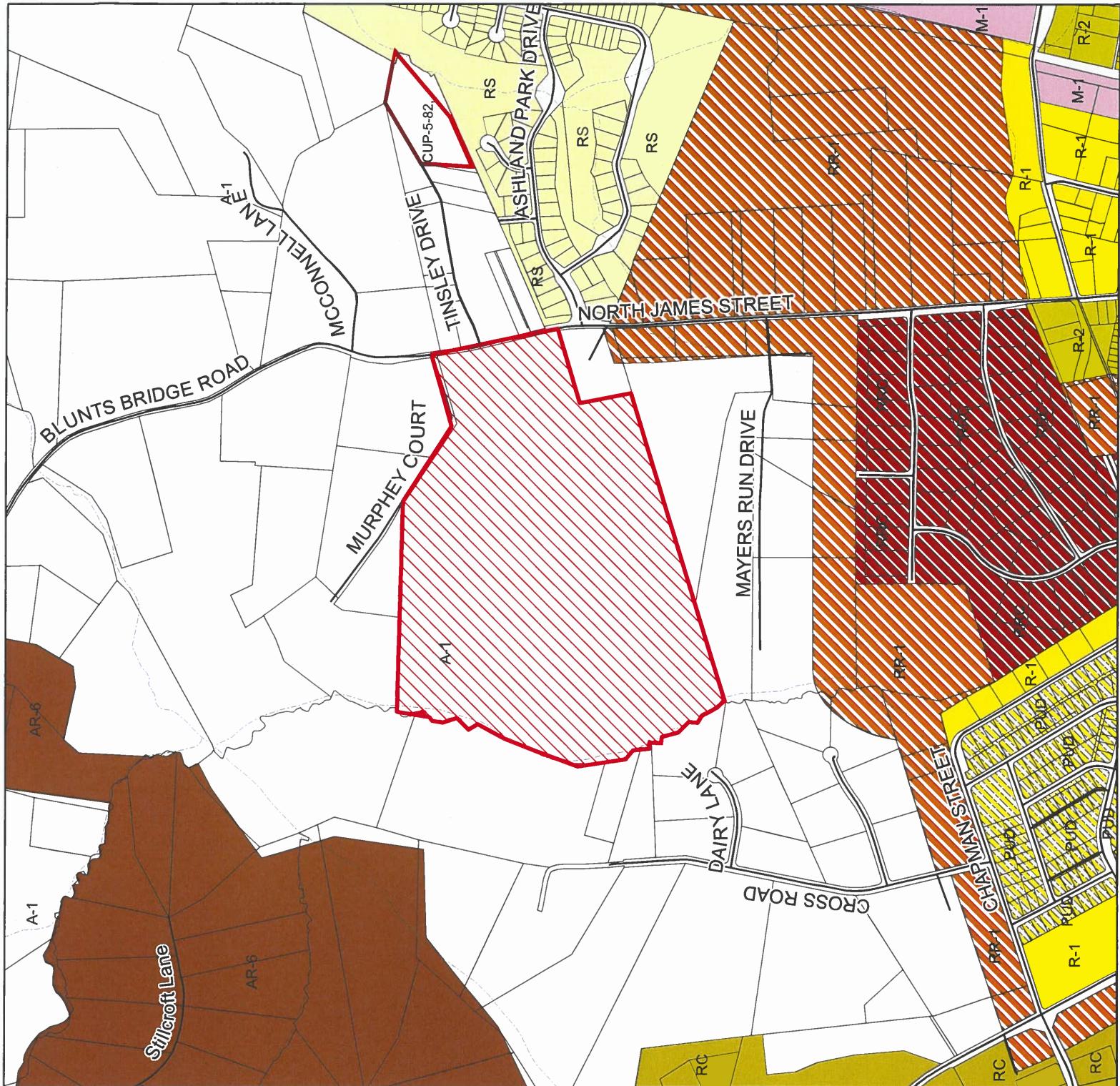
solar facility

Zoned A-1

GPIN: 7870-58-3672 (part)  
Beaverdam Magisterial District



1 inch = 900 feet  
November 24, 2025





# Hanover County Planning Department Application

RECEIVED

## Request for a Conditional Use Permit

NOV 24 2025

Case #: CUP2025-00023

HANOVER COUNTY  
PLANNING DEPARTMENT

Please type or print in **black** ink.

### APPLICANT INFORMATION

Owner/Applicant: Blunts Bridge Solar, LLC | Hexagon Energy, LLC

Telephone No. 434-218-0595

Contact Name: Ester Rekhelman

Fax No. \_\_\_\_\_

Address: 321 East Main Street Suite 500 Charlottesville, VA 22902

Email Address \_\_\_\_\_

eRekhelman @  
Hexagon-energy.com

### PARCEL INFORMATION

For multiple parcels, please also complete Page 4

GPIN(s)(Tax ID #'s) 7870-58-3672

Total CUP Area (acres/square feet) 94.6

Total Area (acres/square feet) 101.27

Current Zoning Agricultural

Magisterial District Beaverdam

In accordance with Article 3, Division  Section 26-20

Location Description (Street Address, if applicable)

§ 38 of the Ordinance the following use is requested:

13453 Blunts Bridge Road Ashland, VA 23005

Solar energy facility, principal - small scale, in accordance with

the standards of section 26-292.5

### SIGNATURE OF OWNER POWER OF ATTORNEY CONTRACT PURCHASER (attach contract)

As owner or authorized agent of this property, I hereby certify that this application is complete and accurate to the best of my knowledge, and I authorize County representatives' entry onto the property for purposes of reviewing this request.

Signature E. Rekhelman

Date 11/20/2025

Print Name Ester Rekhelman

Signature \_\_\_\_\_

Date \_\_\_\_\_

Print Name \_\_\_\_\_

### QUESTIONS/ LETTERS/ REPORTS SHOULD BE FORWARDED TO THE FOLLOWING\*\*:

Name Hexagon Energy / Ester Rekhelman

Telephone No. 434-218-0595

Address: 321 East Main Street Suite 500 Charlottesville, VA 22902

Fax No. \_\_\_\_\_

Email Address \_\_\_\_\_

\*\*It is the responsibility of the contact person to provide copies of all correspondence to other interested parties to the application.

eRekhelman @  
Hexagon-energy.com

**REQUIREMENTS/ ATTACHMENTS FOR ALL REQUESTS you must submit the following:**

<input checked="" type="checkbox"/>	<p>a. <b>Signature of Property Owner or Contract Purchaser</b> (Page 3) – If the contract purchaser signs the application, please provide a copy of the signed contract, with all sensitive information redacted.</p>
<input checked="" type="checkbox"/>	<p>b. <b>Acknowledgement of Application Fee Payment Procedure</b> (Page 6)</p>
<input checked="" type="checkbox"/>	<p>c. <b>Adjacent property owners, Board of Supervisors, and Planning Commissioner notification form</b> (Page 7) – please list all property owners including those across roadways, watercourses, and/or railroads as well as the members of the Board of Supervisors and Planning Commission for the magisterial district in which the property is located. Adjacent property owners, Board members, and Planning Commissioners must be notified prior to submittal of this application. The form must include owners' names, address, and GPINs for all adjacent property owners. (This information is available from the County website or can be obtained from the Planning Department.) The form on Page 9 may be used to notify these property owners.</p>
<input checked="" type="checkbox"/>	<p>d. <b>A plat of the subject property</b>, which accurately reflects the current property boundaries. If the full-size plat is larger than 8 1/2" x 11", the plat must be folded no larger than 9"x12", and a reduction of the plat must be submitted which is 8 1/2" x 11" in size. (Typically available from the County Clerk's Office in the Circuit Court building.)</p>
<input checked="" type="checkbox"/>	<p>e. <b>Responses to questions on Page 10</b></p>
<input checked="" type="checkbox"/>	<p>f. <b>Historic Impact Information</b> (Page 11) (This information is available on the County website or may be obtained from the Planning Department.)</p>
<input checked="" type="checkbox"/>	<p>g. <b>Traffic Impact Analysis Certification Form</b> (Page 12) In compliance with VDOT's new Traffic Impact Analysis Regulations (24 VAC 30-155 et seq., commonly known as "Chapter 527"), Conditional Use Permits that meet certain thresholds require Traffic Impact Analyses (TIAs). The process for submitting TIAs is as follows: (1) you must submit the number of copies of the TIA required by VDOT to the Hanover County Planning Department with your comprehensive plan amendment/rezoning/conditional use permit submittal; (2) the Hanover County Planning Department will stamp "received" on all copies of the TIA, and will keep a copy for its files; and (3) you must deliver the remaining copies of the TIA to VDOT and pay the necessary TIA review fee directly to VDOT.</p>
<input checked="" type="checkbox"/>	<p>h. <b>Sketch Plan Checklist (Page 13) and ten (10) copies of the sketch plan and architectural elevations</b>, folded no larger than 9" x 12", and 1 - 8 1/2" x 11" reduction. Individual sheets should be no larger than 24" x 36". For Filling and/or Grading CUP Applications, a plan should be submitted that meets the Public Works Department's requirements for an Erosion and Sedimentation Control (E&amp;S) Plan. However, please note that submittal of this plan will <u>not</u> be considered as a submittal of an E&amp;S plan application. For a checklist of items to be included on this plan, please contact Public Works at (804) 365-6181.</p>
<input checked="" type="checkbox"/>	<p>i. For CUP applications for telecommunication facilities, a <b>Telecommunications application</b> must be completed and include all of the required attachments.</p>
<input checked="" type="checkbox"/>	<p>j. <b>Community Meeting Guide</b> (Check the box if you have read and understand Pages 14 &amp; 15. <u>Please note that applicants that schedule community meetings without coordinating with the staff may be required to reschedule the meeting, which may cause the application process to be delayed.</u>)</p>

## ACKNOWLEDGEMENT OF APPLICATION FEE PAYMENT PROCEDURE

Application fees are not accepted at the time of submittal. I hereby acknowledge that this application is not complete until the payment for all applicable application fees has been received by the Hanover County Planning Department. The Hanover County Planning Department shall notify me by mail, at the address listed below, (as well as by email and/or fax, if selected below) of the applicable fee(s) at such time that they determine that the application is complete and acceptable. I acknowledge that I am responsible for ensuring that such fees are received by the Hanover County Planning Department by the Tuesday the week following the application deadline. I further acknowledge that any application fee submitted after this date shall result in the application being considered filed for the next application deadline.

Should the applicable fees not be submitted within forty-five (45) days of the date of the notification letter, it shall be my responsibility to arrange for the retrieval of all application materials. The application and any supplementary materials for incomplete applications that are not retrieved within forty-five (45) days of the date of the notification letter shall be destroyed by the Hanover County Planning Department.

Should my application be accepted, my fee payment will be due by \_\_\_\_\_ . (To be filled in by a Planning Staff member.)

Signature of applicant/authorized agent



Date 11/20/2025

Print Name Ester Rekkelman

Signature of applicant/authorized agent



Date \_\_\_\_\_

Print Name \_\_\_\_\_

Address to which notification letter is to be sent:

321 East Main Street Suite 500 Charlottesville, VA 22902

If you would like your letter emailed and/or faxed, please make selections, and provide the information below:

Email erekhelman@hexagon-energy.com

Fax \_\_\_\_\_

## FEES

After application is accepted for review, make checks payable to Treasurer, Hanover County:

Conditional Use Permit \$1500 + \$75/acre\*

Amendment (after final approval) \$1500

\*Fractions of acreage are rounded up to the nearest whole number

Please note: Applicants who request tax-exempt status may have their application fee waived upon presentation of official documentation of such status.

## FOR STAFF USE ONLY:

Fees: Base Fee \_\_\_\_\_

Acreage Fee \_\_\_\_\_

**TOTAL** \_\_\_\_\_

Accepted by: \_\_\_\_\_

HTE #: \_\_\_\_\_

**NOTIFICATION OF ADJOINING PROPERTY OWNERS, BOARD OF SUPERVISORS, AND  
PLANNING COMMISSIONERS**

**Applicant's Statement:**

I hereby certify that I have notified all adjacent property owners to the property, which is the subject of this request as well as the members of the Board of Supervisors and Planning Commission for the magisterial district in which the property is located. Adjacent property includes all property across roadways, watercourses, railroads, and/or municipal boundaries. I further certify that the names and addresses below are those of the adjacent property owners as listed in the tax records of the Commissioner of Revenue of Hanover County.

**Applicant's Signature:** E. Rekhelman

State of New York  
COMMONWEALTH OF VIRGINIA )

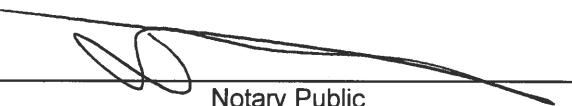
COUNTY OF HANOVER Kings ) to-wit:

**SIMON LEUNG**  
Notary Public - State of New York  
No. 01LE0029479  
Qualified in Kings County  
My Commission Expires October 2, 2028

The foregoing instrument was acknowledged before me this 14 day of November, 2025, by  
Ester Rekhelman (Name of Applicant).

My commission expires:

October 2, 2028

  
Notary Public

**Board of Supervisors Representative:** Jeff S. Stoneman

**Planning Commission Representative:** Edmonia Iverson

**List of Adjacent Property Owners:**

GPIN	Name	Address
7870-68-6888	Mayers, Luke Nathaniel & Mayers, Shaunna Rae	11217 Mayers Run Drive Ashland VA 23005
7870-68-4222	Mayers, David I D JR & Mayers, Dawn E	11170 Mayers Run Drive Ashland VA 23005
7870-58-6230	GREENDALE RAILING COMPANY	11046 LEADBETTER ROAD Ashland VA 23005
7870-37-9968	JONES, YANCEY S & JANE H	11311 DAIRY LANE Ashland VA 23005
7870-38-9321	JONES, YANCEY S	11311 DAIRY LANE Ashland, VA 23005
7870-38-4695	WHEELER, TIMOTHY B & TAMMY H	13440 CROSS ROAD Ashland, VA 23005
7870-38-6803	SCOTT, EMILY R & SCOTT, RAYMOND EARL R/S	13442 CROSS ROAD Ashland, VA 23005
7870-39-6578	MORTON, KATHY H REVOCABLE TRUST ET AL	13444 CROSS ROAD Ashland, VA 23005
7871-30-8505	MILLS, RALPH E JR	13450 CROSS ROAD Ashland, VA 23005

## **NOTIFICATION OF ADJOINING PROPERTY OWNERS continued**

**List of Adjacent Property Owners:**

## NOTIFICATION OF ZONING APPLICATION SUBMITTAL

**TO:** Adjacent Property Owner

**FROM:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

The following application will be submitted for review to the Hanover County Planning Department:

- Rezoning
- Conditional Use Permit
- Special Exception

Applicant: \_\_\_\_\_

Property Location: \_\_\_\_\_

GPIN(s): \_\_\_\_\_

Requested Zoning District: \_\_\_\_\_

Requested Use/Exception: \_\_\_\_\_

Applicant reached out to all of the above-listed neighbors with a bespoke letter about the project and a map of the plans, inviting disc  
and questions about the project.

The application will be available for viewing at the Hanover County Planning Department. The Planning Department shall notify all adjacent property owners of the time, day, and place of the public hearings to be held on this application. Should you have any questions or comments, please contact the Planning Department at (804) 365-6171.

September 10, 2024

HEXAGON  
ENERGY

BURGESS DON & BURGESS JOYCE J R/S  
11279 ASHLAND PARK DRIVE  
ASHLAND VA 23005

Hello Mr. and Mrs. Burgess

My name is Ester Rekhelman, and I'm a Senior Project Developer at Hexagon Energy. Hexagon is a Charlottesville-based energy developer specializing in solar and geothermal energy projects. I'm reaching out to you because you are a neighbor adjacent to a small-scale solar project we've been working on called Blunts Bridge Solar. Blunts Bridge Solar is designed to be located on the central portion of the field on 13453 Blunts Bridge Road, as shown on the map included in this packet.

This project is very much in its infancy, and I would love to discuss some of its details with you since your property is adjacent to the project parcel. I will be in town on Thursday, 09/18/2025 and plan to take a walk through the project's neighborhood, saying hello and introducing myself. My goal with this walkthrough is to get initial feedback about the project design and location and answer any questions. I'm sending this letter as a heads-up so you are not startled if I stop by to introduce myself. If you have any security measures on the property, such as a dog or security system, please do give me a call at the number below to let me know in advance.

My phone number is 434.218.0595 and my email is [erekhelman@hexagon-energy.com](mailto:erekhelman@hexagon-energy.com) if you would like to discuss the project, but happen to be unavailable on the day listed above.

#### About the Project, Blunts Bridge Solar

The project is 3 MegaWatts will have solar panels on only 15 acres of the 100 acre property at 13453 Blunts Bridge Road. The existing wooded area on the property will remain intact, and the panels will have a healthy setback of 700 feet from Blunts Bridge Road. Thanks to the extensive setbacks, as well as our planned vegetative buffer plantings along Blunts Bridge Road and the southern edge of the property, the project will not be visible, neither at your property nor from the road. Accompanying this letter, you will find information about the project and a map showing the location of the project.

#### Your input matters

Since your property is adjacent to the project, I want to be sure you have the opportunity to provide input and ask questions. If there's anything that raises red flags for you – whether it's location, setbacks, buffers, etc. – I want to address it as early as possible during the design process.

In the meantime, please reach out to me with any questions or comments. **It is important to us that this project be a good neighbor.** Blunts Bridge Solar is a small, yet long-term project that we hope to develop with as much of your input as possible.

Thank you again for your time and consideration. I look forward to meeting you.

Respectfully,

*Ester Rekhelman*

Ester Rekhelman  
Senior Project Developer  
[erekhelman@hexagon-energy.com](mailto:erekhelman@hexagon-energy.com)  
434.218.0595



**EXPLANATION: (Attach additional sheets, if necessary)**

1. What type of use is being requested? 3 MegaWatt solar photovoltaic facility connecting to the local Dominion Energy grid.

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2. Briefly describe how you plan to develop the property for the proposed use and any associated uses. \_\_\_\_\_

The proposed 3 MegaWatt project will be sited on land that is currently a combination of wooded and farmland. The total requ

The limits of disturbance is 26.4 acres, comprising about 28% of the total CUP area. The limits of disturbance inclues the solar

stormwater and erosion control features, interconnection facilities, and internal roads. The remainder of the CUP area (about 6

setbacks and natural resource protection. The residential structure on the property, as well as a healthy buffer surrounding it, w

in the CUP area. The property zoning will remain A-1, which allows the project to be permitted through a Conditional Use Perm

Hanover County Zoning Ordinance. See the Project Narrative and Appendices for more details.

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3. Describe why the proposed use is desirable and appropriate for the area. What measures will be taken to assure that the proposed use will not have a negative impact on the surrounding vicinity? (For example, this may include traffic or environmental impacts.) Details that describe the proposed use and its impact on the surrounding area are included in the attached project narrative. Blunts Bridge Solar is a low impact development that diversifies the energy in the local energy grid, thereby helping support the increased local energy use due to the newly approved data centers as well as increasing grid resiliency and reliability. Additionally, this property is outside of the suburban service area, making it ideally suited for this type of development. The design of the project is extensively set back from Blunts Bridge Road and includes a mature vegetative buffer on two sides as well as a planned planted buffer along the road and southern boundary to ensure that the viewshed of neighbors and those passing by is protected. Once in operation, this project will not draw on local water, sewer, schools, or increase the flow of traffic through the area, making it a suitable long-term development.

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4. Are there any deed restrictions concerning the type of use proposed? If so, provide the date the said restrictions expire. (You may attach a copy of the restrictions.) N/A

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5. Is the subject property located in a Dam Break Inundation Zone?  Yes  No (Please contact the Department of Planning or Public Works for assistance in addressing this question.) If yes, please contact the Department of Public Works for further information.

## HISTORIC SITE IMPACT ANALYSIS

Please identify any **known or suspected historic resources on both the subject property and adjacent properties**, to include both structural and non-structural resources, such as trenches, cemeteries, and archeological sites. Please include the GPIN (Tax Parcel Number) associated with the resource. Please attach additional sheets, if necessary. Should you need assistance completing this form, please contact the Planning Staff.

1. Historic Resource/File No. \_\_\_\_\_ GPIN \_\_\_\_\_
2. Historic Resource/File No. \_\_\_\_\_ GPIN \_\_\_\_\_
3. Historic Resource/File No. \_\_\_\_\_ GPIN \_\_\_\_\_

If you have identified known or suspected historic resources on the subject property or adjacent property, please provide the following information on each site:

- a) Is the historic site listed as a National or State Registered Landmark? \_\_\_\_\_
- b) Is the historic site open to the public? \_\_\_\_\_
- c) Describe the impact the proposed request will have on the identified historic resources with regard to noise, traffic, dust, vibration, visual impact, and air pollution. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

See Appendix E for a Cultural and Historical Resources Report

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- d) Describe voluntary measures that will be undertaken to help mitigate the impact that the proposed use may have on the identified historic resources. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

If there are no known or suspected historic resources on the subject property or immediately adjacent, including structural and non-structural resources, trenches, cemeteries, and archeological sites, please sign and date.

Signature: E. Rephelman Date: 11/20/2025

# COMPLIANCE WITH VDOT & COUNTY TRAFFIC IMPACT ANALYSIS REQUIREMENTS

**The following must be completed for all applications:** The selection below is based on a projected daily trip generation of 14 \_\_\_\_\_ vehicles per day and a site peak hour trip generation of 2 \_\_\_\_\_ vehicles per hour, based on the stipulations of 24 VAC 30-155. The 12 \_\_\_\_\_ edition (latest edition) of the ITE Trip Generation Manual was used in determining the trip generation (Code Number NA \_\_\_\_\_ and Page Number NA \_\_\_\_\_).

**Choose one of the two options below:** Note: trip generation estimates for a solar site are not provided in the ITE Trip General Manual. A Traffic Impact Analysis is included as part of the application and summarizes the daily and peak estimates based on site specific information provided by the developer.

I certify that this proposal **DOES NOT EXCEED** 380 vehicle trips per day that would require submittal of a Traffic Impact Analysis.

I certify that this proposal **DOES EXCEED** 380 vehicle trips per day that would require a Traffic Impact Analysis be submitted.

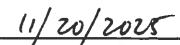
**Choose one of the two options below:**

I certify that this proposal DOES NOT MEET any of the VDOT thresholds identified in the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155) that would require a Traffic Impact Analysis to be submitted in conjunction with this application.

I certify that this proposal MEETS at least one of the VDOT thresholds identified in the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155) that would require a Traffic Impact Analysis to be submitted in conjunction with this application. A Traffic Impact Analysis, prepared in accordance with the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155), has been prepared and will be submitted to VDOT the same day.



(Signature of Applicant/Applicant's Representative)



(Date)

Ester Rekhelman

(Applicant/Applicant's Representative – Print Name)

# HEXAGON ENERGY

APPLICATION FOR  
BLUNTS BRIDGE SOLAR  
3 YEAR CONDITIONAL USE PERMIT

\* Full document available in  
TrakIT: RICUP2025-00023

PURSUANT TO

CODE OF THE COUNTY OF  
HANOVER COUNTY, VIRGINIA

NOVEMBER 2025 SUBMISSION

Prepared for:  
Hanover County  
Planning Commission &  
Board of Supervisors  
7516 County Complex Road  
Hanover, Virginia 23069

Prepared by:  
Blunts Bridge Solar, LLC  
321 E Main St. | Suite 500 | Charlottesville, VA 22902  
Tel: 434-218-0595 | hexagon-energy.com

NOTICE OF RESTRICTIONS

This document includes data that shall not be disclosed outside of Hanover County and shall not be duplicated, used, or disclosed—in whole or in part—for any purpose other than to evaluate this information. This restriction does not limit Hanover County's right to use information contained in this data if it is obtained from another legitimate source without restriction. The data subject to this restriction are contained in all sheets marked with the following legend: "Use or disclosure of data contained on this sheet is subject to the restriction on the title page of this proposal or quotation."

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## 1.0 OVERVIEW

### BLUNTS BRIDGE SOLAR – 3MW<sub>AC</sub> HANOVER COUNTY, VA



BLUNTS BRIDGE SOLAR IS A PROPOSED 3MW<sub>AC</sub> SOLAR ENERGY PROJECT, LOCATED NORTH OF THE TOWN OF ASHLAND ON BLUNTS BRIDGE ROAD. THE ENERGY PRODUCED FROM THE ARRAY CAN POWER APPROXIMATELY 500 HOMES IN THE REGION

Blunts Bridge Solar, LLC (the Applicant), a wholly owned subsidiary of Hexagon Energy, LLC (Hexagon Energy) is pleased to submit the following application for a Conditional Use Permit (CUP) for Blunts Bridge Solar (the Project). The Applicant proposes developing a photovoltaic (PV) solar energy generating system generating up to three (3) megawatts (MW<sub>AC</sub>). The proposed CUP area is 90 acres, and the limits of disturbance (Site), outlined in red on the Conceptual Site Plan above, will encompass approximately 26 acres of Parcel 7870-58-3672 (the Property), which is approximately 100 acres in size. The Property is located north of the Town of Ashland, on Blunts Bridge Road across from Ashland Park Drive in the Beaverdam District of Hanover County, and is zoned A-1 General Agriculture. The Project has been sited and designed in full compliance with Hanover County's Zoning Ordinance and Virginia permitting and approval requirements.

Blunts Bridge Solar is being developed for potential inclusion in Dominion Energy's Shared Solar Program, which will enable low-to-moderate income households in Hanover County to subscribe and receive clean, renewable electricity, saving them money on their utility bills. These are community members who face the highest energy burden and have historically been excluded from the clean energy transition.



USE OR DISCLOSURE OF DATA CONTAINED ON THIS SHEET IS SUBJECT TO THE RESTRICTION ON THE TITLE PAGE OF THIS PROPOSAL OR QUOTATION

Blunts Bridge Solar will generate over \$500,000 in direct and indirect revenue for Hanover County throughout the project's lifetime, with minimal to no impact on County resources, including water, sewer, schools, and other public facilities.

Hexagon Energy is utilizing best-practice siting and design standards in conjunction with local, State, and Federal regulations to ensure that all environmental standards are met and exceeded throughout the construction and lifetime of the project. The site design features extensive setbacks and landscape buffers to screen the facility from all points off-site. Similarly, Hexagon Energy has implemented stormwater, erosion, and sediment controls in our site design to meet the Department of Environmental Quality guidelines. It will exceed these standards by adhering to Hanover County's special stormwater criteria listed in the Hanover County Solar Policy, adopted in November 2024. The Project is expected to execute an interconnection agreement with Dominion Energy in Q4 2026 and will be subject to Dominion's interconnection guidelines for a small-generation facility.

## 1.1 APPLICANT & FACILITY OWNER

Blunts Bridge Solar, LLC is the Applicant and facility owner for the Project is not yet known. Hexagon Energy is based in Charlottesville, Virginia. The Property Owners are Vinson and Dianne Harris, and the Operator of the project is not yet known. An Option to Lease agreement has been executed, allowing the Applicant to develop a solar array generating up to 3 MW. Please see Appendix A for the original memorandum of the option to lease agreement with Vinson and Dianne Harris. The memorandum was recorded in the Hanover County Clerk's Office on January 26, 2024, and was assigned Deed Bk 3389 Pg 1600.

Hexagon Energy is an independent, privately owned energy development firm that believes the path to a clean energy future requires a range of new sources and technologies. We develop projects across six diverse energy solutions with one common goal—powering a clean future. Hexagon Energy has a proven track record of developing safe, reliable, and environmentally responsible projects in the Commonwealth. We are excited to collaborate with Hanover County's planning staff, elected officials, and community members to develop a locally based solar project.

## 1.2 HEXAGON ENERGY'S DEVELOPMENT EXPERIENCE

Hexagon Energy's principals have been developing energy projects since the 2000s and have a wide range of experience that guides our work. Over the past 20 years, Hexagon Energy has developed and financed nearly 3,000 MW of operating energy projects in 17 U.S. states, representing over \$1.5 billion in invested capital. The following table summarizes the energy development experience of Hexagon Energy's principals, both at Hexagon and prior companies.

### HEXAGON AT A GLANCE

- Established in 2015
- Leadership has been developing energy projects since the early 1990s
- 2,875 MW of energy development experience across 17 states
- Representing over \$1.5 Billion USD in invested capital

### LOCATION & CONTACT INFO

321 E Main St | Suite 500  
Charlottesville, VA 22902  
[info@hexagon-energy.com](mailto:info@hexagon-energy.com)



TYPE	SINCE	ADVISORY	OPERATING	UNDER DEVELOPMENT
Solar PV	2008	232 MW	603 MWac	3,427 MWac
Wind	2000	400 MW	2,278 MWac	550 MWac
Energy Storage	2013	20 MW	—	375 MWac
<b>TOTAL</b>		<b>652 MW</b>	<b>2,881 MWac</b>	<b>4,352 MWac</b>

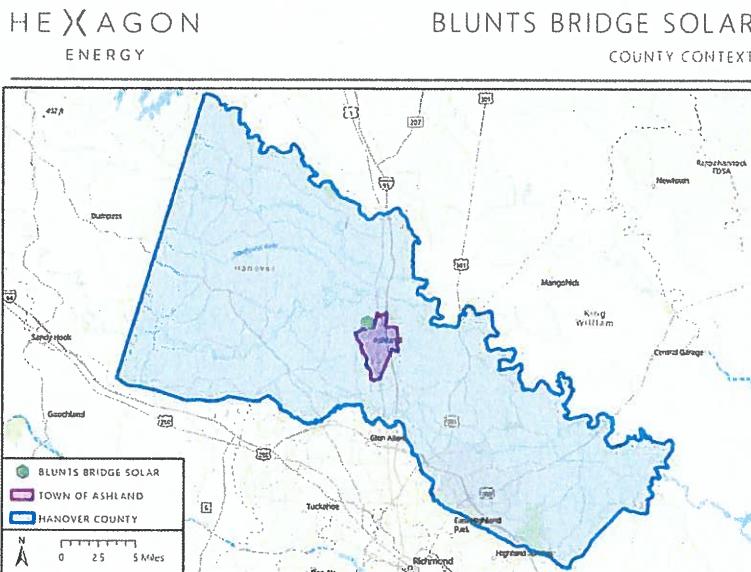
Table 1: Hexagon Energy's Project Development Experience

## 2.0 THE PROPERTY

BLUNTS BRIDGE SOLAR IS SITED ON THE PROPERTY BASED ON A SET OF CRITERIA THAT MAKE IT A GOOD LOCATION FOR A SOLAR FACILITY. THESE CRITERIA INCLUDE, BUT ARE NOT LIMITED TO, PROPERTY SIZE, USABLE ACREAGE, ZONING ORDINANCE ALIGNMENT, LAND USE CONSIDERATIONS, DEVELOPMENT TRENDS, AND INFRASTRUCTURE REQUIREMENTS.

### 2.1 CURRENT CONDITIONS

The Property currently has about 35 acres in active crop farming and about 60 acres in wooded timber, as well as a 2-acre portion for the Harris family residence. Multiple generations of the same family have owned the property, and they have historically farmed and timbered the surrounding land. As an undeveloped site, the parcel presents a unique opportunity for value creation across multiple stakeholders, including the landowner, the County, and the larger community.



### 2.2 ZONING

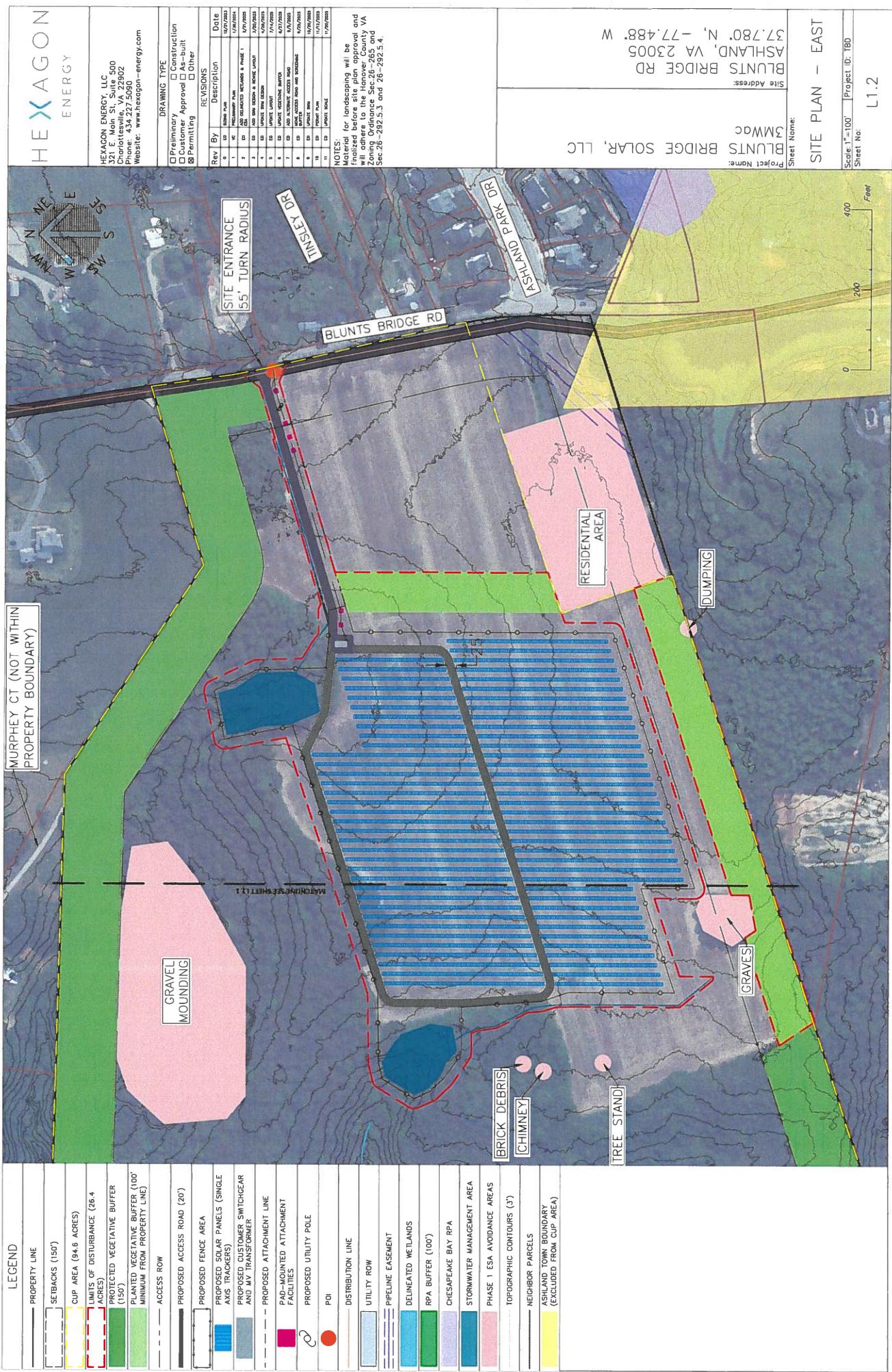
The Property is zoned A-1 General Agricultural in the Beaverdam District. It is located directly outside the border of the Town of Ashland. The Property is in the 2023 Comprehensive Plan rural area designated zone, just outside of the suburban service area, per the Growth Management Plan map. The property's watershed outfall is a finger of Falling Creek, a tributary of the Pamunkey River. This area, located just outside the Town of Ashland, has experienced an exponential increase in development pressure over the last few decades, with the Project's landowners consistently receiving solicitations to sell their land for various intensive developments. As a quiet development that requires minimal maintenance, this Project will preserve the rural character of the area while enhancing the viability of the rural economy through low-impact development. Sec 26-20 of the Hanover County Zoning Ordinance allows the development and construction of solar energy facilities, principal-small scale in the A-1 General Agricultural zoning district as conditional uses. For more details on compliance, refer to Section 9 below. Given the location of this project, a

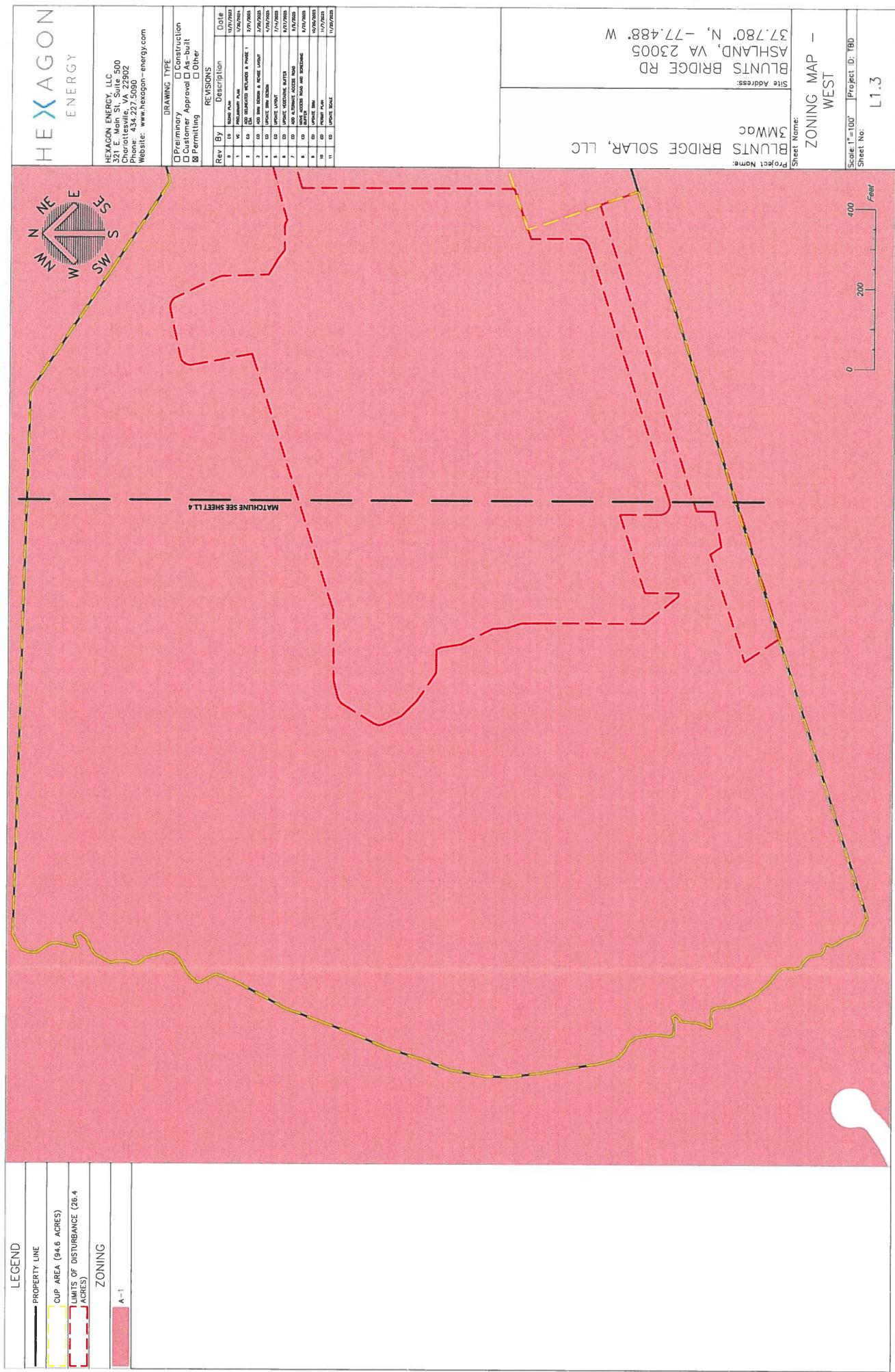


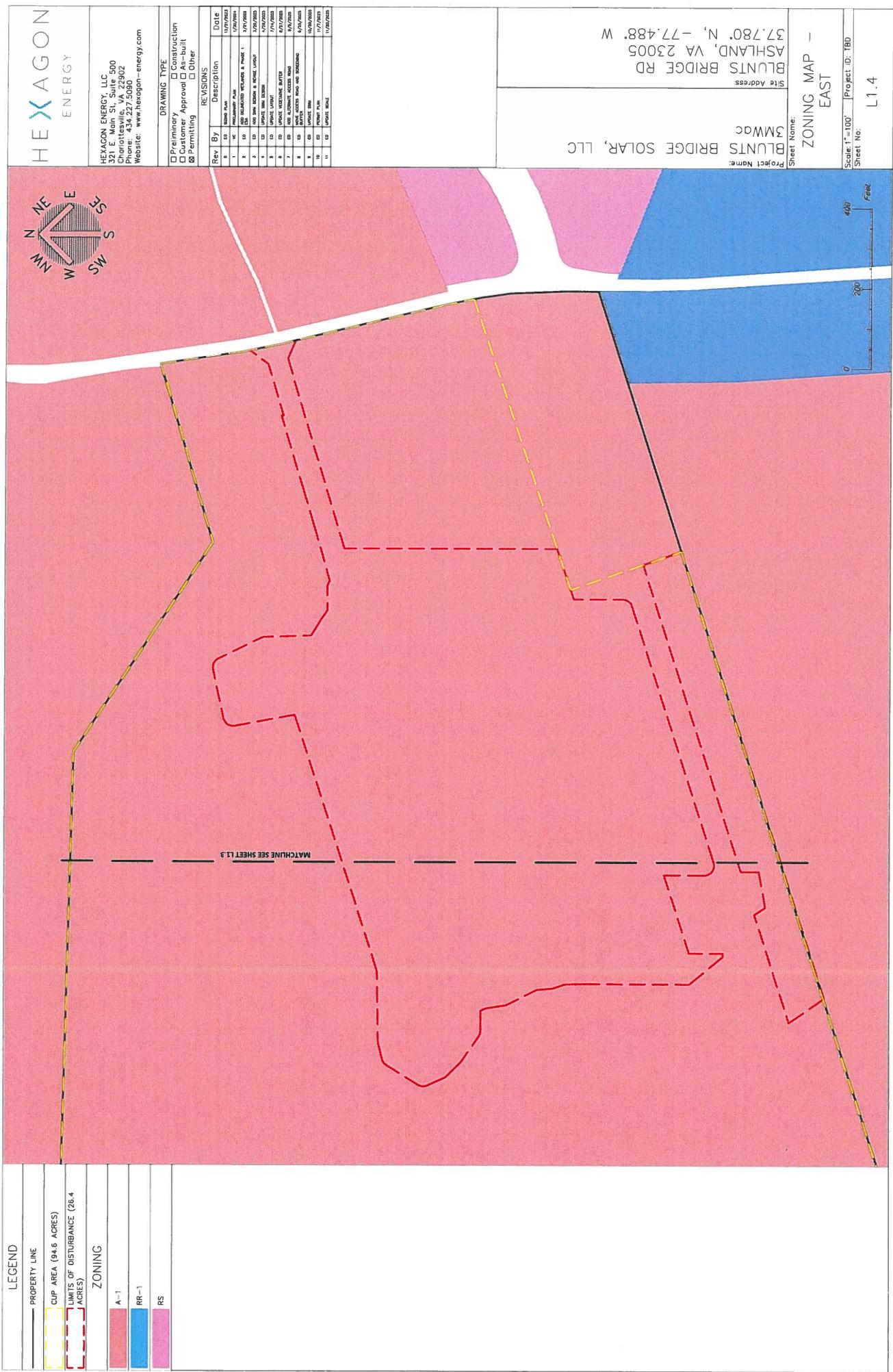
USE OR DISCLOSURE OF DATA CONTAINED ON THIS SHEET IS SUBJECT TO THE RESTRICTION ON THE TITLE PAGE OF THIS PROPOSAL OR QUOTATION











# HEXAGON ENERGY

HEXAGON ENERGY, LLC  
321 E Main St, Suite 500  
Charlottesville, VA 22902  
Phone: 434.227.5090  
Website: [www.hexagon-energy.com](http://www.hexagon-energy.com)

## DRAWING TYPE

- Preliminary
- Construction
- Customer Approval
- As-built
- Permitting
- Other

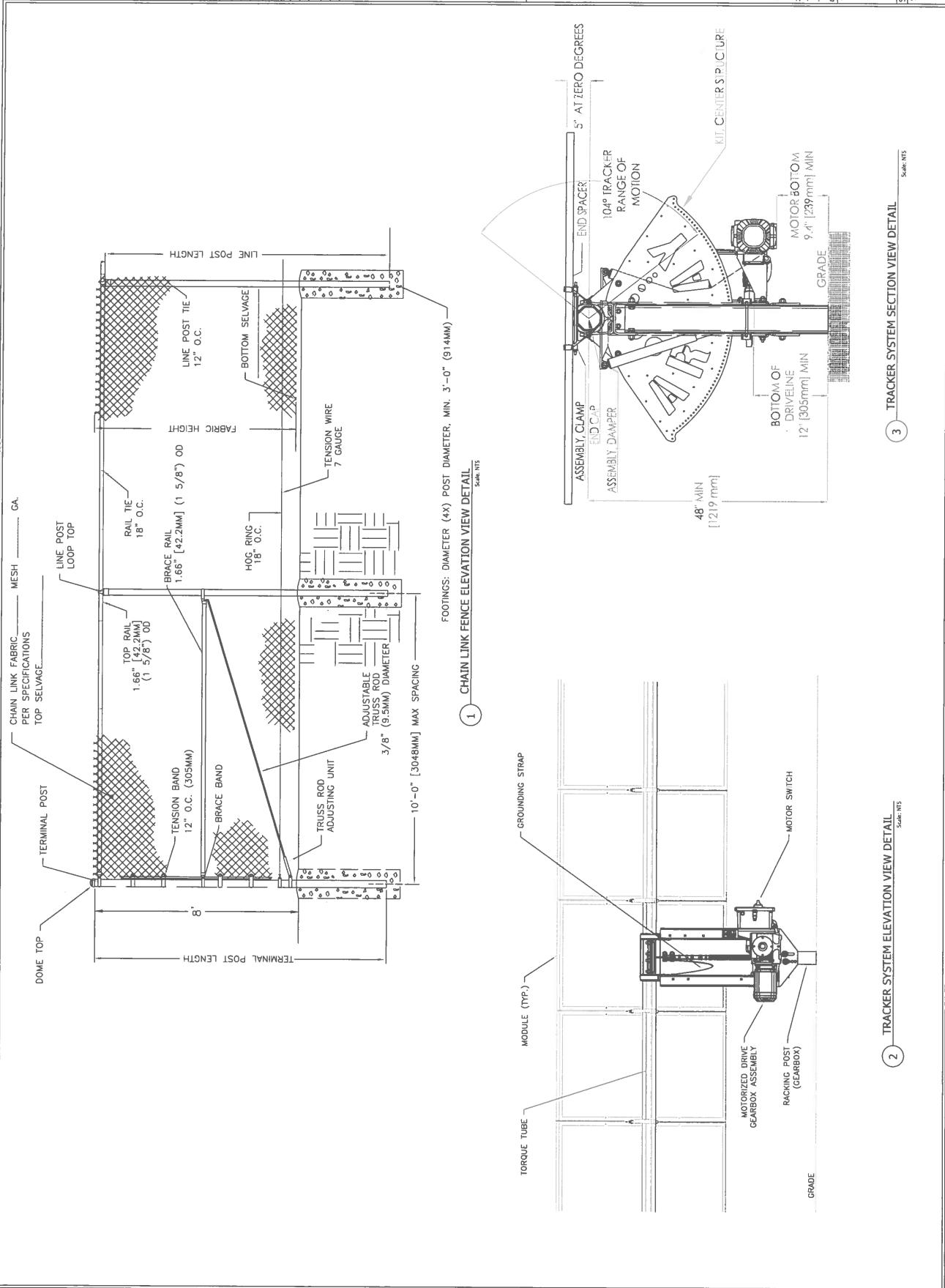
## REVISIONS

Rev	By	Description	Date
0	ED	Initial Drawing	1/27/2014
1	ED	Final Drawing, Performed a Walk-Through	1/27/2014
2	ED	Final Drawing, Performed a Walk-Through	1/27/2014
3	ED	Final Drawing, Performed a Walk-Through	1/27/2014
4	ED	Final Drawing, Performed a Walk-Through	1/27/2014
5	ED	Final Drawing, Performed a Walk-Through	1/27/2014
6	ED	Final Drawing, Performed a Walk-Through	1/27/2014
7	ED	Final Drawing, Performed a Walk-Through	1/27/2014
8	ED	Final Drawing, Performed a Walk-Through	1/27/2014
9	ED	Final Drawing, Performed a Walk-Through	1/27/2014
10	ED	Final Drawing, Performed a Walk-Through	1/27/2014
11	ED	Final Drawing, Performed a Walk-Through	1/27/2014
12	ED	Final Drawing, Performed a Walk-Through	1/27/2014
13	ED	Final Drawing, Performed a Walk-Through	1/27/2014
14	ED	Final Drawing, Performed a Walk-Through	1/27/2014
15	ED	Final Drawing, Performed a Walk-Through	1/27/2014
16	ED	Final Drawing, Performed a Walk-Through	1/27/2014
17	ED	Final Drawing, Performed a Walk-Through	1/27/2014
18	ED	Final Drawing, Performed a Walk-Through	1/27/2014
19	ED	Final Drawing, Performed a Walk-Through	1/27/2014

37.780° N, -77.488° W  
ASHLAND, VA 23005

Site Address: 3MWDC  
Project Name: BLUNTS BRIDGE SOLAR, LLC  
Sheet Name: EQUIPMENT ELEVATIONS

Scale: NTS Project ID: 180  
Sheet No. L1.3



# APPENDIX E: CULTURAL AND HISTORICAL RESOURCES REPORT

Enclosed.

 USE OR DISCLOSURE OF DATA CONTAINED ON THIS SHEET IS SUBJECT TO  
THE RESTRICTION ON THE TITLE PAGE OF THIS PROPOSAL OR QUOTATION

37

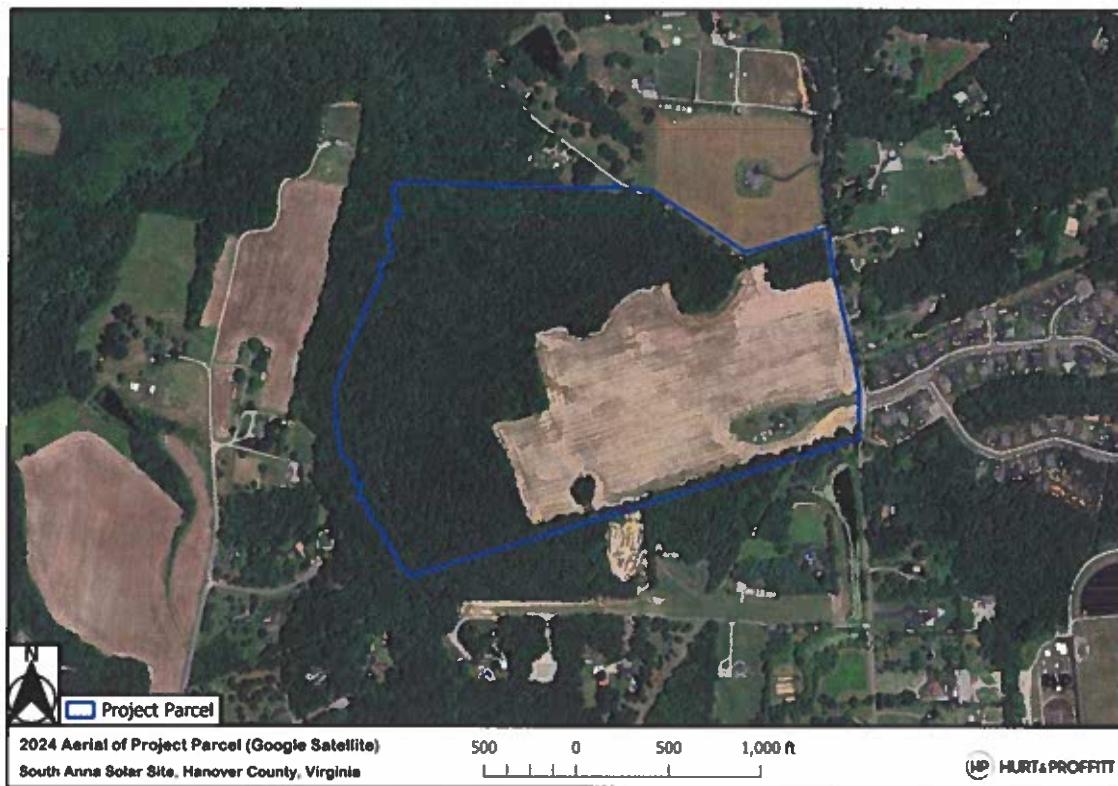


Figure 1. Aerial view of project area in 2024 (Google).

## Environmental Setting

A dirt road heading west off Rte. 667 leads into the center of the parcel. The central and eastern portions of the parcel are currently planted with corn and the western portion was recently logged. A currently occupied farmstead lies in the southeastern portion of the parcel. The parcel is relatively flat throughout with Falling Creek running along the western boundary area (Figure 2 and Figure 3). Other sources of nearby freshwater include springs and additional unnamed tributaries that surround the parcel. The gently sloped portions of the parcel and the presence of nearby fresh water would have been attractive to Native American groups.

The project area is in Virginia's Coastal Plain geologic province. The Coastal Plain is a narrow strip along Virginia's eastern edge stretching from the Fall Zone to the Atlantic Ocean. It is characterized by younger strata than the adjoining Piedmont province, cut by large tidal rivers that flow into the Chesapeake Bay.

The soils in the project area primarily consist of Norfolk fine sandy loam (2 to 7 percent slopes), Udufts-Ocrepts complex (steep), Caroline-Dogue complex (2 to 15 percent slopes, eroded), and Orangeburg fine sandy loam (2 to 7 percent slopes) (Figure 4 and Figure 5). Norfolk fine sandy loam is formed of loamy marine deposits. This deep, well-drained soil is considered prime farmland. This soil type covers approximately 22 percent of the project area and is located in the southeastern portion of the property. Udufts-Ocrepts complex is formed of loamy marine deposits. This deep, well-drained soil is not considered prime farmland. This soil type covers approximately 16 percent of the project area and is located in the western portion of the property. Caroline-Dogue complex is formed of loamy marine deposits. This deep, well-drained soil is considered prime farmland. This soil type covers approximately 13 percent of the project area and is located in the southcentral portion of the property. Orangeburg fine sandy loam is formed of loamy marine deposits. This deep, well-drained soil is considered prime farmland. This soil type covers approximately 12 percent of the project area and is located in the northcentral portion of the property. Additional soil types include Duplin fine sandy loam (2 to 7 percent slopes), Kempsville-Bourne fine sandy loams (2 to 7 percent slopes), and Pinkston-Mayodan sandy loams (25 to 45 percent slopes). The central and eastern portions of the parcel would have been favorable for habitation and potential farmland.

### Previously Recorded Cultural Resources

H&P reviewed the Virginia Department of Historic Resources' (VDHR) Virginia Cultural Resource Information System (V-CRIS) for previously recorded cultural resources and previously conducted Phase I Archaeological Surveys in the vicinity of the project.

A review of these resources within 0.5 miles of the project parcel boundaries revealed seven previously recorded architectural resources, no previously recorded archaeological sites, and no previously recorded archaeological Phase I surveys (Figure 6, Table 1).

Architectural resource 500-0001 is the Richmond, Fredericksburg and Potomac Railroad Historic District which is located to the southeast of the project parcel. It encompasses structures related to the railroad which was constructed in 1837. It has been determined Eligible for NRHP listing by DHR staff.

Architectural resource 042-0556 is the Hooper House which was constructed in 1810 to the northeast of the project parcel. It has been determined Eligible for NRHP listing by DHR staff.

Architectural resource 088-5413 is the Richmond, Fredericksburg & Potomac Railroad which was constructed in 1837 and runs to the east of the project area. This resource has been determined Potentially Eligible for NRHP listing by DHR staff.

Architectural resource 042-0561 is Elm Grove which was constructed in 1840 to the west of the project parcel. Architectural resource 042-5760 is Rose Cottage which was constructed in 1770 to the north of the project parcel. These resources have not been evaluated for NRHP listing by DHR staff.

Architectural resource 166-5096 is a house that was constructed in 1963 to the south of the project area. Architectural resource 166-5100 is a house that was constructed in 1956 to the south of the project area. These resources have been determined Not Eligible for NRHP listing by DHR staff.

Site/Structure	Name	Type	Temporal Affiliation	NR Eligibility
042-0556	Hooper House	Dwelling	1810	Eligible
042-0561	Elm Grove	Dwelling	1840	N/A
042-5760	Rose Cottage	Dwelling	1770	N/A
088-5413	Richmond, Fredericksburg & Potomac Railroad	Railroad	1837	Potentially Eligible
166-5096	House, 613 North James Street	Dwelling	1963	Not Eligible
166-5100	House, 110 West Vaughan Road	Dwelling	1956	Not Eligible
500-0001	Richmond, Fredericksburg and Potomac Railroad Historic District	Historic District	1837	Eligible

Table 1. Historic resources recorded within a 0.5-mile buffer.

Expanding the V-CRIS search to 1 mile takes in 74 additional architectural resources, no additional archaeological sites, and no additional Phase I surveys (Figure 7 and Table 2).

Architectural resource 166-0001 is the Ashland Historic District. The Ashland Historic District highlights the historic core of the town of Ashland, Virginia, located west of Interstate 95 and Route 1, in central Hanover County. This resource is listed on the NRHP and VLR.

Architectural resource 166-5073 is the Berkleytown Historic District. The Berkleytown Historic District, a neighborhood in Ashland in Hanover County, Virginia, is located directly to the east of the RF&P Railroad and about 0.5 mile north of the downtown core in an area that was not annexed until 1977. This resource is listed on the NRHP and VLR.

Architectural resource 166-5080 is a house that was constructed in 1890. Architectural resource 166-5081 is a house that was constructed in 1890. Architectural resource 166-5082 is a house that was constructed in 1987. All three of these resources are contributing to the Ashland Historic District and have not been evaluated for individual NRHP eligibility by DHR staff.

Architectural resource 166-0025 is a house that was constructed in 1991 and lies within the Berkleytown Historic District. The house was originally recorded because it was thought to date to c. 1940, which turned out to be wrong. It has been determined individually Not Eligible by DHR staff.

Site/Structure	Name	Type	Temporal Affiliation	NR Eligibility
166-0001	Ashland Historic District	Historic District	1835	NRHP, VLR Listed
166-5073	Berkleytown Historic District	Historic District	1910	NRHP, VLR Listed
166-5080	House, 503 North Center Street	Dwelling	1890	N/A
166-5081	House Site, 500 North Center Street	Dwelling	1890	N/A
166-5082	House, 506 North Center Street	Dwelling	1987	N/A
166-0025	House, 102 Berkley Street	Dwelling	1991	Not Eligible
166-0033	Apartments, 612 Henry Street	Dwelling	1925	N/A
166-0034	Sears "Maytown" House	Dwelling	1819	N/A
166-0009	Speers Gas Station	Service Station	1928	Eligible
042-5761	Willow Springs Farms	Dwelling	1888	Not Eligible
166-0024	House, 101 North Taylor Street	Dwelling	Dwelling	N/A
166-0026	House, 602 Henry Street	Dwelling	Dwelling	N/A
166-0027	House, 210 Berkley Street	Dwelling	Dwelling	N/A

Table 2. Select historic resources recorded within a 1.0-mile buffer.

### Historic Aerial Photo and Map Review

A review of aerial photos and historic maps available through online sources reveals that the parcel has been relatively unchanged since at least 1966 (Figure 8 through Figure 14). The central and eastern portions of the parcel are planted for agriculture and the northern and western portions are wooded. A currently occupied farmstead is located in the southeastern corner near Rte. 667. A cemetery is located in a copse of trees in the southcentral portion of the parcel. In the



Figure 9. Aerial photo from 2024 depicting the project parcel in blue (Google Earth).



Figure 10. Aerial photo from 1994 depicting the project parcel in blue (Google Earth).

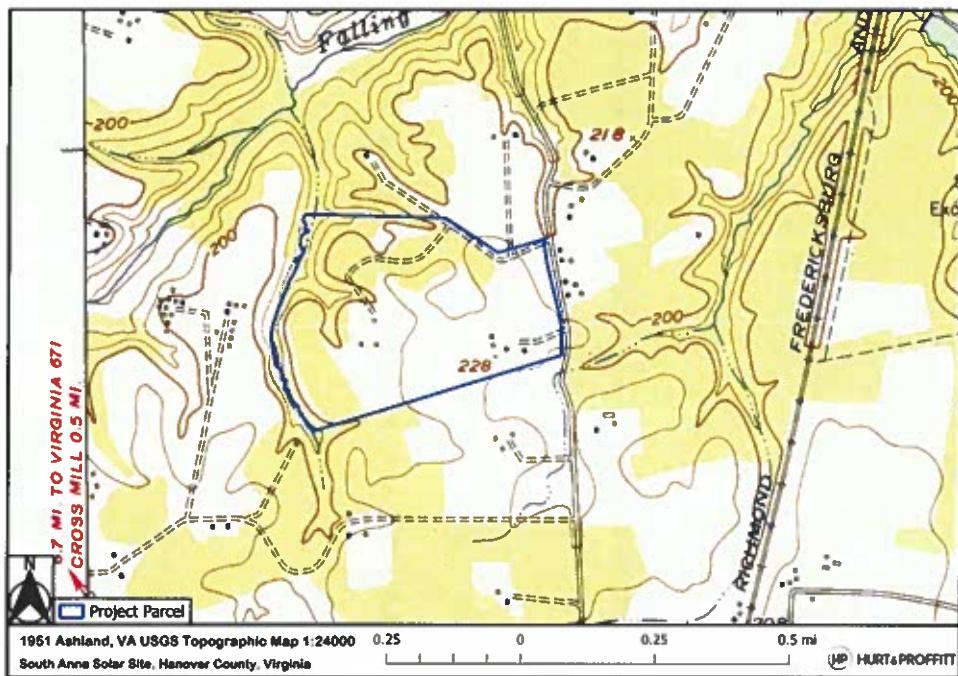


Figure 13. Project area depicted on 1951 Ashland, VA 1:24000 USGS topographic map; parcel in blue (USGS 2024).

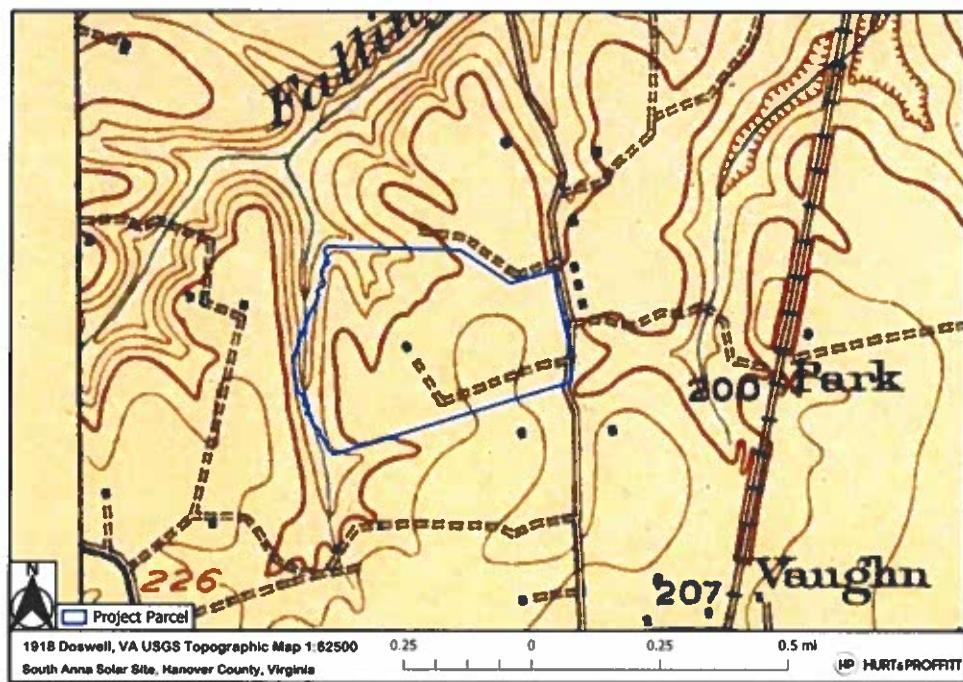


Figure 14. Project area depicted on 1918 Doswell, VA 1:62500 USGS topographic map (USGS 2024).



Figure 16. Project vicinity depicted on Böye, Herman, Henry Schenck Tanner, E. B Dawson, and William Branch Giles, 1827 *A map of the state of Virginia: reduced from the nine-sheet map of the state in conformity to law*. H.S. Tanner and E.B. Dawson, Philadelphia, Pennsylvania (Library of Congress).

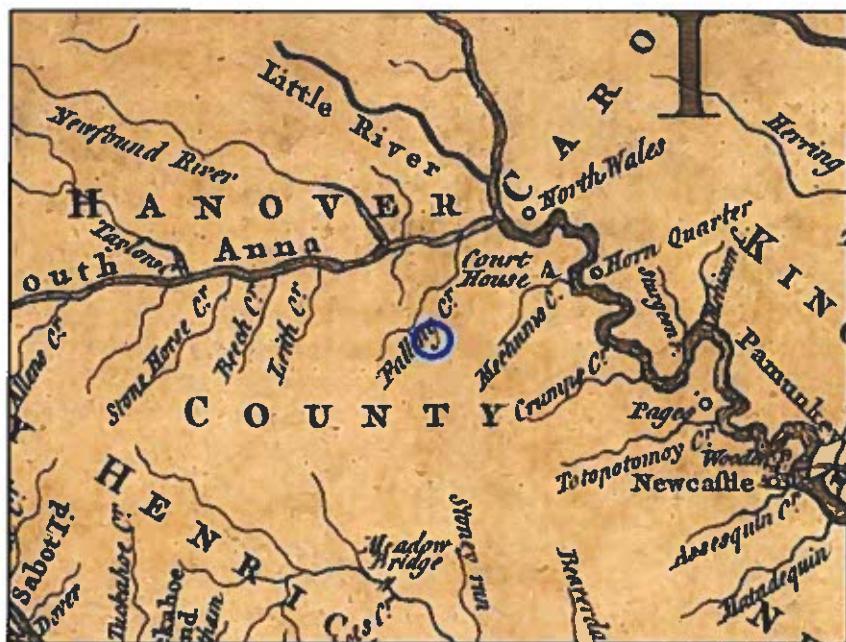


Figure 17. Project vicinity depicted on Fry, Joshua, Peter Jefferson, Robert Sayer, and Thomas Jefferys, 1755. *A map of the most inhabited part of Virginia containing the whole province of Maryland with part of Pensilvania, New Jersey and North Carolina*. Printed for Robt. Sayer, London (Library of Congress).



Figure 19. Project vicinity depicted on Smith, John and Hole, William map, 1624. *Virginia*. Printed in London (Library of Congress).

### Archaeological Survey Reconnaissance

H&P completed an archaeological reconnaissance of the project area to search for surface evidence of sites and to determine the most appropriate survey methodology should Phase 1B archaeological survey be required. This survey was completed by SOI-qualified archaeologist Jessica Gantzert.

The pedestrian reconnaissance revealed that the tract is currently planted with corn in the agricultural fields. The wooded areas have not been harvested and consist of thick deciduous trees. A currently occupied farmstead with associated outbuildings exists near the southeastern corner of the parcel. Archaeologists located the ruins of a previously existing farmstead in the tree line near the center of the parcel, and a cemetery in a copse of trees in the southcentral portion of the project area (Figure 20 through Figure 23).

The farmstead was identified on early topographic maps and the property owner informed us that it was built by his grandparents. All that remains of the house is a brick chimney, no other additional structures or foundations could be seen in the field.



Figure 21. Photo showing wooded areas and chimney ruin. Photo by author.



Figure 22. Photo of headstone in cemetery. Photo by author.

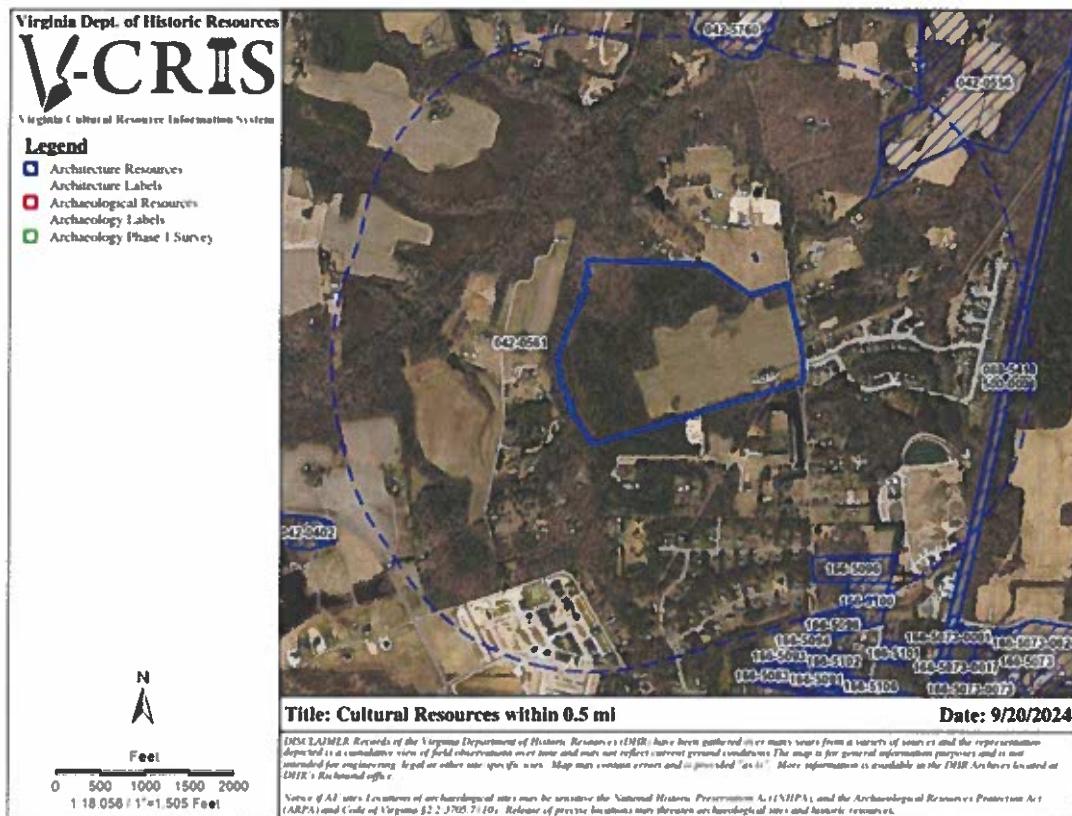


Figure 24. VCRIS map showing previously recorded historic resources within 0.5 miles. Parcel outlined in blue.

H&P collected information on known architectural resources within a half-mile radius of the proposed solar site from survey files at VDHR. There are seven previously recorded architectural resources in VCRIS within 0.5 miles (0.8 km) of the project parcel (Table 3).

DHR ID	Name	Eligibility for NRHP
042-0556	Hooper House, 11108 McConnell Lane	Eligible
042-0561	Elm Grove	Not Evaluated
042-5760	Greenlands House, 11357 Cross Corner Road	Not Evaluated
088-5413	CSX Railroad Corridor	Potentially Eligible
166-5096	House, 613 North James Street	Not Eligible
166-5100	House, 110 West Vaughan Road	Not Eligible
500-0001	Richmond, Fredericksburg and Potomac Railroad Historic District	Eligible

Table 3. Previously recorded architectural resources within 0.5-miles of the project parcel.

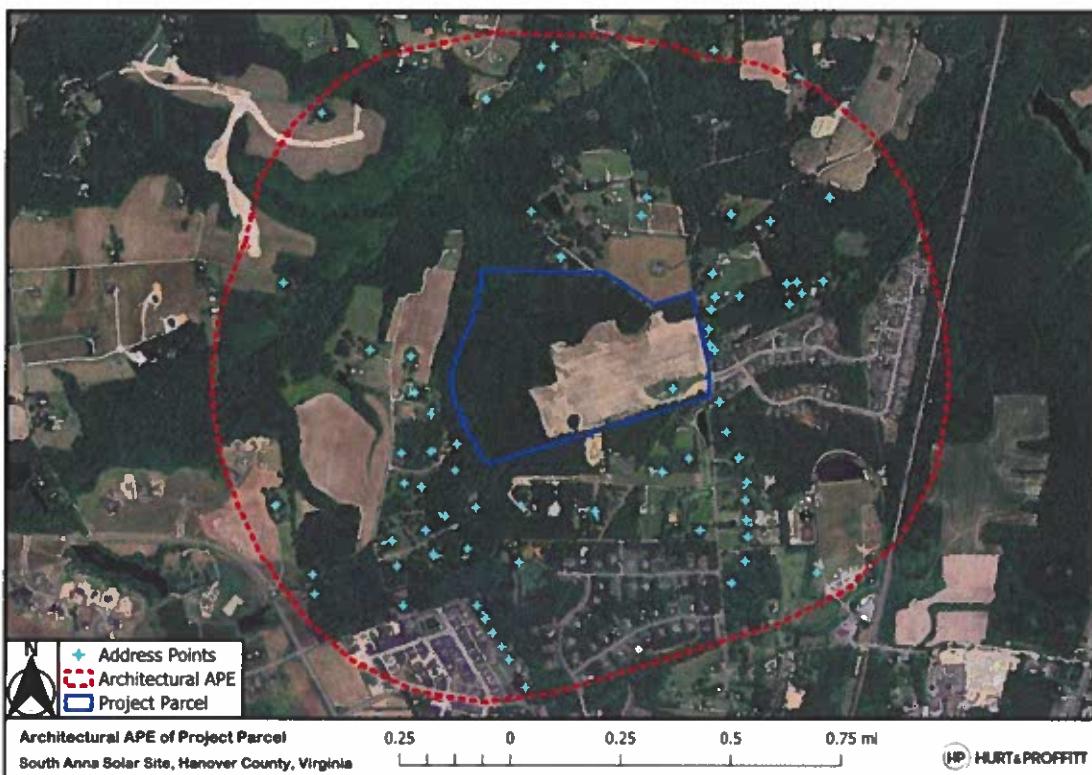


Figure 25. Address points within 0.5-mile APE. Parcel is outlined in blue. The 0.5-mile APE is outlined in red.

The following newly identified architectural resources are within 0.5 miles (0.8 km) of the proposed project area (Table 4). Map ID numbers are given for properties with no street address:

Resource	Date	Preliminary Determination of NRHP Eligibility
House, 13453 Blunts Bridge Rd	1930	Not Eligible
House, 13466 Blunts Bridge Rd	1950	Not Eligible
House, 13478 Blunts Bridge Rd	1800	Not Eligible
House, 13494 Blunts Bridge Rd	1976	Not Eligible
House, 14008 Blunts Bridge Rd	1900	Not Eligible
House, 14031 Blunts Bridge Rd	1970	Not Eligible
House, 14042 Blunts Bridge Rd	1971	Not Eligible
House, 14064 Blunts Bridge Rd	1920	Not Eligible
House, 14134 Blunts Bridge Rd	1953	Not Eligible
House, 14199 Blunts Bridge Rd	1974	Not Eligible
House, 705 Chapman St	1970	Not Eligible
House, 709 Chapman St	1963	Not Eligible
House, 713 Chapman St	1961	Not Eligible
House, 715 Chapman St	1976	Not Eligible
House, 717 Chapman St	1960	Not Eligible

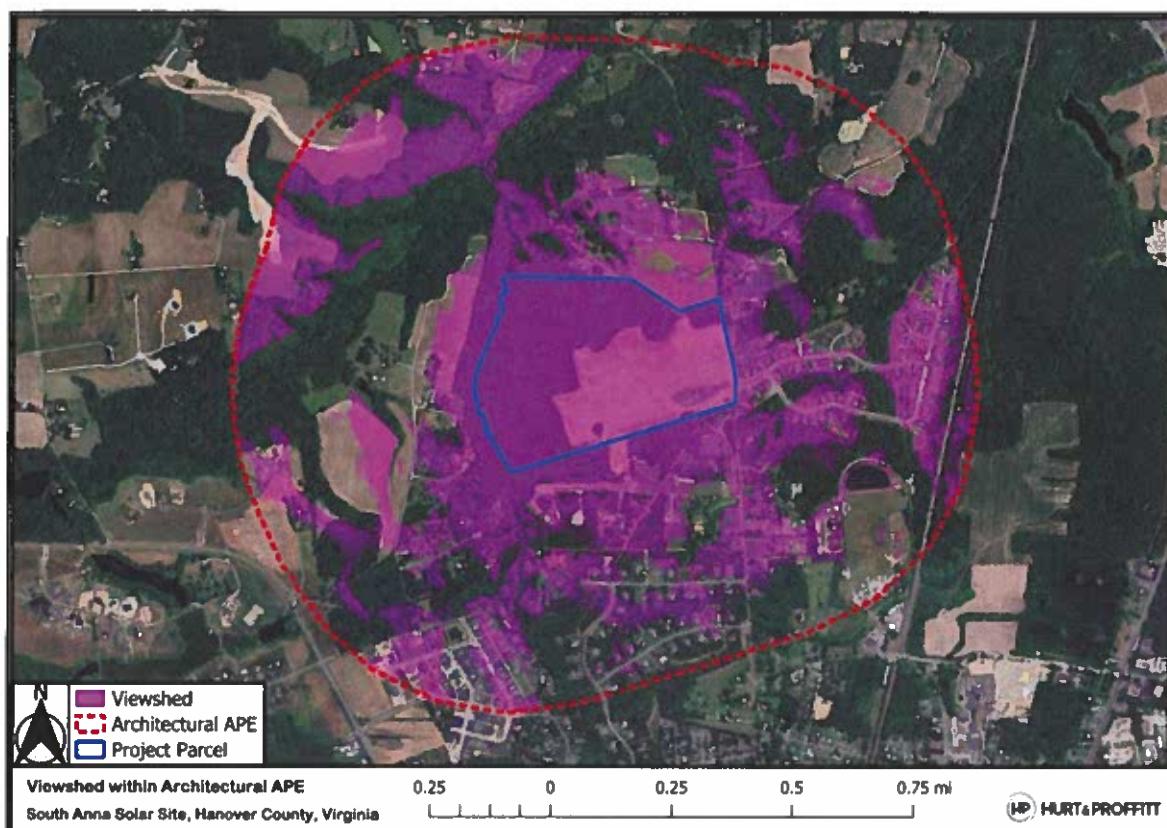


Figure 26. Topographical viewshed analysis. The parcel is outlined in blue and the 0.5-mile architectural APE is outlined in red. Highlighted in purple are areas with potential views of the project area based on topography alone.

The topography limits the viewshed along Falling Creek running northwest of the site. Existing tree cover blocks the view for properties to the north, west, and southwest, including properties on Chapman Street and West Patrick Henry Road to the southwest and Cross Road, Governors Lane, and Independence Road to the west.

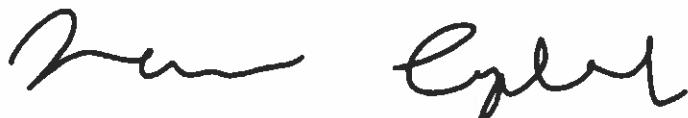
The architectural APE for the project is the limits of disturbance of the project footprint, and those parcels within 0.5 miles, considering the viewshed based on topography and existing tree cover. Based on the results of the preliminary survey, H&P recommends that seven previously recorded and thirty-three newly identified architectural resources are located within 0.5 miles of the project area. Two of the previously recorded resources are eligible for the NRHP, including the Hooper House at 11108 McConnell Lane and the Richmond, Fredericksburg, and Potomac Railroad Historic District, and two have not been evaluated, including Elm Grove house and Greenlands house. None of the previously recorded resources currently have a view of the project parcel. None of the newly identified resources are considered potentially eligible for the NRHP based on the preliminary survey. Viewsheds would need to be coordinated with VA DHR to reduce the APE or thirty-three architectural resources would need to be surveyed. Potential

Based on the results of the preliminary survey, H&P recommends that seven previously recorded and thirty-three newly identified architectural resources are located within 0.5 miles of the project area. Two of the previously recorded resources are eligible for the NRHP, including the Hooper House at 11108 McConnell Lane and the Richmond, Fredericksburg, and Potomac Railroad Historic District, and two have not been evaluated, including Elm Grove house and Greenlands house. None of the previously recorded resources currently have a view of the project parcel. None of the newly identified resources are considered potentially eligible for the NRHP based on the preliminary survey. Viewsheds would need to be coordinated with VA DHR to reduce the APE or thirty-three architectural resources would need to be surveyed. Potential National Register eligible architectural resources are located within the project's Area of Potential Effects for architecture.

It is our opinion, therefore, that the APE **has moderate potential (risk) to contain pre-contact period archaeological sites and high potential (risk) for the presence of historic period archaeological sites. We recommend archaeological survey at full coverage, and full architectural survey be conducted in advance of any development of this property.**

Sincerely,

**Hurt & Proffitt, Inc.**



Jessica Gantzert, RPA  
Principal Investigator

Attachment

**V-CRIS forms for cultural resources recorded within 0.5-miles of the project parcel boundaries:**

Resource Category:	Domestic
Resource Type:	Single Dwelling
NR Resource Type:	Building
Historic District Status:	No Data
Date of Construction:	Ca 1810
Date Source:	Site Visit
Historic Time Period:	Early National Period (1790 - 1829)
Historic Context(s):	Architecture/Community Planning, Domestic
Other ID Number:	No Data
Architectural Style:	Federal/Adamesque
Form:	No Data
Number of Stories:	1.5
Condition:	Good
Interior Plan:	Hall-Parlor
Threats to Resource:	None Known
Cultural Affiliations:	No Data
Cultural Affiliation Details:	No Data

#### Architectural Description:

Architecture Summary, 1991: Unusual in Hanover. Brick, Federal hall-parlor plan house; the façade is laid in Flemish bond with the sides and rear in 5-course American bond. The house has a corbelled brick cornice. The two front doors have jack arches but are partially covered by the later porch. Arches over windows are much cruder. Small windows flank the interior end chimney on the 2nd floor.

Rear ell added in 1953 and the dormers that has been closed at an earlier date were re-opened.

Interior Description, 1991: Mantles of the Federal period are found in both rooms. Doors have 6 flat panels and some of the original hardware survives. A corner winder stair with beaded boards is located in the partition wall. The 2nd floor has batten doors, wide board paneling in the east room and plain mantels. Originally a stream ran through the cellar.

January 2018: Access to this resource was denied following efforts to contact property owners. Aerial images suggest that the primary resource remains extant.

May 2023 PIF: Hooper's House is a two-story dwelling with a hall and parlor plan, featuring a brick exterior. The brickwork displays a combination of Flemish bond and five-course American bond, enhanced by decorative brick cornices. Inside, the floors are constructed from heart of pine and secured with square-headed nails, while the hand-hewed support beams are visible from the basement, which was excavated during the 20th century. With minimal renovations, the house primarily gained the addition of electricity. However, in 1940, an extension was built to accommodate bathrooms, a kitchen, and two extra bedrooms. Adjacent to the original structure, a family-occupancy apartment was constructed in 2003, preserving the integrity of the original design. Notably, the doors, mantels, and certain interior trim work appear to be original, and some windows retain hand-blown glass panes. A porch was later added, transforming what was originally considered the back of the house into the current front. Additionally, dormers, which had been concealed, were reconstructed in the 1940s, further enhancing the architectural features of the property.

#### Exterior Components

Component	Component Type	Material	Material Treatment
Windows	Sash, Double-Hung	Wood	2/2
Structural System and Exterior Treatment	Masonry	Brick	Flemish Bond
Windows	Sash, Double-Hung	Wood	6/6
Porch	1-story, 1-bay	Wood	Other
Porch	1-story, 3-bay	Wood	Other
Windows	Casement	Wood	6-light
Chimneys	Interior End	Brick	Cap, Corbeled
Foundation	Other	Brick	Other
Roof	Gable	Asphalt	Shingle
Structural System and Exterior Treatment	Masonry	Brick	American/Common Bond

#### Secondary Resource Information

##### Secondary Resource #1

Resource Category:	Domestic
Resource Type:	Secondary Dwelling
Date of Construction:	1930Ca

Architecture Summary, 1991: Log dwelling.  
[Originally recorded as 042-0556-0002]

January 2018: An evaluation of this resource was not conducted at this time.

2023: Not documented.

**Number of Stories:** *No Data*

#### Secondary Resource #4

**Resource Category:** Domestic  
**Resource Type:** Kitchen  
**Date of Construction:** 1875Ca  
**Date Source:** Site Visit  
**Historic Time Period:** Reconstruction and Growth (1866 - 1916)  
**Historic Context(s):** Domestic  
**Architectural Style:** No discernible style  
**Form:** Rectangular  
**Condition:** Demolished  
**Threats to Resource:** Demolition, Neglect, Structural Failure  
**Cultural Affiliations:** *No Data*  
**Cultural Affiliation Details:** *No Data*

#### Architectural Description:

Architecture Summary, 1991: Stone piers; frame, shiplap siding. The roof was gabled, but has collapsed. Late 19th century, vernacular, bead along top of boards on front façade. The kitchen originally stood immediately north of the house and connected to it by porch (semi-detached). It was moved to its present site when rear ell was built in 1953.  
[Originally recorded as 042-0556-0003]

January 2018: An evaluation of this resource was not conducted at this time.

2023: The tobacco barns, outhouse, exterior kitchen, and original well, are all documented, but are no longer intact.

**Interior Plan:** One room

**Number of Stories:** 1

#### Exterior Components

Component	Component Type	Material	Material Treatment
Structural System and Exterior Treatment	Wood Frame	Wood	Weatherboard
Windows	Double-hung	Wood	<i>No Data</i>
Foundation	Piers	Stone	<i>No Data</i>

#### Secondary Resource #5

**Resource Category:** DSS Legacy  
**Resource Type:** Shed  
**Date of Construction:** Ca  
**Date Source:** *No Data*  
**Historic Time Period:** *No Data*  
**Historic Context(s):** Domestic  
**Architectural Style:** No discernible style  
**Form:** Rectangular  
**Condition:** Demolished  
**Threats to Resource:** Demolition  
**Cultural Affiliations:** *No Data*  
**Cultural Affiliation Details:** *No Data*

#### Architectural Description:

Architecture Summary, 1991: Listed in file as storage building; small one-story with gable roof, frame.

January 2018: An evaluation of this resource was not conducted at this time.

2023: The tobacco barns, outhouse, exterior kitchen, and original well, are all documented, but are no longer intact.

**Resource Category:** Funerary  
**Resource Type:** Cemetery  
**Date of Construction:** Ca  
**Date Source:** *No Data*  
**Historic Time Period:** *No Data*  
**Historic Context(s):** Funerary  
**Architectural Style:** No discernible style  
**Form:** *No Data*  
**Condition:** Deteriorated  
**Threats to Resource:** Neglect  
**Cultural Affiliations:** *No Data*  
**Cultural Affiliation Details:** *No Data*

**Architectural Description:**

Architecture Summary, 1991: Copse of trees in open fields indicates cemetery, but there are no markers.

January 2018: An evaluation of this resource was not conducted at this time.

May 2023 PIF: The cemetery on the property is overgrown and needs further research to locate dates and names.

**Current Use:** Family  
**Historic Religious Affiliation:** *No Data*  
**Ethnic Affiliation:** *No Data*  
**Has Marked Graves:** False  
**Has Unmarked Graves:** True  
**Enclosure Type:** None  
**Number Of Gravestones:** *No Data*  
**Earliest Marked Death Year:** *No Data*  
**Latest Marked Death Year:** *No Data*

**Secondary Resource #9**

**Resource Category:** Transportation  
**Resource Type:** Road/Road Trace  
**Date of Construction:** 1800Ca  
**Date Source:** Site Visit  
**Historic Time Period:** Early National Period (1790 - 1829)  
**Historic Context(s):** Transportation/Communication  
**Architectural Style:** No discernible style  
**Form:** *No Data*  
**Condition:** Deteriorated  
**Threats to Resource:** Erosion  
**Cultural Affiliations:** *No Data*  
**Cultural Affiliation Details:** *No Data*

**Architectural Description:**

May 2023 PIF: An old stagecoach road has been uncovered nearby with relics from the 18th century.

**Historic District Information**

**Historic District Name:** *No Data*  
**Local Historic District Name:** *No Data*  
**Historic District Significance:** *No Data*

Limits of Disturbance  
DHR Project No. 2014-0666

DHR Report No. VA-149

Adriana T. Moss, Kerri S. Barile

Addendum: Architectural Reconnaissance Survey of the LOD Expansion Area for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project, Arlington, Caroline, Chesterfield, Hanover, Henrico, Fairfax, Prince William, Stafford, and Spotsylvania Counties and the Cities of Alexandria, Fredericksburg, and Richmond, Virginia (May 2018)

Prepared for: Virginia Department of Rail and Public Transportation

Prepared by: DC2RVA Project Team

Period Of Significance: ca 1819 - 1953

Level Of Significance: Local

Surveyor's NR Criteria C - Distinctive Characteristics of Architecture/Construction  
Recommendations:

Phase II Intensive Survey Integrity Association, Design, Feeling, Location, Materials, Setting, Workmanship  
Recommendations:

### Event Type: Survey:Phase II/Intensive

Project Review File Number: *No Data*

Investigator: Ashley Neville, -- Land & Community Ass

Organization/Company: VA Dept. of Historic Resources

Photographic Media: Film

Survey Date: 8/1/1991

Dhr Library Report Number: *No Data*

Project Staff/Notes: *No Data*

Period Of Significance: ca 1819 - 1953

Level Of Significance: Local

Surveyor's NR Criteria C - Distinctive Characteristics of Architecture/Construction  
Recommendations:

Phase II Intensive Survey Integrity Association, Design, Feeling, Location, Materials, Setting, Workmanship  
Recommendations:

### Bibliographic Information

#### Bibliography:

*No Data*

#### Property Notes:

May 2023 PIF note: The 1992 survey of historic homes refers to an old tavern near the property but I'm not sure of the location.

Foundation	No Data	No Data	Not Visible
Windows	Sash, Double-Hung	No Data	6/6
Chimneys	Exterior End	Brick	Other
Windows	Sash, Double-Hung	No Data	2/2
Porch	1-story, 4-bay	No Data	Screened
Structural System and Exterior Treatment	Frame	No Data	Other

## Secondary Resource Information

### Secondary Resource #1

Resource Category:	Landscape
Resource Type:	Wall
Date of Construction:	Ca
Date Source:	No Data
Historic Time Period:	No Data
Historic Context(s):	Domestic
Architectural Style:	No Data
Form:	No Data
Condition:	No Data
Threats to Resource:	No Data
Cultural Affiliations:	No Data
Cultural Affiliation Details:	No Data

#### Architectural Description:

Architecture Summary: Stone wall across front yard. Stone from detached kitchen chimney.

### Secondary Resource #2

Resource Category:	DSS Legacy
Resource Type:	Shed
Date of Construction:	Ca
Date Source:	No Data
Historic Time Period:	No Data
Historic Context(s):	Domestic
Architectural Style:	No Data
Form:	No Data
Condition:	No Data
Threats to Resource:	No Data
Cultural Affiliations:	No Data
Cultural Affiliation Details:	No Data

#### Architectural Description:

Architecture Summary: Concrete block storage buildings.

Number of Stories: No Data

### Secondary Resource #3

Resource Category:	DSS Legacy
Resource Type:	Shed
Date of Construction:	Ca
Date Source:	No Data
Historic Time Period:	No Data
Historic Context(s):	Domestic
Architectural Style:	No Data

### CRM Events

#### Event Type: Survey:Phase II/Intensive

Project Review File Number: *No Data*  
Investigator: LCA-A. Neville  
Organization/Company: Unknown (DSS)  
Photographic Media: *No Data*  
Survey Date: 8/1/1991  
Dhr Library Report Number: *No Data*  
Project Staff/Notes:  
    *No Data*

### Bibliographic Information

#### Bibliography:

*No Data*

#### Property Notes:

*No Data*

Historic Time Period:	Colony to Nation (1751 - 1789)
Historic Context(s):	Architecture/Community Planning, Domestic
Other ID Number:	No Data
Architectural Style:	Tudor Revival
Form:	No Data
Number of Stories:	3.0
Condition:	Remodeled
Threats to Resource:	None Known
Cultural Affiliations:	No Data
Cultural Affiliation Details:	No Data

**Architectural Description:**

[Note: Construction date is unclear; the "property dates" section of form simply states "Revolutionary, pre". 1770 was chosen as construction date as it precedes the Revolutionary War.]

May 2016: The original frame structure, two up and two down, consisted of square rooms on either side of a large center hall. The two stories were over a brick basement and had attic rooms above. The dining room was in the basement, and the outdoor kitchen still remains, known as the white house. There was an addition to the main house (where the living room currently is) somewhat later which consisted of a kitchen and dining room and a sloped roof. There is evidence of this information in several areas of the existing home. The basement contains a large fireplace where the furnace now stands. The south wall of the basement is brick with no mortar, and there are exposed hand hewn beams. The original mantles are in the basement. Two old doors in the basement may be relics of the older houses, one a low six-panel door with flush, beaded panels, possibly late 18th century and the other a door of two vertical panels, raised, common to the Greek-revival period of the 19th century. The wide, low, four panel doors on the first and second floors, despite their graining, conform to 1850 prototypes. The stairs to the basement were originally outside.

When Greenlands was purchased by Rosalie McCoy Dumble Davis, she did extensive renovation and additions to the home. She brick veneered the prerevolutionary home, moved the entry, tore out the original stairs to the second floor (evidence of their existence under wallboard on lathes) and tripled the square footage. All of this floor area is over crawl space. The two chimneys of the original structure remain today. Her vision was an English manor house as she had traveled extensively in Europe and was particularly fond of that style. The circular front porch was not in the scope of the construction team, and she laid those bricks herself. The arches, wood and plaster accents on the south end and many chimneys are all reminiscent of the Tudor style that she so loved.

The interior was plastered with horse hair mixed in, which helped to bind and have such lasting qualities. The horsehair is still visible in the walls. The floors in the old part are original, and the 1920's addition floors were specifically made for Greenlands. The back of each board is identified with R. M. Davis.

**Exterior Components**

Component	Component Type	Material	Material Treatment
Structural System and Exterior Treatment	Wood Frame	Brick	Veneer
Windows	Double-hung	Wood	No Data
Roof	Cross Gable	Metal	No Data
Dormer	Gable	No Data	No Data
Porch	1-Story Partial Width	Wood	Not Visible
Chimneys	Exterior End	Brick	Not Visible
Chimneys	Interior Central	Brick	Not Visible

**Secondary Resource Information**

**Secondary Resource #1**

Resource Category:	Domestic
Resource Type:	Kitchen
Date of Construction:	1770Ca
Date Source:	Written Data
Historic Time Period:	Antebellum Period (1830 - 1860)
Historic Context(s):	Architecture/Community Planning, Domestic
Architectural Style:	No discernible style
Form:	No Data
Condition:	Fair
Threats to Resource:	None Known
Cultural Affiliations:	No Data
Cultural Affiliation Details:	No Data
Architectural Description:	

**NR Resource Type:** Site  
**Historic District Status:** *No Data*  
**Not Observed:** This resource was not observed during the last survey.  
**Date of Construction:** Ca  
**Date Source:** *No Data*  
**Historic Time Period:** Colony to Nation (1751 - 1789)  
**Historic Context(s):** Domestic, Funerary  
**Architectural Style:** *No Data*  
**Form:** *No Data*  
**Condition:** *No Data*  
**Threats to Resource:** None Known  
**Cultural Affiliations:** *No Data*  
**Cultural Affiliation Details:** *No Data*

**Architectural Description:**

May 2016: This is the Green Family Cemetery with headstones dated from the 18th century.... the Green family cemetery shows many descendants buried there from the eighteenth century to the twentieth century. [No further documentation or images provided.]

**Current Use:** *No Data*  
**Historic Religious Affiliation:** *No Data*  
**Ethnic Affiliation:** *No Data*  
**Has Marked Graves:** *No Data*  
**Has Unmarked Graves:** *No Data*  
**Enclosure Type:** *No Data*  
**Number Of Gravestones:** *No Data*  
**Earliest Marked Death Year:** *No Data*  
**Latest Marked Death Year:** *No Data*

**Secondary Resource #5**

**Resource Category:** Defense  
**Resource Type:** Earthworks  
**NR Resource Type:** Structure  
**Historic District Status:** *No Data*  
**Not Observed:** This resource was not observed during the last survey.  
**Date of Construction:** Ca  
**Date Source:** *No Data*  
**Historic Time Period:** Civil War (1861 - 1865)  
**Historic Context(s):** Military/Defense  
**Architectural Style:** *No Data*  
**Form:** *No Data*  
**Condition:** *No Data*  
**Threats to Resource:** None Known  
**Cultural Affiliations:** *No Data*  
**Cultural Affiliation Details:** *No Data*

**Architectural Description:**

May 2016: I remember my father, Fairfax Davis, pointing out Civil War trenches as we walked the property looking for that year's perfect Christmas tree. Many artifacts have been found on the property which indicate that a battle did indeed take place on the property. Historical society authors have referred to Greenland as Rose Cottage. They say that J.E.B. Stuart stopped at this house on the way to intercept Sheridan at Yellow Tavern [No further documentation or images provided.]

**Historic District Information**

## Property Information

### Property Names

Name Explanation: Name  
Historic: Richmond, Fredericksburg & Potomac Railroad  
Current: CSX Railroad Corridor

### Property Evaluation Status

DHR Staff: Potentially Eligible

### Property Addresses

Current - CSX Railroad Corridor

County/Independent City(s): Caroline (County), Hanover (County), Henrico (County), Spotsylvania (County)

Incorporated Town(s): Ashland

Zip Code(s): 22408, 22427, 22514, 22546, 22580, 23005, 23047, 23059

Magisterial District(s): *No Data*

Tax Parcel(s): *No Data*

USGS Quad(s): ASHLAND, BOWLING GREEN, FREDERICKSBURG, GUINEA, PENOLA, RUTHER GLEN, WOODFORD, YELLOW TAVERN

## Additional Property Information

Architecture Setting: Rural

Acreage: *No Data*

### Site Description:

August 2012: This section of CSX Railroad corridor is part of what was historically the Richmond, Fredericksburg & Potomac Railroad (RF&P). The entire corridor runs from Richmond, Virginia, North to the Potomac River. For the purpose of this report, our evaluation include only the segment of the rail bed located in Spotsylvania County. This section has double tracks that carry the Virginia Railway Express, Amtrak and various non-passenger rail lines north and south to the DC area down to Richmond. The area around the tracks is fairly rural with little development. The landscape is moderately forested with some development around the project area.

February 2015: A roughly one-mile segment of the RF&P Railroad corridor spanning the Chickahominy River within portions of Henrico and Hanover counties was surveyed as part of this effort. This length of the corridor runs north-south, west of Washington Highway (Route 1). It crosses the Chickahominy River just west the new "Thomas Mill" subdivision off of Old Washington Highway. The corridor traverses through heavily forested land throughout the survey area with an exception in Henrico County where the existing Cunningham-Elmont transmission line crosses over the tracks. As the rail corridor extends beyond the survey area to the north and south, the land also opens as the line approaches the village of Elmont and development around Hunton respectively.

June 2016: A roughly one-mile segment of the RF&P Railroad corridor south of the North Anna River in Hanover County was surveyed as part of this effort. This length of the corridor runs north-south, west of Washington Highway (Route 1). Within this area, the corridor traverses through forested and open land and is partially flanked by industrial works.

March 2021: A roughly 1 mile length of the former RF&P Railroad corridor extending from Ellets Crossing Road to the South Anna River was subject to investigation as part of this effort. This length extends in a straight, mostly north-south alignment. It is bordered by an undeveloped wooded area to the west and by the Greymont farm property to the east. Between the Greymont property and the railroad is a wooded strip with a narrow cleared utility ROW that runs parallel to the railroad.

March 2022: A roughly 1,000-foot length of the former RF&P Railroad corridor running north-to-south, and situated between Dry Bridge Road and Reedy Creek to the south in Ruther Glen, Caroline County. This north-south span is straight, and is bordered by densely wooded areas to the east and west. Frye Lane, a residential street, runs north-south parallel to the tracks on the east side.

April 2023: A roughly 1 mile length of the former RF&P Railroad corridor in the vicinity of Elmont, Virginia was subject to investigation as part of this effort. This length extends in a straight, generally southwest-northeast alignment. It has two road crossings through the southern portion of the survey area, including Cedar Lane and Elmont Road, both of which are lined by residential and commercial development. North of Elmont Road, the setting of the corridor transitions to primarily undeveloped woodland.

### Surveyor Assessment:

August 2012: This segment of the Richmond, Fredericksburg, & Potomac Railroad is recommended eligible under Criteria A for its importance in the field of transportation history in Virginia and Spotsylvania County. The resource is not recommended eligible under Criterion, B or C. The resource has no outstanding architectural significance or merit and it has no known association with an important individual.

February 2015: Although only a small portion of the corridor was subject to this survey, and a full evaluation of the RF&P railroad is beyond the scope of this effort, it is acknowledged that the RF&P is a significant aspect of Virginia history. Although the portion of the line within the survey area has been altered through replacement of materials, expansion and double-tracking, the corridor

March 2022: The portion surveyed during this effort is similar to the other portions described in previous survey efforts.

March 2022

April 2023: The portion of the corridor within the survey area extends through a roughly 100-foot wide right-of-way and is double-tracked upon a built-up gravel berm. There are two at-grade road crossings within the survey area including Cedar Lane and Elmont Road. The alignment is crossed by an overhead transmission line just north of Elmont. The corridor is now operated by the CSX Corporation and remains in active use.

## Secondary Resource Information

### Historic District Information

**Historic District Name:** No Data  
**Local Historic District Name:** No Data  
**Historic District Significance:** No Data

### CRM Events

#### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2023-3304  
**Investigator:** Anna White  
**Organization/Company:** Dutton + Associates, LLC  
**Photographic Media:** Digital  
**Survey Date:** 3/30/2023  
**Dhr Library Report Number:** HN-165  
**Project Staff/Notes:**  
No Data

##### Project Bibliographic Information:

Robert J. Taylor, Jr., David H. Dutton, Michael Lundberg, Dara Friedberg  
June 2023 Phase I Cultural Resources Survey of the Line# 574 (Elmont-Ladysmith) 500kV Rebuild and Related Projects, Carolina and Hanover Counties, Virginia  
Dutton + Associates for Dominion Energy  
DHR Project No. 2023-3304 (formerly 2021-0103)  
DHR Report No. HN-165

**Surveyor's NR Criteria** A - Associated with Broad Patterns of History  
**Recommendations:**

#### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** No Data  
**Investigator:** Jonathan Valalik  
**Organization/Company:** Dovetail CRG  
**Photographic Media:** Digital  
**Survey Date:** 3/9/2022  
**Dhr Library Report Number:** CE-210  
**Project Staff/Notes:**  
No Data

##### Project Bibliographic Information:

Patrick L. Johnson, Jonathan Valalik  
Phase I Cultural Resource Survey of the M.C. Dean Southern Water Line Route, Carolina County, Virginia June 2022.  
Prepared for Rock Creek Companies.  
Prepared by Dovetail Cultural Resource Group, Fredericksburg, Virginia.  
DHR Report No. CE-210

**Surveyor's NR Criteria** A - Associated with Broad Patterns of History

**Project Bibliographic Information:**

Hanover County real estate assessments

**Surveyor's NR Criteria**      A - Associated with Broad Patterns of History  
**Recommendations:**

**Event Type: Survey:Phase I/Reconnaissance**

**Project Review File Number:** 2014-0501  
**Investigator:** Dara Friedberg  
**Organization/Company:** Dutton + Associates, LLC  
**Photographic Media:** Digital  
**Survey Date:** 2/5/2015  
**Dhr Library Report Number:** FV-027

**Project Staff/Notes:**

This project consists of the recordation of the RF&P Railroad, a resource surveyed as part of the Phase I Survey of the Cunningham-Elmont 500kV Transmission Line. The resource was field surveyed by D+A Architectural Historian Dara Friedberg. Data entry conducted by D+A Architectural Historian Robert J. Taylor, Jr.

DHR Project Review File No. 2014-0501

Robert J. Taylor, Jr., David H. Dutton, Dara Friedberg, Danielle Worthing, Cara Metz  
Phase I Cultural Resources Survey Of the Cunningham to Elmont 500kV Transmission Line, Fluvanna, Louisa, Goochland, Henrico and Hanover counties, Virginia  
March 2016; Dutton + Associates  
DHR Report No. FV-027

**Project Bibliographic Information:**

Phase I Cultural Resources Survey for the Dominion Virginia Power Cunningham-Elmont 500kV Rebuild Project in Fluvanna, Goochland, Louisa, Hanover, and Henrico Counties, Virginia. Dutton+Associates, 2015

**Surveyor's NR Criteria**      A - Associated with Broad Patterns of History  
**Recommendations:**

**Event Type: DHR Staff: Potentially Eligible**

**DHR ID:** 088-5413  
**Staff Name:** Marc Holma  
**Event Date:** 12/19/2012  
**Staff Comment**

We agree that the Richmond, Fredericksburg & Potomac Railroad corridor is eligible for listing in the NRHP under Criterion A; however, we believe that the circa 1837 resource's significance is also derived from its history in the area of transportation, not just its use during the Civil War.

**Event Type: Survey:Phase I/Reconnaissance**

**Project Review File Number:** *No Data*  
**Investigator:** Dovetail CRG  
**Organization/Company:** Dovetail CRG  
**Photographic Media:** Digital  
**Survey Date:** 7/20/2012  
**Dhr Library Report Number:** SP-190

**Project Staff/Notes:**

Mike Carmody, Earl E. Proper, Aubrey Von Lindern and Mike Klein. Dovetail CRG  
DHR CRM Report Number: SP-190

Bibliographic Notes: Phase I Cultural Resource Survey of the Crossroads Parkway Virginia Railway Express Station, Spotsylvania County, Virginia. November 2012.

**Surveyor's NR Criteria**      A - Associated with Broad Patterns of History  
**Recommendations:**

**Bibliographic Information**

**Bibliography:**

No Data

**Property Notes:**

No Data

**Cultural Affiliations:** *No Data*

**Cultural Affiliation Details:**

*No Data*

**Architectural Description:**

January 2018: The building located at 613 North James Street is a one-story, five-bay, single-family dwelling constructed in 1963 in the Ranch style. The continuous foundation and the structural system are both clad in a running-bond brick veneer. The building is covered by a low-pitched, hipped roof sheathed in asphalt shingles. Two interior-slope brick chimneys are located on the northern half of the roof. The primary entrance, centered and recessed in the façade (west elevation), is filled with a single-leaf, paneled wood door covered. A set of four brick steps and a stoop clad in brick veneer lined with metal railing leads to the door. Other fenestration includes single, one-over-one, double-hung sash, vinyl windows, some of which are flanked by fixed, vinyl, paneled shutters as well as a vinyl tripartite. A garage door bay is located to the north on the primary elevation.

#### Exterior Components

Component	Component Type	Material	Material Treatment
Foundation	Solid/Continuous	<i>No Data</i>	<i>No Data</i>
Structural System and Exterior Treatment	Not Visible	Brick	Veneer
Roof	Hipped	Asphalt	<i>No Data</i>
Chimneys	Interior Slope	Brick	American/Common Bond
Windows	Double-hung	Vinyl	<i>No Data</i>
Windows	Tripartite/Ribbon	Vinyl	<i>No Data</i>

#### Secondary Resource Information

#### Historic District Information

**Historic District Name:** *No Data*

**Local Historic District Name:** *No Data*

**Historic District Significance:** *No Data*

#### CRM Events

##### Event Type: DHR Staff: Not Eligible

**DHR ID:** 166-5096  
**Staff Name:** Marc Holma  
**Event Date:** 6/11/2018  
**Staff Comment**  
DHR File No.: 2014-0666

##### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2014-0666  
**Investigator:** Lenora Wiggs  
**Organization/Company:** Dovetail CRG  
**Photographic Media:** Digital  
**Survey Date:** 1/16/2018  
**Dhr Library Report Number:** VA-149  
**Project Staff/Notes:**

Limits of Disturbance  
DHR Project No. 2014-0666  
DHR Report No. VA-149

Adriana T. Moss, Kerri S. Barile

Addendum: Architectural Reconnaissance Survey of the LOD Expansion Area for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project, Arlington, Caroline, Chesterfield, Hanover, Fairfax, Prince William, Stafford, and Spotsylvania Counties and the Cities of Alexandria, Fredericksburg, and Richmond, Virginia (May 2018)

### Property Information

**Property Names**  
Name Explanation Function/Location Name House, 110 West Vaughan Road

#### Property Evaluation Status

DHR Staff: Not Eligible

#### Property Addresses

Current - 110 West Vaughan Road  
County/Independent City(s): Hanover (County)  
Incorporated Town(s): Ashland  
Zip Code(s): 23005  
Magisterial District(s): *No Data*  
Tax Parcel(s): *No Data*  
USGS Quad(s): ASHLAND

### Additional Property Information

Architecture Setting: Suburban

Acreage: *No Data*

#### Site Description:

March 2018: The resource, a single-family dwelling, is located northwest of the intersection of Park Street and Vaughan Road in a moderately populated, residential area in the northwest quadrant of Ashland, Hanover County, Virginia. The primary resource is set to the south of a large, irregularly-shaped parcel that is situated about 950 feet west of the existing CSX rail line. The lot is covered by a manicured grass lawn dotted with medium-sized shrubbery deciduous trees. A gravel driveway extends north from Vaughan Road, extends past the resource, and terminates at the outbuildings to the rear (north) of the primary resource. The primary elevation faces south toward the road. Two secondary resources were noted during the current survey. Due to the parameters of the current effort, the building was surveyed from public right-of-way only.

#### Surveyor Assessment:

March 2018: The building located at 110 Vaughan Road is a two-story, three-bay, single-family dwelling constructed ca. 1956 in the Colonial Revival style common of the era and area in which it was constructed. This resource does not exhibit high artistic value as the work of a master nor is it an outstanding example of its style or property type. Furthermore, this resource has had replacement materials such as vinyl windows. Therefore, it is recommended that this resource be considered not eligible for the NRHP under Criterion C. It is not associated with any significant event or person, and is, therefore, recommended not eligible for the NRHP under Criteria A or B. As an architectural resource, the resource was not evaluated under Criterion D.

Surveyor Recommendation: Recommended Not Eligible

#### Ownership

Ownership Category	Ownership Entity
Private	<i>No Data</i>

### Primary Resource Information

Resource Category: Domestic  
Resource Type: Single Dwelling  
NR Resource Type: Building  
Historic District Status: *No Data*  
Date of Construction: Ca 1956  
Date Source: Site Visit  
Historic Time Period: World War I to World War II (1917 - 1945)  
Historic Context(s): Domestic  
Other ID Number: *No Data*  
Architectural Style: Colonial Revival  
Form: *No Data*  
Number of Stories: 2.0  
Condition: Good  
Threats to Resource: None Known

**Condition:** Good  
**Threats to Resource:** None Known  
**Cultural Affiliations:** *No Data*  
**Cultural Affiliation Details:** *No Data*

**Architectural Description:**

March 2018: A one-story, three-bay outbuilding is located about 300 feet northwest of the primary resource. The frame structural system is clad in weatherboard. It is covered by a shed roof sheathed in v-crimp metal. Three open bays line the primary (south) elevation.

**Number of Stories:** 1

**Exterior Components**

Component	Component Type	Material	Material Treatment
Structural System and Exterior Treatment	Wood Frame	Wood	Weatherboard
Roof	Shed	Metal	<i>No Data</i>

**Secondary Resource #3**

**Resource Category:** Domestic  
**Resource Type:** Outbuilding,Domestic  
**Date of Construction:** 1956Ca  
**Date Source:** Site Visit  
**Historic Time Period:** World War I to World War II (1917 - 1945)  
**Historic Context(s):** Domestic  
**Architectural Style:** Vernacular  
**Form:** *No Data*  
**Condition:** Good  
**Threats to Resource:** None Known  
**Cultural Affiliations:** *No Data*  
**Cultural Affiliation Details:** *No Data*

**Architectural Description:**

March 2018: A one-and-a-half-story outbuilding is located 375 feet northwest of the primary resource. The frame structural system is clad in vertical wood boards and covered by a monitor-style roof sheathed in asphalt shingles.

**Number of Stories:** 1.5

**Exterior Components**

Component	Component Type	Material	Material Treatment
Structural System and Exterior Treatment	Wood Frame	Wood	Siding
Roof	Monitor	Asphalt	<i>No Data</i>

**Historic District Information**

**Historic District Name:** *No Data*  
**Local Historic District Name:** *No Data*  
**Historic District Significance:** *No Data*

**CRM Events**

**Event Type: DHR Staff: Not Eligible**

**DHR ID:** 166-5100  
**Staff Name:** Marc Holma  
**Event Date:** 6/11/2018  
**Staff Comment**  
DHR File No.: 2014-0666

### Property Information

**Property Names**

Name Explanation  
Current Name  
Historic

Name  
Richmond, Fredericksburg and Potomac Railroad  
Historic District  
Richmond, Fredericksburg and Potomac Railroad

**Property Evaluation Status**

DHR Staff: Eligible

**Property Addresses**

Current - CSX Tracks

**County/Independent City(s):**

Alexandria (Ind. City), Arlington (County), Caroline (County), Fairfax (County), Fredericksburg (Ind. City), Hanover (County), Henrico (County), Prince William (County), Richmond (Ind. City), Spotsylvania (County), Stafford (County)

**Incorporated Town(s):**

Arlington, Ashland, Dumbarton, Falmouth, Franconia, Glen Allen, Lakeside, Laurel, Lorton, Newington, Quantico, Quantico Station, Rose Hill, Springfield, Woodbridge

**Zip Code(s):**

22026, 22079, 22134, 22150, 22172, 22191, 22202, 22301, 22304, 22310, 22314, 22315, 22401, 22405, 22408, 22427, 22514, 22546, 22554, 22580, 23005, 23047, 23059, 23060, 23220, 23228, 23230

**Magisterial District(s):**

*No Data*

**Tax Parcel(s):**

*No Data*

**USGS Quad(s):**

ALEXANDRIA, ANNANDALE, ASHLAND, BON AIR, BOWLING GREEN, FORT BELVOIR, FREDERICKSBURG, GLEN ALLEN, GUINEA, OCOCOQUAN, PENOLA, QUANTICO, RICHMOND, RUTHER GLEN, STAFFORD, WIDEWATER, WOODFORD, YELLOW TAVERN

### Additional Property Information

Architecture Setting: Suburban

Acreage: *No Data*

**Site Description:**

June 2016: The resource within the project APE, runs along the CSX right-of-way in eastern Virginia from the Potomac River in Arlington County south to the Broad Street Station in the City of Richmond. The railroad runs through rural, suburban and urban settings with varied styled culverts, bridges, stations, and other rail-related resources within its boundaries. Two previously DHR ID# were associated with the rail line: 088-5413 is associated with the segment in Caroline, Hanover, Henrico and Spotsylvania Counties and 076-0301 is associated with the segment in Prince William and Stafford Counties.

March 2018: The RF&P Railroad Historic District (500-0001) is made up of the RF&P Railroad and a wide variety of associated secondary resources, such as bridges and culverts. The railroad was a privately operated, local railroad that provided rail service between Richmond, Virginia, and Washington, D.C., by way of Fredericksburg, Virginia (V-CRIS 2017). The railroad primarily runs parallel to Interstate 95 and Route 1 on a north-south orientation, although the railroad bed does move laterally to the east and west in areas like Ruther Glen, Guinea, and Woodbridge.

From Washington, D.C. to Woodbridge, the railroad bed passes through heavily populated areas including the City of Alexandria and numerous suburban communities; however, in most cases, the railroad does not pass directly through residential areas (with the exception of Alexandria) and instead borders industrial or commercial corridors. As the railroad passes through Marine Corps Base Quantico, the land surrounding it becomes more rural and less densely populated. While this pastoral setting is interrupted as the railroad passes through downtown Fredericksburg, it is the predominant environment as the railroad moves further south through Guinea and Ruther Glen. Numerous small railroad towns are located along its length in this area and owe much of their existence to the rail line. The railroad then passes directly through the heart of downtown Ashland, actually running down the middle of the main road, before returning to a more rural environment. As the railroad approaches Richmond, it passes through more populated areas

During World War II, American rail traffic increased significantly as the economy recovered, gasoline and tire rubber were rationed, and troops and war materiel moved all across the country (Mordecai 1948). However, the war-time boom for railroads like the RF&P Railroad was short lived. With the double tracking and faster, heavier locomotives, the rail line continued to improve its track with grade reductions, curve straightening, and structures to accommodate additional weight (American-Rails.com 2017b). While freight-driven companies like the C&O Railroad continued to thrive on shipments of coal and manufactured goods, the RF&P Railroad and other passenger-driven companies faced stiff competition from the burgeoning popularity of the personal car and commercial air travel. The development of the Interstate Highway System, especially Interstate 95 on a parallel route to the railroad, made personal-vehicle transportation even easier and further cut into the railroad's business. As rail ridership continued to decrease throughout the 1960s, the Richmond Holdings Company gradually became the primary source of income for the company. By 1970, passenger traffic had dropped so dramatically across the country that the federal government issued the Rail Passenger Service Act to create a single, strong, public-private railroad known as Amtrak (Amtrak Reform Council 2000). Amtrak took over passenger service for the RF&P Railroad later that decade, leaving the company to focus on its freight traffic and real estate development.

Since the railroad was no longer providing passenger service, the company began focusing almost exclusively on developing its real estate branch. In 1988, the company underwent a massive restructuring to officially make its focus real estate; to that end, it created the RF&P Corporation, which specialized in real estate investing, leasing, and management (McGehee 1992).

By the 1970s, the Richmond-Washington Company still held over 60 percent of the RF&P's voting stock. But while the Company held majority control over RF&P Railroad stock, its own stock was held by two major, eastern railroad companies: Chessie Systems Inc. (formerly the C&O Railway) and the Seaboard System Railroad. When these two companies merged in 1980 to form CSXT, they sought to acquire the RF&P Railroad from the Richmond-Washington Company (McGehee 1992). The RF&P Railroad held out against the acquisition throughout the 1980s to see out their corporate restructuring.

In 1991, CSXT struck a deal with the other major RF&P Railroad stockholder, the Virginia Retirement System (VRS), to acquire the railroad. VRS acquired 99 percent of the RF&P Corporation's shares and then sold the entirety of the railroad stock to CSXT. VRS kept the real estate branch for a while before selling it off as well. With these two deals, the RF&P ceased to exist as its own independent enterprise (McGehee 1992). However, many of its historic rail line and its associated structures remain and are still used by CSXT and Amtrak traffic. The Virginia Railway Express (VRE) began in 1992 and continues to operate during the week on the former RF&P line, providing passenger service from Richmond to Washington, D.C. (Vre.org 2017).

The RF&P Railroad Historic District (500-0001) is an historic rail corridor that stretches from the Potomac River to Main Street Station in the City of Richmond. From 1837 to 1943, the railroad played a critical role in the development and evolution of the region and was a prominent local railroad within the mid-Atlantic region. Previously, the RF&P Railroad was documented into two segments: a segment in Prince William and Stafford Counties (076-0301) and a segment in Spotsylvania, Caroline, Hanover, and Henrico Counties (088-5413). These were previously determined to be potentially eligible for the NRHP under Criterion A for their association with Transportation in Virginia (2016 and 2012, respectively). Since that time, the rail line from the Potomac River to Broad Street Station has been surveyed, encompassing these two segments into one rail corridor. The trains under CSXT, Amtrak, and VRE continue to run along the former RF&P rail line. Given the long and significant history of this line and the important economic role it has played in the development of cities along its path, it is recommended that the RF&P Railroad Historic District, from Washington, D.C., to Richmond, Virginia, is eligible for listing in the NRHP under Criterion A for Transportation.

It has no known association with any individuals of historical significance and, is therefore, recommended not eligible for listing in the NRHP under Criterion B. Although some of the elements within the railroad corridor like bridges and switch towers may be individually eligible for the NRHP, the corridor as a whole has undergone numerous physical changes that have impacted its overall integrity. It is therefore recommended not eligible for the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D. The bridges, culverts, towers, and other structures along the line were individually surveyed at the reconnaissance-level as part of the DC2RVA Project and documented for their potential as a contributing element to the rail line. In sum, the DC2RVA Team recommends that the RF&P Railroad Historic District is eligible for listing in the NRHP under Criterion A for its association with important events that led to broad patterns in regional Transportation.

The proposed NRHP boundaries follow the historic RF&P Railroad line as outlined in the architectural reconnaissance survey of structures for the DC2RVA Project (Chase 2017). The period of significance for the RF&P Railroad Historic District starts in 1837, its date of construction, to 1943. This end date follows the NPS guidelines which say: "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997).

September 2018: Within this project's APE the Richmond, Fredericksburg, and Potomac Railroad corridor is currently occupied by the CSX/VRE rail lines. The Washington Metropolitan Area Transit Authority blue line tracks parallel the RF&P Railroad through the project APE. In April 2018, DHR staff determined that the RF&P Railroad eligible for listing in the NRHP under Criteria A for its role in transportation within Virginia. There have been no alterations to this resource since this determination that would alter the previous determination.

March 2021: The RF&P Railroad Historic District (VDHR #500-0001) is an historic rail corridor that stretches from the Potomac River to Main Street Station in the City of Richmond. From 1837 to 1943, the railroad played a critical role in the development and evolution of the region and was a prominent local railroad within the mid-Atlantic region. Previously, the RF&P Railroad was documented into two segments: a segment in Prince William and Stafford Counties (VDHR #076-0301) and a segment in Spotsylvania, Caroline, Hanover, and Henrico Counties (VDHR #088-5413). These were previously determined to be potentially eligible for the NRHP under Criterion A for their association with Transportation in Virginia (2016 and 2012, respectively). Since that time, the rail line from the Potomac River to Broad Street Station has been surveyed, encompassing these two segments into one rail corridor historic district. The trains under CSXT, Amtrak, and VRE continue to run along the former RF&P rail line. Given the long and significant history of this line and the important economic role it has played in the development of cities along its path, both separate portions of the RF&P corridor, including the Hanover and Henrico County length (VDHR #088-5413), and the overall RF&P Railroad Historic District, from Washington, D.C., to Richmond, Virginia (VDHR #500-0001) has been determined eligible for listing in the NRHP under Criterion A for Transportation.

March 2022: The above assessment remains accurate. Dovetail recommends that the Richmond, Fredericksburg, and Potomac Railroad Historic District remain eligible for listing in the NRHP under Criterion A for Transportation.

July 2023: The condition of the RF&P Railroad has not changed substantially since it was last surveyed. Therefore, it is recommended to remain eligible for the NRHP under Criterion A.

November 2016

September 2018: Within this project's APE, in the vicinity of the Franconia-Springfield station, there have been no visible changes to this railroad since the previous survey.

March 2021: A short segment of the overall corridor extends along the edge of the project area for this effort and was subject to inspection. This length extends along a raised berm and is double-tracked on gravel ballast. The corridor is crossed by one road within this area, Elletts Crossing Road, which runs beneath the railroad through a two-lane concrete crossing (VDHR# 042-0777) built in 1925 that has recently been determined not eligible for the NRHP by the VDHR.

March 2022: The above description remains accurate.

July 2023: The architectural features of this resource have not changed since it was last surveyed.

October 2023: The resource, within the survey area, comprises two tracks with a spur into the Possum Point Power Station active when the power station burned coal. The bridges along the line, though may have been replaced, and freight and passenger stations, constructed after World War II, located in Quantico, remains. The bridges and the stations are outside the architectural Study Area for the current project.

## Secondary Resource Information

### Secondary Resource #1

Resource Category:	Transportation
Resource Type:	Rail-Related
Date of Construction:	1837Ca
Date Source:	Written Data
Historic Time Period:	Antebellum Period (1830 - 1860)
Historic Context(s):	Architecture/Community Planning, Transportation/Communication
Architectural Style:	No discernible style
Form:	No Data
Condition:	Fair
Threats to Resource:	Transportation Expansion
Cultural Affiliations:	Indeterminate
Cultural Affiliation Details:	No Data

#### Architectural Description:

June 2016: The resource is a linear railroad bed approximately 100 feet wide that spans from the southern end of Long Branch Bridge at the Potomac River in Arlington County to the southern terminus at the Broad Street Station in the City of Richmond. The line has double tracks that carry the Virginia Railway Express, Amtrak and various non-passenger rail lines north and south to the Arlington County area to Richmond. Ancillary resources like stations, towers, bridges, culverts, rail yards, branches, and spurs can be found along the rail bed. The rail line has not been significantly altered since the previous surveys undertaken for the previous segments 076-0301 in 2010 and 088-5413 in 2016.

September 2018: Within this project's APE, in the vicinity of the Franconia-Springfield station, there have been no visible changes to this railroad since the previous survey.

March 2021: A short segment of the overall corridor extends along the edge of the project area for this effort and was subject to inspection. This length extends along a raised berm and is double-tracked on gravel ballast. The corridor is crossed by one road within this area, Elletts Crossing Road, which runs beneath the railroad through a two-lane concrete crossing (VDHR# 042-0777) built in 1925 that has recently been determined not eligible for the NRHP by the VDHR.

March 2022: The portion surveyed during this effort is a small segment of the overall corridor, running approximately 1000 feet in a north-south orientation. It is located to the north of Reedy Creek and to the south of Dry Bridge Road. It is bounded on both sides by dense woods. Frye Lane, a residential street, runs parallel to the railroad on its eastern side.

July 2023: The architectural features of this resource have not changed since it was last surveyed.

October 2023: The current CSX line, formerly the RF&P, runs parallel to Route 1 and the Potomac River on its original alignment. The resource, within the survey area, comprises two tracks with a spur into the Possum Point Power Station active when the power station burned coal.

## Historic District Information

Historic District Name: No Data

**Recommendations:**

**Event Type: Survey:Phase I/Reconnaissance**

**Project Review File Number:** *No Data*  
**Investigator:** Jonathan Valalik  
**Organization/Company:** Dovetail CRG  
**Photographic Media:** Digital  
**Survey Date:** 3/9/2022  
**Dhr Library Report Number:** CE-210  
**Project Staff/Notes:**

*No Data*

**Project Bibliographic Information:**

Patrick L. Johnson, Jonathan Valalik  
Phase I Cultural Resource Survey of the M.C. Dean Southern Water Line Route, Carolina County, Virginia June 2022.  
Prepared for Rock Creek Companies.  
Prepared by Dovetail Cultural Resource Group, Fredericksburg, Virginia.  
DHR Report No. CE-210

**Period Of Significance:** 1837-1943  
**Level Of Significance:** State  
**Surveyor's NR Criteria** A - Associated with Broad Patterns of History  
**Recommendations:**

**Event Type: Survey:Phase I/Reconnaissance**

**Project Review File Number:** 2021-3541  
**Investigator:** Robert Taylor  
**Organization/Company:** Dutton + Associates, LLC  
**Photographic Media:** Digital  
**Survey Date:** 4/12/2021  
**Dhr Library Report Number:** HN-166  
**Project Staff/Notes:**

Survey and reporting prepared by D+A Architectural History staff.

**Project Bibliographic Information:**

D+A. Phase I Cultural Resource Survey of the ±49.8-Hectare (±123-Acre) Greymont Project Area, Hanover County, Virginia. April 2021

**Period Of Significance:** 1837-1943  
**Level Of Significance:** State  
**Surveyor's NR Criteria** A - Associated with Broad Patterns of History  
**Recommendations:**

**Event Type: DHR Staff: Eligible**

**DHR ID:** 500-0001  
**Staff Name:** Marc Holma  
**Event Date:** 11/5/2018  
**Staff Comment**  
DHR File No.: 2018-0538

**Event Type: Survey:Phase I/Reconnaissance**

**Project Review File Number:** *No Data*  
**Investigator:** Sarah Traum  
**Organization/Company:** Commonwealth Heritage Group, Alexandria  
**Photographic Media:** Digital  
**Survey Date:** 9/18/2018  
**Dhr Library Report Number:** *No Data*  
**Project Staff/Notes:**

This architectural survey included the reconnaissance survey of two individual architectural resources and two subdivisions in Fairfax County. It is conducted in conjunction with the proposed extension of Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, plus access ramps. The fieldwork was conducted by Sarah Traum in September, 2018. Sarah Traum completed the V-CRIS documentation.

**Project Review File Number:** 2014-0666  
**Investigator:** Kristi Chase  
**Organization/Company:** Dovetail CRG  
**Photographic Media:** Digital  
**Survey Date:** 6/22/2016  
**DHR Library Report Number:** VA-129

**Project Staff/Notes:**

This project is to contain resources that fall within the Richmond, Fredericksburg and Potomac Railroad expanded boundaries. For RAPS, the rail line is being given the new DHR ID# 500-0001. Previously, the rail line that falls within the project APE was in two segments; 088-5413 and 076-0301.

Kristine A. Chase  
Architectural Reconnaissance Survey of Structures for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments  
Dovetail Cultural Resource Group  
January 2017  
DHR Project No. 2014-0666  
DHR Report No. VA-129

**Project Bibliographic Information:**

Architectural Reconnaissance Survey of Structures for the Washington, D.C. to Richmond, Virginia High Speed Rail Project

**Period Of Significance:** 1837-1943

**Level Of Significance:** State

**Surveyor's NR Criteria Recommendations:** A - Associated with Broad Patterns of History

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### Bibliography:

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2000 Summary of Current Legislative Provisions Prescribing the Legal and Regulatory Framework Governing the National Railroad Passenger Corporation (Amtrak). Electronic document, <http://govinfo.library.unt.edu/arc/materials/legsum.pdf>, accessed November 2016.

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2013 Trains Through Ashland, Virginia. June 26, 2014. Railfan44 Blog. Electronic document, <http://railfan44.blogspot.com/2013/06/trains-through-ashland-virginia.html>, accessed December 2016.

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2016 Virginia Department of Historic Resources Architectural Survey Form: Richmond, Fredericksburg, and Potomac Railroad (DHR ID 500-0001), Virginia. Filed in the Archives at the Virginia Department of Historic Resources, Richmond, Virginia.

2017 Architectural Reconnaissance Survey of Structures for the Washington, D.C. to Richmond, Virginia High Speed Rail Project; Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments. Dovetail Cultural Resource Group, Fredericksburg, Virginia.

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1991 A Once-Great Rail Hub Nears the End of the Line: Capital Area Growth and Changes in Freight Routes Combine to Doom a 20th-Century Landmark. August 26, 1991. Los Angeles Times, Los Angeles, California. Electronic document, [http://articles.latimes.com/1991-08-26/news/mn-937\\_1\\_potomac-yard](http://articles.latimes.com/1991-08-26/news/mn-937_1_potomac-yard), accessed December 2016.

McGehee, C. Coleman

1992 I've Been Working on the Railroad: The Saga of the Richmond, Fredericksburg and Potomac Railroad Company. Master's thesis, Department of History, University of Richmond, Richmond, Virginia.

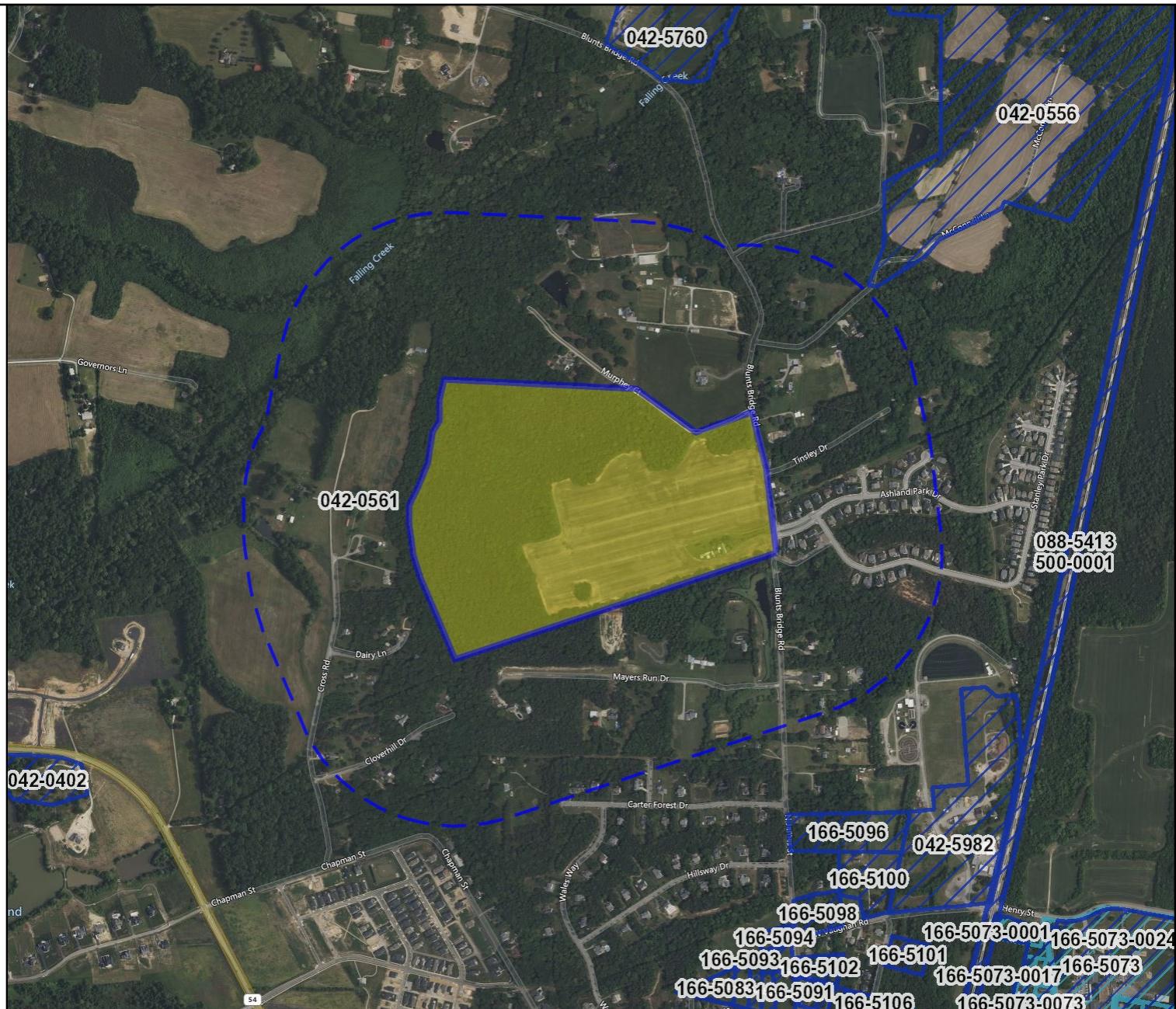
Legend

- Architecture Resources
- Architecture Labels
- Individual Historic District Properties
- Archaeological Resources
- Archaeology Labels
- DHR Easements
- County Boundaries



Feet

0 500 1000 1500 2000  
1:18,056 / 1"=1,505 Feet

**Title: One quarter mile buffer****Date: 1/28/2026**

**DISCLAIMER:** Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

**Notice if AE sites:** Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.

## Hanover County Related Lands

**Site:** Second Battle of Ashland, June 1, 1864

**Location:** This fluid engagement began well east of Ashland near Wickham's Crossing on the C & O Railroad (wartime Virginia Central Railroad) and drifted westward. The heaviest fighting was at the eastern edge of Ashland, although important actions occurred north of town as well.

**Historical Significance:** Following the fight at Hanover Court House on May 31, 1864, James H. Wilson's division of Federal cavalry bore responsibility for two tasks. In addition to screening the northern flank of the army, it was to advance against the vulnerable railroad crossings over the South Anna River. To achieve that latter goal, Wilson sent one brigade (under Colonel George H. Chapman) to burn the bridges. Wilson's other brigade, under Colonel John B. McIntosh, advanced toward Ashland to threaten that railroad town and occupy the attention of any nearby Confederate forces.

The action began around midday at Wickham's Crossing on the Virginia Central Railroad. General W. H. F. Lee's Confederate division, flanked to the south by McIntosh, fell back to the outskirts of Ashland. Lee felt responsible for the protection of Richmond and ultimately dropped his force south of Ashland, along the Telegraph Road, to block the direct route to the capital city. That left Ashland open to McIntosh's riders who advanced into the village and began damaging railroad property. They burned the station, destroyed the nearby water tanks, and ripped up as much track as they could.

To the north, Chapman's men burned the Virginia Central Railroad bridge over the South Anna River almost without opposition. But advancing farther west they encountered a roadblock established by General Bradley T. Johnson's Maryland brigade. A stiff fight ensued near Ellett's Crossing, where the Richmond, Fredericksburg, & Potomac Railroad bisected the Telegraph Road. Lieutenant Colonel Ridgely Brown of the 1st Maryland Cavalry was killed near the crossing and his command melted away to the south, which allowed Chapman's men to finish their chore by torching the nearby railroad bridge over the South Anna River.

While Colonel Chapman executed his tasks without unusual difficulty, McIntosh's brigade fought for its life. In a matter of minutes McIntosh's troopers shifted from unopposed arson to desperate defensive fighting. Lee's division attacked from the south and east and Johnson's Marylanders descended on Ashland from the north, down the Telegraph Road. The key element in the Confederates' combined attack proved to be reinforcements brought to the scene by General Wade Hampton. Rosser's Virginia brigade led a movement from the southeast. Slicing into McIntosh's rear just east of Ashland (along what today is called Route 54), the Virginians wreaked brief havoc among the surprised Federal horsemen. The fighting grew warmer as both parties dismounted. Toward the late-afternoon climax Rosser and other Confederate formations attacked on foot into the town. McIntosh's men repulsed them, fighting from behind the railroad embankment and from well-sited houses near the tracks.

Chapman sent the 1st Vermont Cavalry from his brigade, and its arrival from the north opened a path for McIntosh's escape. Fighting ended at about 7:00 p.m. when Wilson's force left town

and returned to the vicinity of Hanover Court House. Combined casualties in this prolonged affair probably approached 200. The Confederate leaders viewed the day's fighting as a squandered opportunity.

***Current Conditions:*** With the exception of the area around Ellett's Crossing, the battlefield is almost entirely given over to homes and businesses. The areas east and southeast of Ashland, in particular, are heavily developed.

***Significant Views:*** The northern wing of the battlefield retains a meaningful appearance. Chapman's brigade drove the Marylanders westward along Route 646, which is unchanged, and the ground where Lieutenant Colonel Brown was mortally wounded retains its historic character. In the town itself, the railroad corridor and its adjacent houses accurately preserve the view had by the combatants during their fierce fight on June 1, 1864.

### ***Wartime Structures and Features:***

1. Traces of Telegraph Road and Richmond, Fredericksburg & Potomac Railroad (sites) – The network of roads north of Ashland near Ellett's Crossing has changed considerably since 1864. The wartime Telegraph Road veered northeast near Ellett's Crossing, turned sharply west across the railroad, and then north across the South Anna River. The railroad during the war ran slightly west of its present course. What probably are bits and pieces of those old routes survive in the woods.
2. Bed of the Richmond, Fredericksburg & Potomac Railroad in Ashland. The tracks today follow the same path as they did in 1864 at this location. McIntosh's men organized a line of resistance using the ditches and embankments on which the tracks ran through town. Today the tracks are at ground level.

***Original Terrain:*** The prominent ridge along Route 646, just east of Ellett's Crossing, marks the primary line of defense for Bradley Johnson's Maryland men. Chapman's determined assault drove the Confederates off that ridge and forced them southward toward Ashland. That ridge survives intact today. The Confederate attacks against the village, later in the fight, came from the east, southeast, and south. Although most of that area is altered beyond recognition, there are a few bodies of woods east and southwest of the intersection of Route 1 and Route 657. W. H. F. Lee's troopers crossed that land during their converging attack on the town.

### **Bibliography:**

#### **Maps**

"Hanover County, Virginia," 1864, in the Jeremy Francis Gilmer Collection, Virginia Historical Society, Richmond, Virginia.

Untitled map of Richmond vicinity in Jeremy Francis Gilmer Papers, Southern Historical Collection, University of North Carolina, Chapel Hill.

#### Primary Sources

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Booth, George W., A Maryland Boy in Lee's Army (reprint, 2000; Baltimore: privately published, 1898), pp. 116-117.

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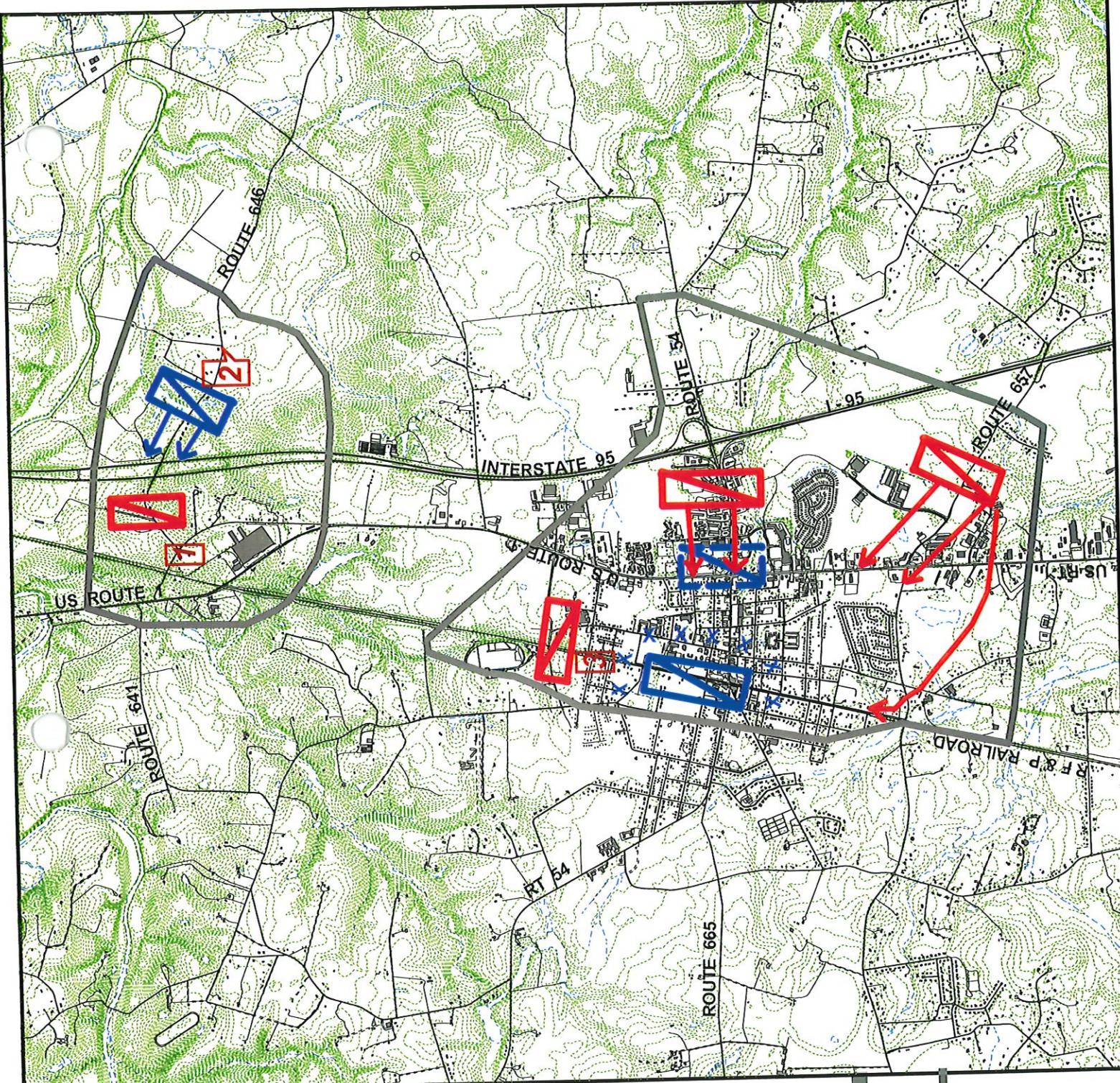
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#### Secondary Sources

Rhea, Gordon C., "A Hot Time at Ashland," in Civil War magazine, volume 4, number 7 (September 2001), pp. 31-37. An excellent modern account of the events on June 1.



Hanover County, Virginia

SECOND BATTLE  
of ASHLAND  
JUNE 1, 1864

Map Legend

UNION

CONFEDERATE



CAVALRY  
PRELIMINARY  
POSITIONS

SKIRMISH  
LINE

KEYED TO TEXT



1:42857

VIRGINIA DEPARTMENT OF HISTORIC RESOURCES  
Architectural Property Survey Form

**I. GEOGRAPHIC IDENTIFICATION**USGS Block: \_\_\_\_\_ Quad Map Name: Ashland Coordinates: \_\_\_\_\_File # 42-561**II. PROPERTY NAME INFORMATION**Current Name: Elm Grove Dates?: Early 19<sup>th</sup> cHistoric Name: Elm Grove

Name of Historic District this resource is located in: \_\_\_\_\_

**III. PROPERTY LOCATION INFORMATION**County: HanoverCounty Magisterial District: Beaverdam?

Town: \_\_\_\_\_

Vicinity of: Ashland

Address/Location:

At end of R748 just outside town of Ashland  
boundary

Tax Map Section/Parcel Number: \_\_\_\_\_ Acreage: \_\_\_\_\_

**IV. PROPERTY CLASSIFICATION INFORMATION**

Number and Sub-Types of Contributing Resource Type Within Property:

Building(s): 5 = Dwelling & structural concrete block  
Storage buildings

Structure(s): \_\_\_\_\_ = \_\_\_\_\_

Site(s): \_\_\_\_\_ = \_\_\_\_\_

Object(s): \_\_\_\_\_ = \_\_\_\_\_

Total Number Resources Within Property: Contributing 5 Non-Contributing \_\_\_\_\_Located within \_\_\_\_\_ / Potential District? \_\_\_\_\_  
 Ownership: Private Public-Local Public-State Public-Federal**V. CULTURAL RESOURCE MANAGEMENT TRACKING INFORMATION**CRM Event Type      Date      Organization      Person      Results**VI. PHOTOGRAPHIC/DRAWINGS DOCUMENTATION**Type of Film      Roll      Frame(s)      VDHR Negative #s11307DrawingsSite plan, A. Penile LCA. 8/1991

VII. SITE DESCRIPTION, continued

VDHR File #

NOTABLE LANDSCAPE FEATURES:

stone wall across front yard. Stone  
from detached kitchen chimney

CONTEXT DESCRIPTION:

Physical Character of Immediate surroundings: - open yard, trees  
& flowers along edges.

Physical Character of General Surroundings:

1980s large lot subdivision in  
front of house.

Notes:

VIII-PRI. GENERAL FIELD DESCRIPTION-PRIMARY RESOURCE: VDHR File #

Resource Name(s): Elm House

Resource Type: Dwelling

Sub-Type:

Estimated Date of Construction: ca. 1840

Source of Date: owner

Present Function

Period/Date

Source

DW

Historic Functions

DW

Period/Date

Source

ca. 1840

owner

Condition: Excellent Good Fair Deteriorated Ruinous

Threatened? Yes No Explain why:

Degree of Integrity: Design- 2 Materials- 3 Workmanship- 2  
(on 0-5 scale) Location- 3 Setting- 2 Feeling- 2

IX-PRI. STRUCTURAL SYSTEM

Material Type of System

Frame

X-PRI. EXTERIOR ARCHITECTURAL DESCRIPTION

# of Stories: 2 # of Bays: 4 Configuration/Massing: "L" shaped

Materials: Dimensions (opt):

Location Type of Material and Treatment

Foundation Not visible

Walls Brick/Weatherboard

Roof gables - composition shingle

Other

Description of Elements: (Note type/form, special features and treatment)

Foundation } Not visible  
Basement }

Roof  
cornice - plain

chimneys - 1 exterior east brick flue, 1 exterior end  
brick chimney - neither original

Windows - 2/2 + 6/6 D/N wash

Entry Door(s) - modern

Porch(es) - 1 story, 4 bay, enclosed with screen

other (e.g. Hardware) not original

X-PRI. EXTERIOR ARCHITECTURAL DESCRIPTION, continued VDHR File #

Architectural Classification: No style

Additional Description:

Originally had 2 front doors.

Additions/Alterations Description:

Dwelling has been heavily altered. Brick veneer covers original weatherboards & orig. exterior end chimneys were replaced with the present ones. The dwelling was built in several stages.

XI-PRI. INTERIOR DESCRIPTION: Plan type: Original dwelling

was a 2 story, 1 room plan. Early addition of a second room created a hall-parlor plan. A one room, 2 story rear ell <sup>was</sup> added to that.

Interior - Few original features remain. They include several hitten doors and an early chambered stair railing.

DRAFT IPS VDHR PROPERTY SURVEY FORM - JULY 1991 - PAGE 7

**XII. HISTORICAL DATA INFORMATION**

Event/Association      Date      Individual/Association      VDHR File #

Land Grant

Deeds

1836

Owner

*Nathaniel Cross*

Original Construction

Owner

Original Construction

Builder

Original Construction

Architect

Addition

Alteration - 1950s.

XIII. BIBLIOGRAPHIC INFORMATION

VDHR File #

Resource Materials

Citation

Type

Location

Old Names of Hanover Co..

Book

Hanover Co. Historical  
Society, 1983.

Cross, Katherine Turner, The Book

Crosses Along Falling Creek,

Ashland: By the author,

1972.

Resource People

Name      Address

Telephone    Date of  
Interview

Present Owner:

Virginia Cross  
Ashland, Va.

7/1991

others:

XIV. EVALUATION OF SIGNIFICANCE:

VDHR File #

HISTORIC THEME(S): *Domestic*

YEAR BUILT: ca. 1840

SOURCE: Owner

PERIOD OF ORIGINAL CONSTRUCTION: ca. 1840

PERIOD OF ADDITIONS: late 19<sup>th</sup> c

PERIOD OF SIGNIFICANCE ca. 1840 - 1870

SIGNIFICANT DATES

SIGNIFICANT PERSON

ARCHITECT/BUILDER

POTENTIAL APPLICABLE NR CRITERIA (extended):

CRITERIA CONSIDERATIONS: A B C D

RELATED PROPERTIES:

CONTRIBUTES TO HISTORIC DISTRICT: (Name)

MULTIPLE PROPERTY SUBMISSION NAME:

RECONNAISSANCE/INTENSIVE ARCHITECTURAL STATEMENT: (Note primary architectural characteristics of the resource and explain architectural significance of the resource within the context of the survey. Note aspects of the resource not visible or clear from photographs. Explain apparent alterations and additions. Discuss architectural integrity of primary resource and associated outbuildings.)

This house has been heavily altered and none of the original or early outbuildings survive. It does illustrate the numerous changes made to suit owners needs and tastes. Several early features survive inside; they include several latter doors & an early, but not original stair.

RECONNAISSANCE/INTENSIVE HISTORICAL STATEMENT: (Note any known individuals, families, groups, or events associated with the resource. Evaluate historic significance within the context of each historic theme noted and within the context of the area surveyed.)

This farm has been in the Cross family since <sup>before</sup> 1836. In that year it was transferred from the estate of Thomas Cross

Evaluation completed by

*A. Neville CCA*

Date

8/1991

to Nathaniel Cross.

**HANOVER HISTORIC RESOURCES SURVEY  
LANDSCAPE AND OPEN SPACE SURVEY FORM**  
(to supplement VDHR form)

DHR number 48-561

Property Name Elm Street

Historic \_\_\_\_\_

Contemporary \_\_\_\_\_

Dates of Major Landscape Construction \_\_\_\_\_

Description (Please attach a map or plan of surveyed landscape)

Natural systems (soils, geology, climate, natural water features, role as animal habitat):

Topography: Flat

Major buildings: Dwellings, 5 outbuildings (sheds)

Spatial/functional organization of site: House faces original long  
entraplace with outbuildings to rear (but  
none are original).

Panoramic views; vistas and sightlines (to, from and within site):

Formerly open fields, now subdivision

Relationship to other plans (i.e. part of a street layout, planned subdivision, campus, churchyard, etc.):

Originally had no relationship to other  
plans

Setting/surroundings:

Open fields @ woods in distance. Shade trees

Landscape Features to rear of house

For the following landscape features, please make note of approximate age or date of construction,  
quantity, location and materials.

Vegetation (natural and introduced trees, shrubs, hedges, groundcovers, flowers, lawns, etc.):

Elm trees for which farm named are all gone.  
Foundation plantings.

Water Elements (natural and man-made including rivers, creeks, ponds, pools, fountains, lakes, etc.):

Circulation (roads, highways, walks, trails, paths, and parking areas):

Entry lane & paved state road

Cemeteries (note markers, layout, edge definitions, etc.)

Landscape Structures (arbors, drainage features, fences, gathouses, terraces, walls, etc.):

Historic Site Furnishings (urns, memorials, sculptures, etc.):

Recreational Facilities (ball fields, courts, golf courses, swimming pools, picnic areas, equestrian areas etc.):

Formal and Informal Gardens

**Preservation/Management Issues**

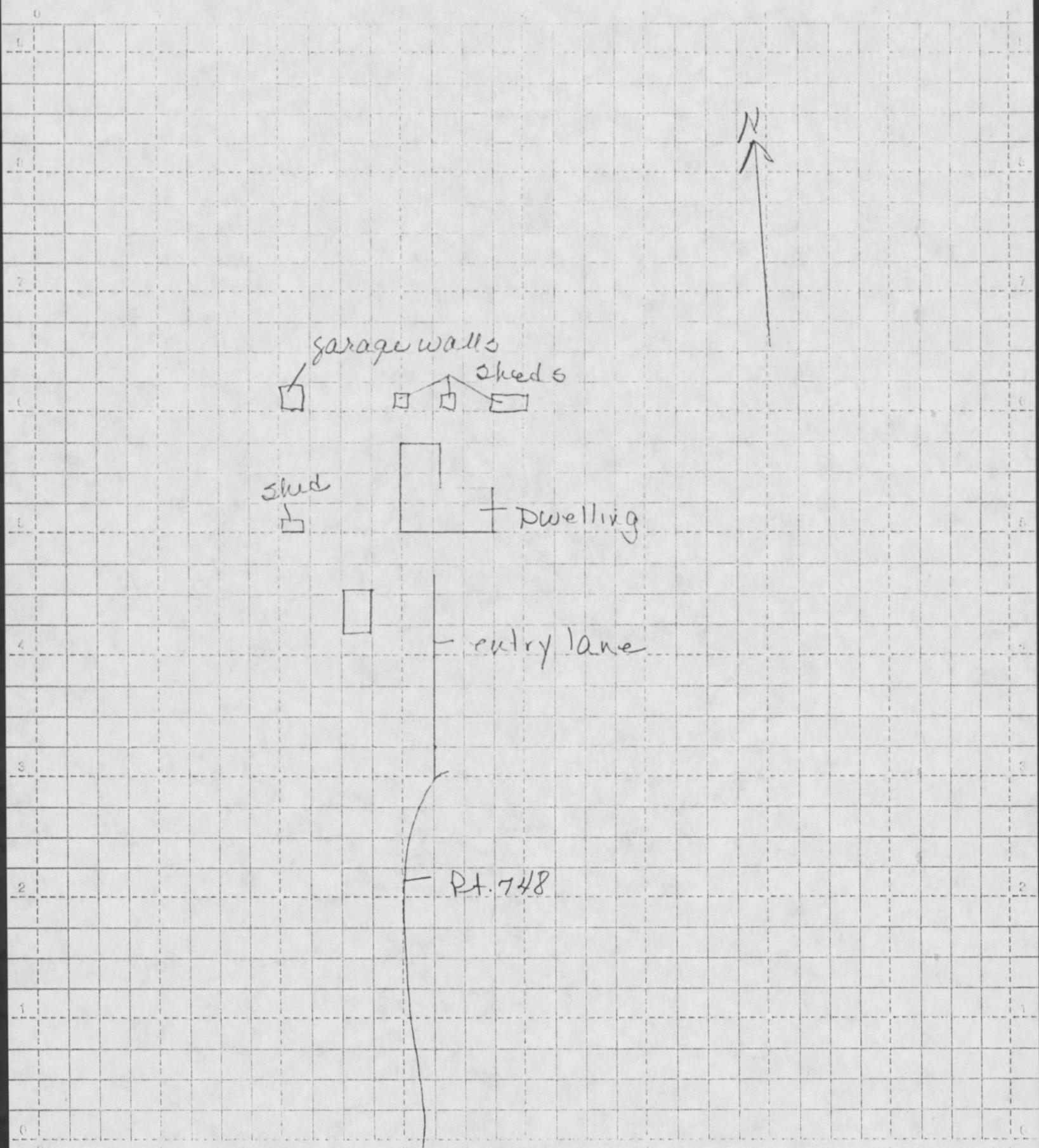
Describe the overall condition of the site in terms of maintenance. Make note of any of the following factors that have or may potentially have an impact on the overall condition of the site, including vandalism, neglect, on-site land use or development; and adjacent land use or development.

Good maintenance

**Form Preparation**

Name AN  
Agency/Firm LCA  
Address/Phone \_\_\_\_\_

## Elm Grove

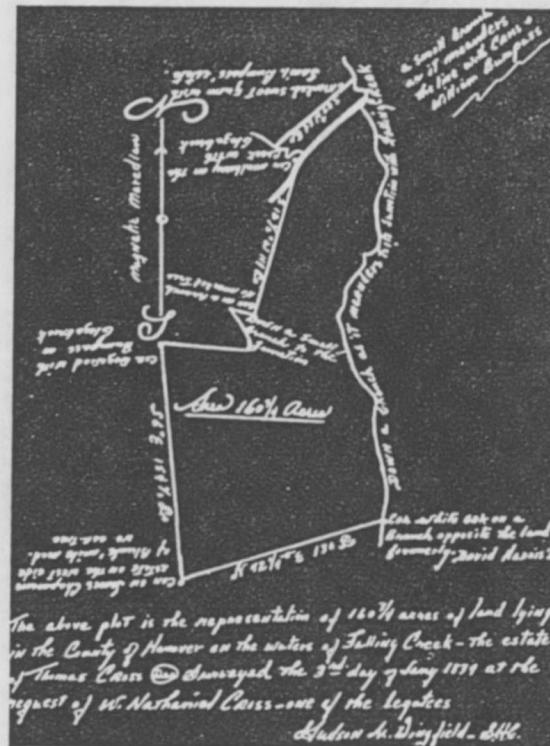


42-561

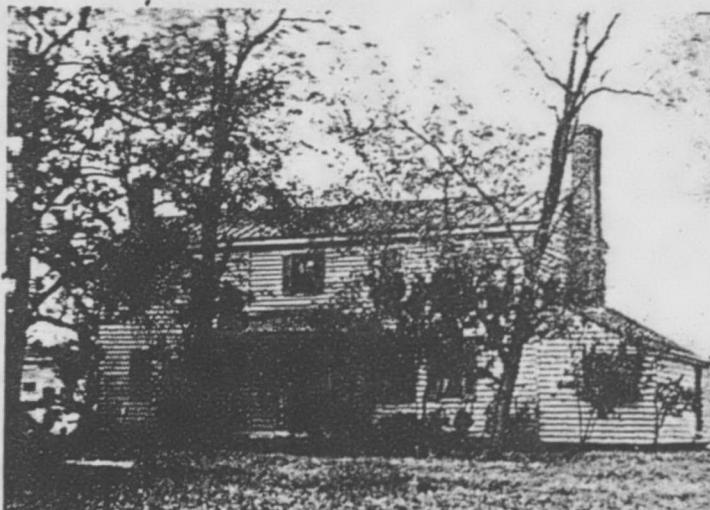


**"ELM-GROVE"**

The original cabin was enclosed in this house.

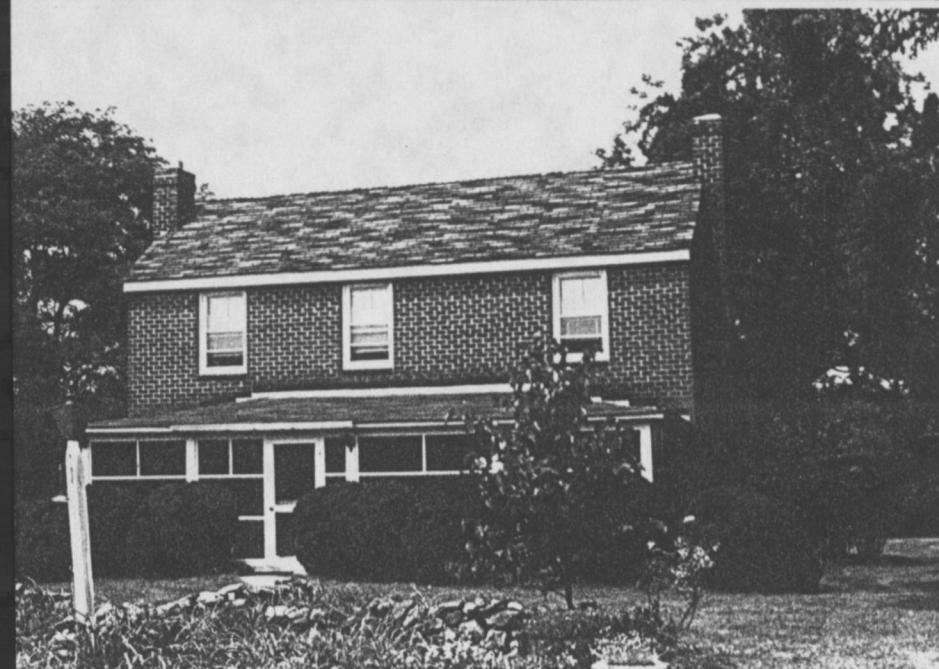
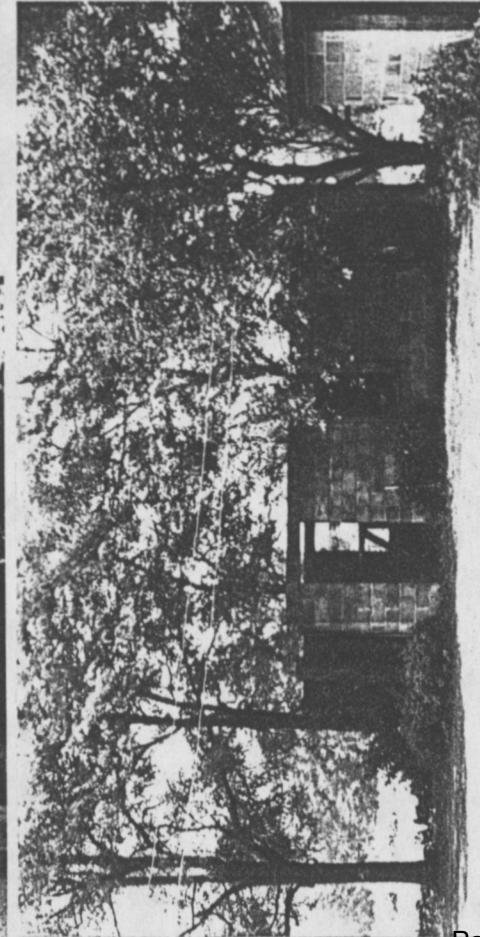
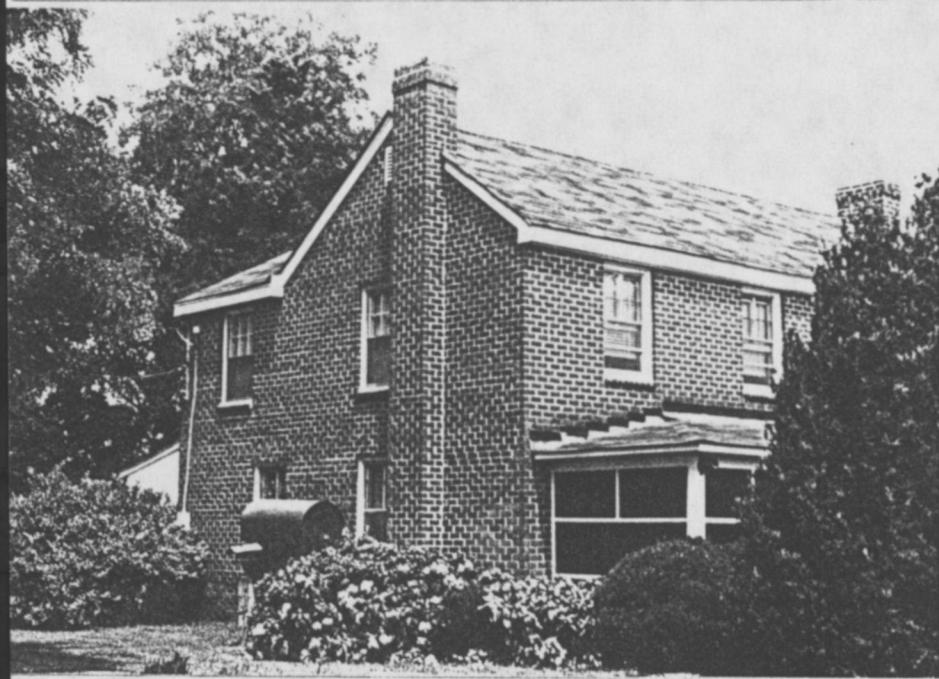
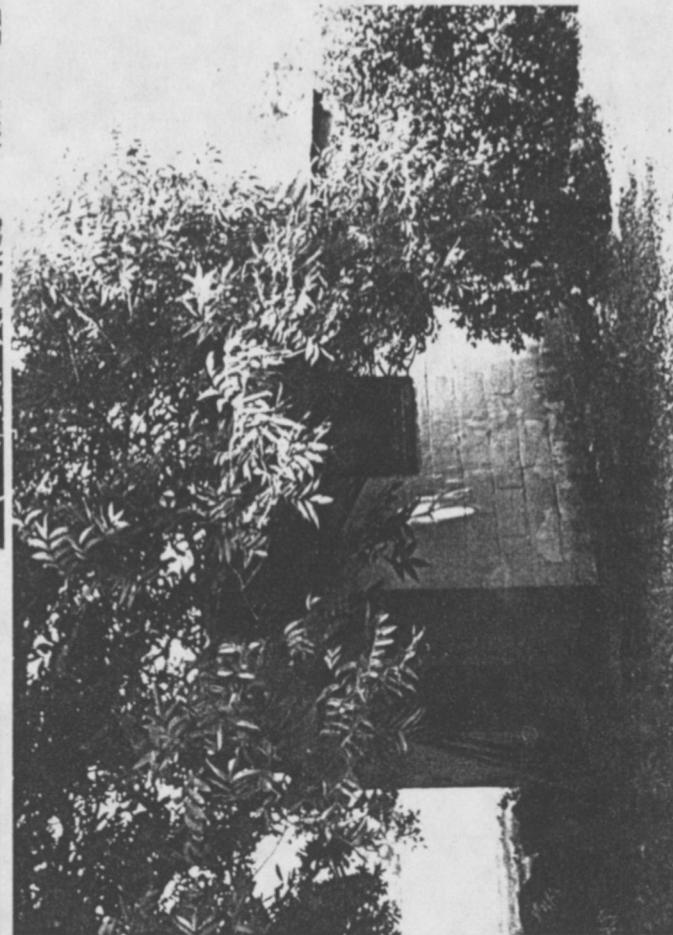
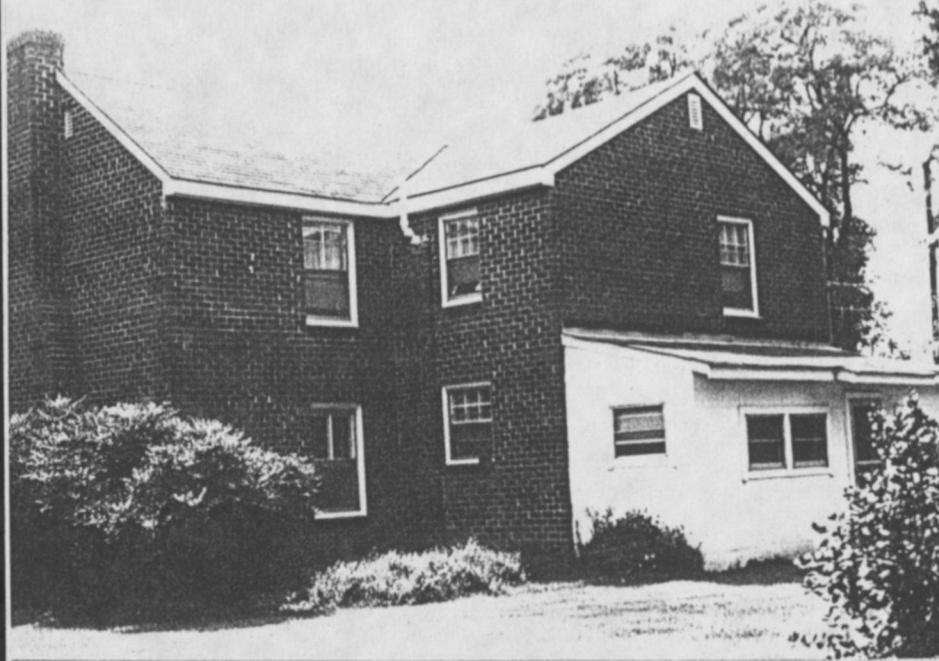


below: Home place of Robert N. and Bettie Gray Cross  
— Home site of Richard Cross, son of John Cross and Lucy Glazebrook.

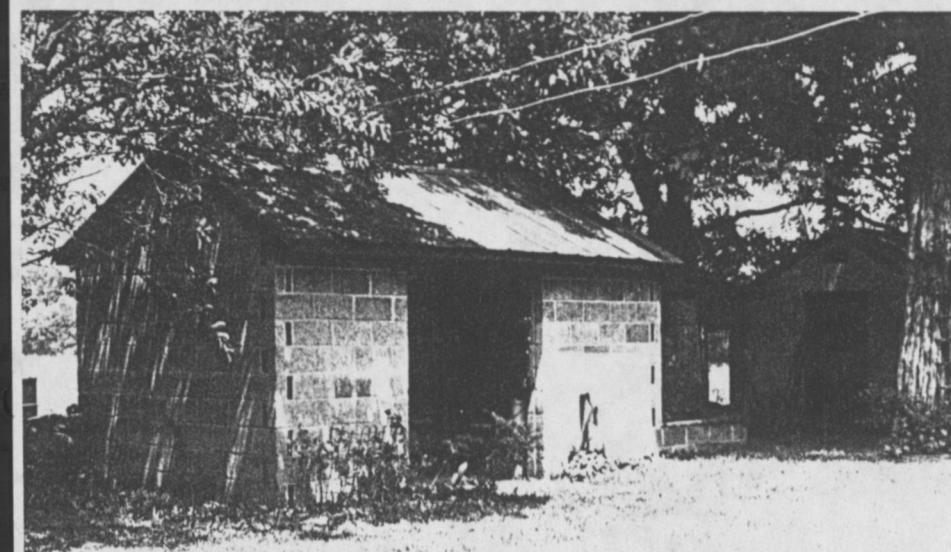
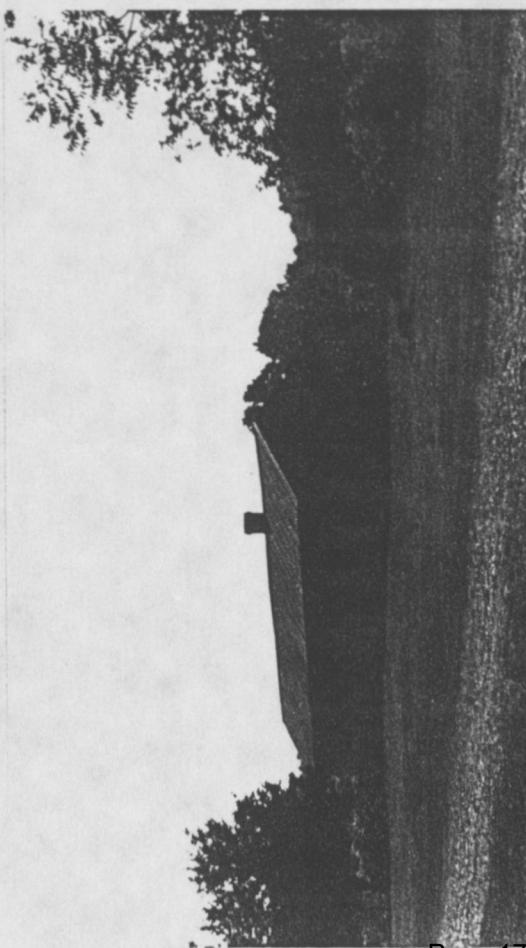
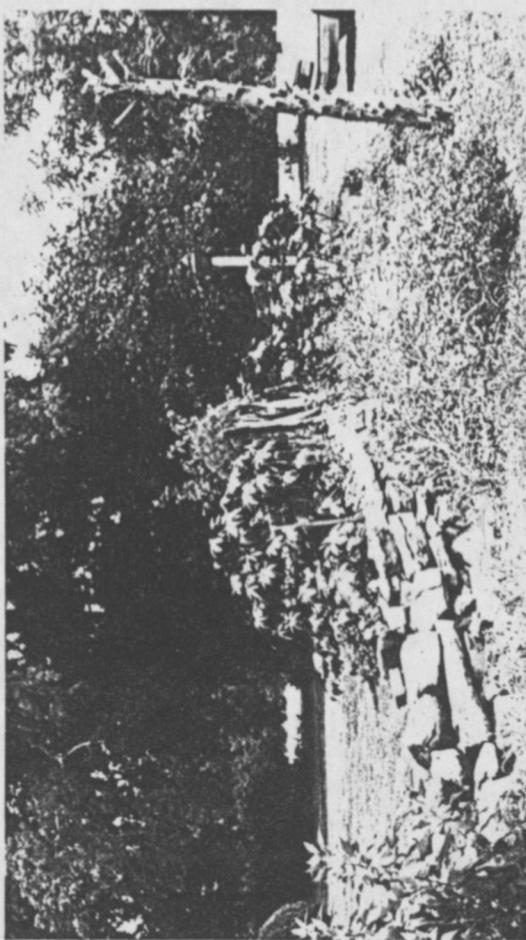
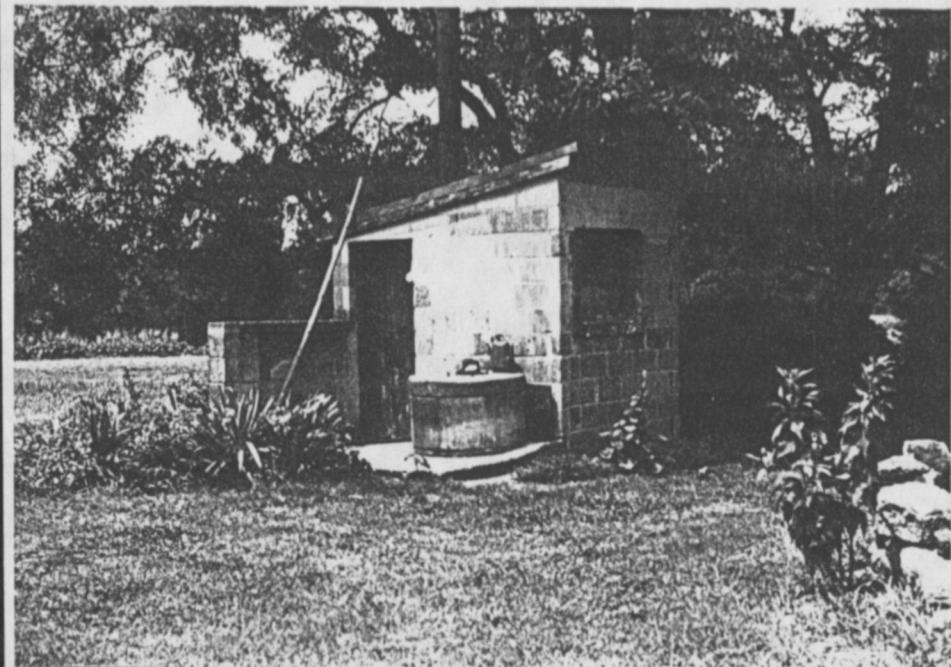


Mrs. El

ELM GROW 42-561  
8/91



ELM GROVE 42-561  
8/91



# Hanover County, Virginia

## Land Use Map

### Legend

Rural/Agricultural	Town of Ashland	Business Flexible	Parks and Conserved Lands	Destination Commerce	Employment Center	Multi-Family Residential	Highway Commercial	Industrial	Limited Industrial	Suburban Neighborhood Residential	Suburban High Residential	Suburban Center	Neighborhood Commercial	Natural Conservation	Rural Crossroads	Rural Village	Suburban Transitional Residential
--------------------	-----------------	-------------------	---------------------------	----------------------	-------------------	--------------------------	--------------------	------------	--------------------	-----------------------------------	---------------------------	-----------------	-------------------------	----------------------	------------------	---------------	-----------------------------------

LONG ROAD

HARLEY CLUB DRIVE

ASHGLADE COURT

ASHCAKE ROAD

INTERSTATE 95



LEWISTOWN ROAD

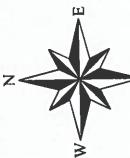
SE2026-00001

C. Jason Holder, et al.

garage larger than permitted

Suburban Neighborhood  
Residential Land Use

GPN: 7789-70-1667  
Ashland Magisterial District



1 inch = 500 feet

December 29, 2025

## Hanover County, Virginia

General Parcel Map

## Legend

- Roads
- Water
- Structures
- Parcels
- Trees

SE2026-00001

C. Jason Holder, et al.

garage larger than permitted

Zoned A-1

GPIN: 7789-70-1667  
Ashland Magisterial District



$$1 \text{ inch} = 500 \text{ feet}$$



# Hanover County, Virginia

## Zoning Map

### Legend

Roads	R-1
Water	R-2
Parcels	R-3
CUP	R-4
A-1	R-5
PUD	R-6
RRC	RM
RR-1	MX
RO-1	B-1
PSC	B-2
POB	B-3
PMH	B-4
HE	O-S
AR-1	B-O
AR-2	M-1
AR-6	M-2
RC	M-3
RS	

SE2026-00001

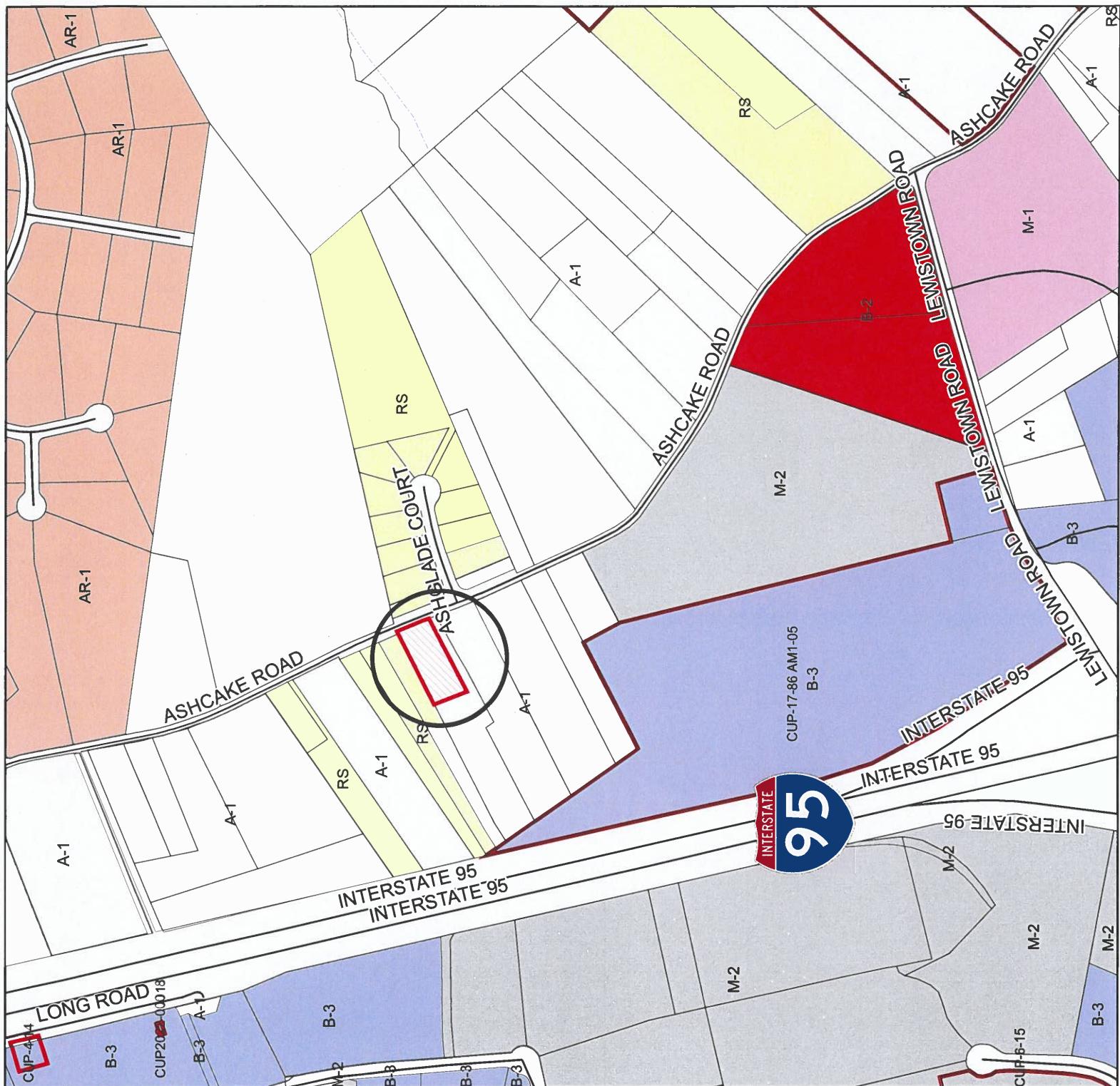
C. Jason Holder, et al.

garage larger than permitted  
Zoned A-1

GPIN: 7789-70-1667  
Ashland Magisterial District



1 inch = 500 feet  
December 29, 2025



# SE2026-00001



# Hanover County

RECEIVED

DEC 18 2025

HANOVER COUNTY  
PLANNING DEPARTMENT

Staff Use Only:

Case Number SE2026-00001

Request Garage, 1500 ft<sup>2</sup>

Magisterial District Ashland

Code Section 26-21.11

## Section 1: Application Type (check one)

	Rezoning		Conditional Use Permit (CUP)
	Proffer Amendment		CUP Amendment
<input checked="" type="checkbox"/>	Special Exception (SE)		Special Exception Amendment

## Section 2: Contact Information

Property Owner(s)	
Owner(s) Name	<u>Christopher Jason Holder</u>
Contact Name	" " "
Mailing Address	<u>10205 Ashlake Rd Ashland</u>
Phone Number	<u>504-919-2352</u>
Email Address	<u>JHolder@grtsales.com</u>

If the Current Owner is also the applicant and primary contact, please check here:

Skip Applicant and Primary Contact information.



Applicant	
Applicant	
Contract Purchaser	
Contact Name	
Mailing Address	
Phone Number	
Email Address	

Primary Contact	
Contact Name	
Mailing Address	
Phone Number	
Email Address	

Staff will correspond with the primary contact as this request is reviewed. It is the responsibility of the primary contact to provide copies of all correspondence to other interested parties of the application.

### Section 3: Property Information

If the request includes more than 7 parcels, please include a separate sheet and check here.

GPIN	Owner	Acreage	Current Zoning	Requested Zoning
7789-70-1667	Jason Holder	1.017	AZ	SE

Total Acreage 1.017 \* CUP Acreage \_\_\_\_\_

- \* If the CUP Acreage does not follow parcel boundaries, a metes and bounds around the boundaries of the CUP area must be shown on the sketch plan and submitted with the application to be eligible. Please include any development associated with the CUP in the boundary.

Address or Location Description	10205 Ashcreek Rd Ashland
Land Use Designation(s)	Suburban Neighborhood Residential
Overlay District(s)	Suburban Development, Airport

#### Description of the Current Use of the Property

Back yard Residential single family home

Suburban Service Area

Yes

No

Agricultural and Forestal District (AFD)

Yes

No

Conservation Easement

Yes

No

If yes, easement holder: \_\_\_\_\_

Property in Land Use Taxation

Yes

No

Please be advised that a zoning action may affect eligibility.

Subdivision

Yes

No

If yes, name of subdivision: \_\_\_\_\_

Deed Restrictions

Yes

No

If yes, provide Deed Book \_\_\_\_\_ Page Number \_\_\_\_\_

## Section 4: Development Characteristics

### Environmental Resources

Is there a creek or river on the site or adjacent to it? Yes  No

Is there an existing pond or lake on the site or adjacent to it? Yes  No

Has a wetlands delineation been completed? Yes  No

Are there wetlands or Resource Protection Areas (RPAs) on site? Yes  No

Is the site within a Dam Break Inundation Zone? Yes  No

### Historic Resources

Historical Sites or Structures on the parcel(s) Yes  No   
If yes, attach supplemental information.

Cemeteries on the parcel(s) Yes  No

Cultural Resource Study Completed Yes  No   
If yes, provide supplemental information attached.

### Development Characteristics

#### Residential

Family Division Yes  No

Number of Units	
Unit Type	
Gross Density	
Net Density	
Typical Lot Size	

#### Commercial/Industrial/Home-Based Business

Max. Building Sq Footage	
Max. Building Height	
Number of Employees	
Hours of Operation	

#### Assembly (places of worship, event venue)

Max. Number of Attendees	
Hours of Operation	

## Section 4: Development Characteristics Continued

### Description of the Proposed Use(s) of the Property

Storage of vehicles

### Proposal Impacts

Impact Type	Potential Impacts + Mitigation Measures (Ways to Address)
Noise	none
Dust	none
Traffic	none
Visual Impacts	none At rear of property Almost out of view
Other	none

## Fee Payment Acknowledgement Form

Application fees are not accepted at the time of submittal. I hereby acknowledge that this application is not complete until the payment of all applicable application fees have been received by the Hanover County Planning Department. The Hanover County Planning Department shall notify me by mail or email (if selected below) of the applicable fee(s) at such time that they determine that the application is complete and acceptable. I acknowledge that I am responsible for ensuring that such fees are received by the Hanover County Planning Department by the Tuesday the week following the application deadline. I further acknowledge that any application fee submitted after this date shall result in the application being considered filed for the next application deadline.

Should the applicable fees not be submitted within forty-five (45) days of the date of the notification letter, it shall be my responsibility to arrange for the retrieval of all application materials. If not retrieved within forty-five (45) days of the date of the notification letter, items shall be destroyed by the Hanover County Planning Department.

Signature of applicant/authorized agent

Print Name Jason Holzer

Date 12-18-25

Signature of applicant/authorized agent

Print Name

Date

Address to which notification letter is to be sent:

10205 Ashcreek Rd Ashland

If you would like your letter sent via email, please provide the information below:

Email: Jason.Jwyn@gmail.com

Following application acceptance, make checks payable to Treasurer, Hanover County.

A-1, OHP, AR-6 (one additional lot)	\$500
AR-6, RC, RS, RM, MX (Residential and Mixed Use Districts)	\$1500 + \$75/acre for 1 <sup>st</sup> 200 acres; \$30 acre above 200
B, OS, M, BP (Commercial and Industrial Districts)	\$1100
Conditional Use Permit	\$1500 + \$75/acre
Amendment of Proffer/CUP or Planned Unit Development	\$1500
Special Exception	\$750
Special Exception: Manufactured Homes in Case of Medical Hardship	\$200

\*Fractions of acreage are rounded up to the nearest whole number.

Please note: Applicants who have obtained tax-exempt status may have their application fee waived upon presentation of official documentation of such status.

## Certification and Authority Form (Two Pages)

### Applicant Certification

I hereby certify that I am authorized to act on behalf of the Applicant in completing, submitting, and certifying the information in this application for (type) Special Exception.

I hereby certify that I have familiarized myself with the laws, ordinances, and procedures pertaining to the completion of this application and that the information provided is in all respects true and correct to the best of my knowledge and belief.

I hereby certify that I understand that Hanover County Staff will visit and photograph the subject property; that a zoning action sign will be placed on the property, and that this application, including all submitted documents and staff photos relating to this application, is public information.

Jason Holder  
\_\_\_\_\_  
Applicant/Representative Signature

12-18-25

Date

Jason Holder  
\_\_\_\_\_  
Printed Name

COMMONWEALTH OF VIRGINIA

COUNTY OF HANOVER, to wit:

The foregoing instrument was acknowledged before me this 18<sup>th</sup> day of December, 2025 by

Christopher Jason Holder (Name of Applicant).

My commission expires: 3/31/27

Registration Number: 7088048

Angela W. Pitt

Notary Public



If the Applicant is also the Property Owner, then the Applicant also signs below.

**Authorization**

**Property Owner Permission. All Property Owners Must Sign\***

As owner of the property that is the subject of this application for Special Exception, I hereby agree to the filing of this Application. I authorize Hanover County personnel and representatives to enter the property as necessary to process this application and agree to have a sign(s) placed on the property to notify the public of the application.

Christopher Jason Holzer  
Property Owner Signature

12-27-25

Date

Christopher Jason Holzer  
Printed Name

12-27-25

Date

Catherine Crump  
Property Owner Signature

12-27-25

Date

Catherine Crump  
Printed Name

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\*If the Property Owner has completed a Special Limited Power of Attorney, or if the parcel(s) is/are under contract to purchase, then the person named therein may sign here on behalf of the Property Owner.

Provide a copy of the Power of Attorney and/or Purchase Contract with the application.

## Notification of Adjoining Property Owners, Board of Supervisors, and Planning Commissioners

### Notification Requirements:

1. The applicant is required to ensure that they have notified the Board of Supervisors representative and Planning Commissioner (for Rezonings, Amendments, and Conditional Use Permits only) of the submission of an application for the magisterial district in which the property is located.

**At a minimum, the Board of Supervisor and Planning Commissioner must be contacted via email.**

Board of Supervisors Representative	<i>Faye Prichard</i>
Planning Commissioner	

Please indicate which of the methods below was used in contacting the Magisterial District Representatives: (please check all that apply)

Board of Supervisor Representative	Planning Commissioner
Email <input type="checkbox"/>	Email <input type="checkbox"/>
Mail <input type="checkbox"/>	Mail <input type="checkbox"/>
Phone Call <input checked="" type="checkbox"/>	Phone Call <input type="checkbox"/>
In person meeting <input type="checkbox"/>	In person meeting <input type="checkbox"/>
Date Contacted	Date Contacted

2. In addition, it is a requirement of the applicant to ensure that they have notified all adjacent property owners of the subject property of the application submission. A sample letter is attached. Adjacent property owners include all property across roadways, watercourses, railroads, and/or municipal boundaries.
3. Notification to the adjacent property owners must include the following: 1) address and/or GPIN of the parcel(s) 2) information on the requested use and 3) contact information of the Planning Department, Planning Commissioner, and the Board of Supervisor representative.
4. By signing below, I acknowledge that the names and addresses below are those of the adjacent property owners as listed in the tax records of the Commissioner of Revenue of Hanover County and that I have notified those listed below prior to submission of the application.

Applicant's Signature: *Janet Hite*

List of Adjacent Property Owners:		Check here if list attached <input type="checkbox"/>
GPIN	Name	Address
7789-60-8635	<i>Bernice Henderson</i>	10207 Ashcreek Rd
7789-70-0339	<i>Louise Gaddy</i>	10197 Ashcreek Rd

## **Notification of Adjoining Property Owners, Board of Supervisors, and Planning Commissioners (continued)**

## Notification of Zoning Application Submittal Example

Date 12-18-25

## Dear Neighbor:

You are receiving this adjacent property owner notification letter to inform you of a new application that will be submitted to Hanover County for review. In accordance with Hanover County's notice procedures, this letter is to inform you about the application submittal of a:

Rezoning    Conditional Use Permit    Special Exception    Amendment

The property of the subject use is located at 10205 Ashcavle Rd and has the following GPINs:

7789-70-1667

### The requested use:

Vehicle storage garage

Estimated submittal date: 12-18-25

The application will be available for viewing at the Hanover County Planning Department. The Planning Department shall notify all adjacent property owners of the time, day, and place of the public hearings to be held on this application. The recipient of this letter is requested to share this information with neighbors to ensure that the community is informed.

Should you have any questions or comments, please contact the Planning Department at (804) 365-6171.

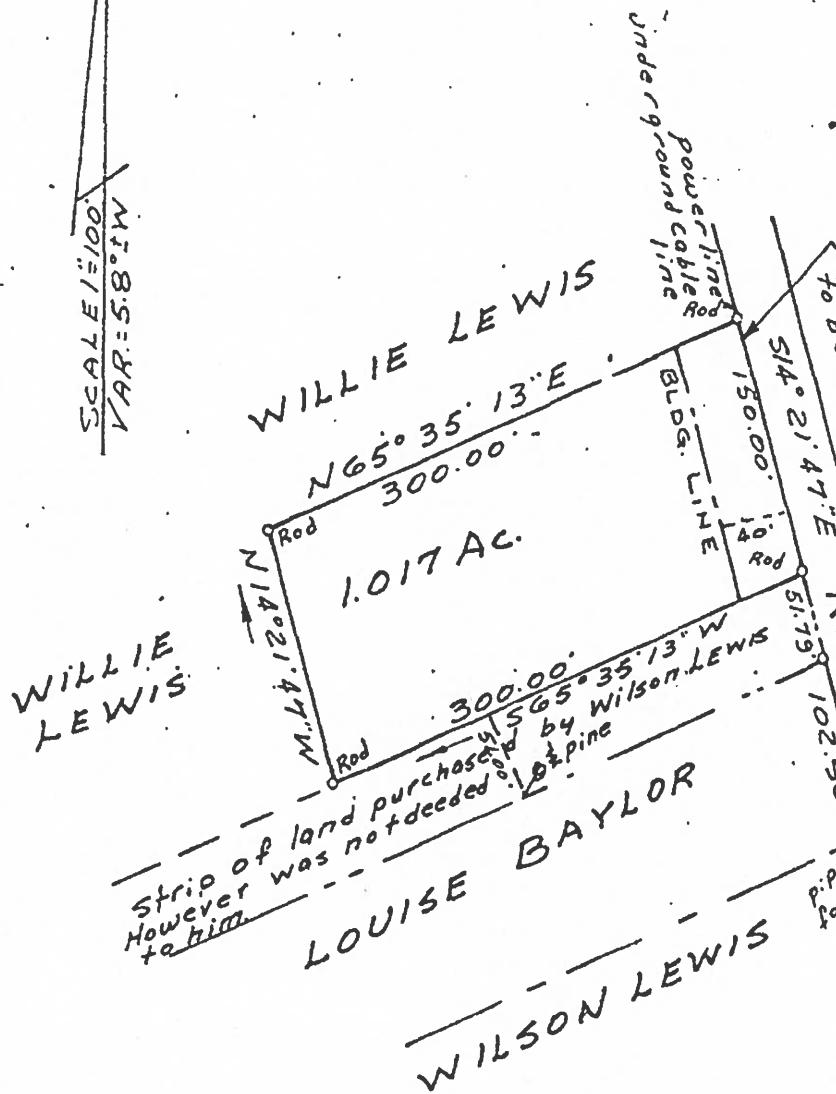
You may also reach Faye Prichard (Board of Supervisor) at 804-798-5985  
and

\_\_\_\_\_**(Planning Commissioner)** at \_\_\_\_\_ regarding the application.

Thank you,

Thank you,  
Jason Holzer

$$\frac{SCALE}{VAR} = 5.8^{\circ} \text{ fW}$$



PLAT OF 1.017 ACRES OF LAND LOCATED  
S.E. OF ASHLAND IN ASHLAND DIST.,  
HANOVER COUNTY, VA. SURVEYED.  
FOR JAMES W. DRAKE FORD

OCT. 6, 196

RECEIVED

DEC 18 2025

HANOVER COUNTY  
PLANNING DEPARTMENT

A circular stamp with a dashed outer border. The words "COMMONWEALTH OF VIRGINIA" are written in a clockwise arc along the top inner edge. The date "MAY 14 1902" is in the upper left area. The signature "ROBERT L. DOWNEY" is in the center, with "Robert L. Downing" written below it in cursive. The word "WITNESS" is at the bottom left, and "F. B. S." is at the bottom right. The bottom inner edge contains the words "EXPIRED MAY 14 1903".

Project Title: Garage  
Prepared By: Jason Hodder owner  
Date: 12-18-25

**APPLICATION PLAN**

RECEIVED

Dec 8 2025

HANCOCK COUNTY  
PLANNING DEPARTMENT

Ashcake Road

Ashglade Court

0 25 50 100 Feet



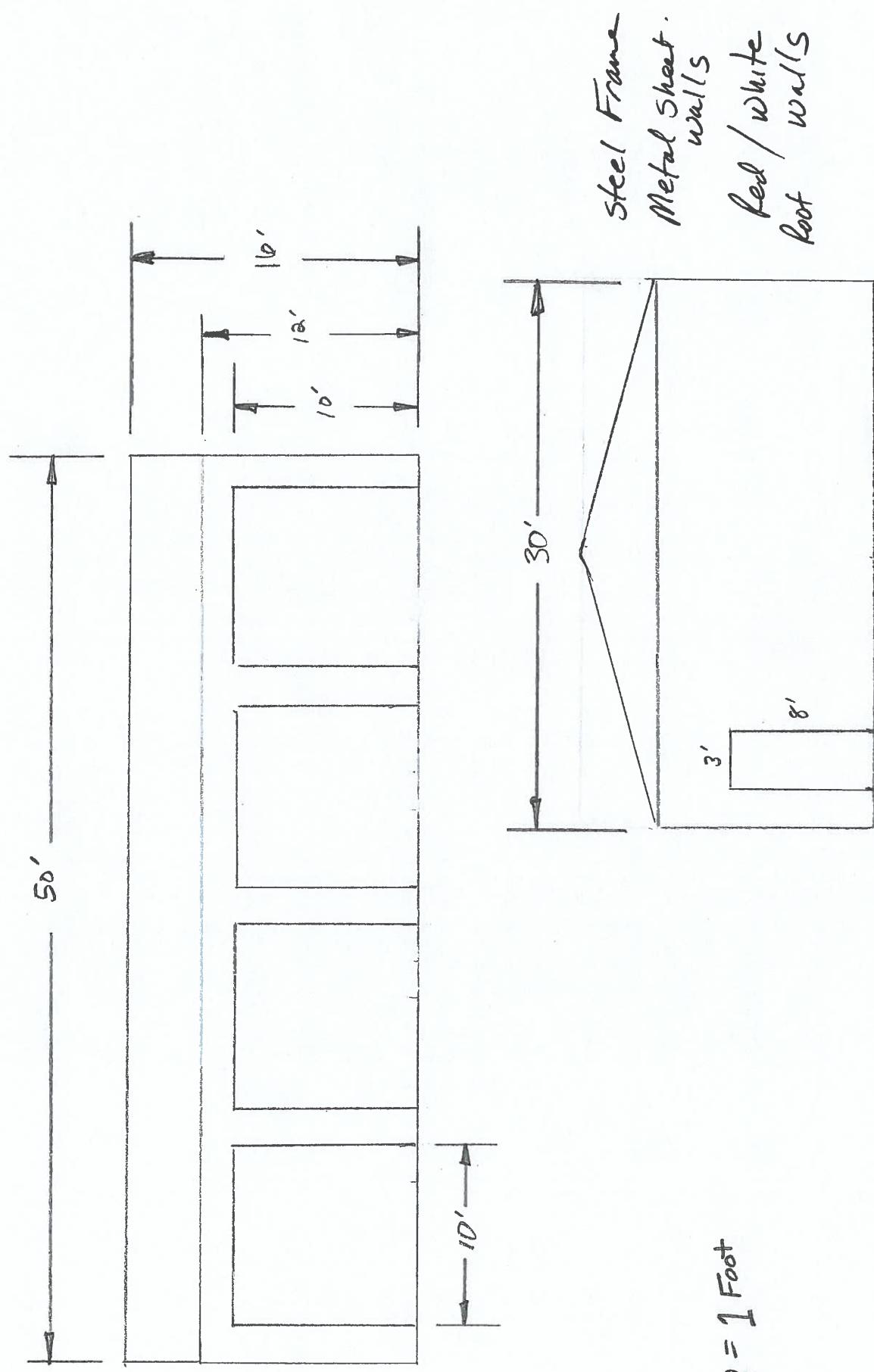
RECEIVED

DEC 18 2025

HANOVER COUNTY  
PLANNING DEPARTMENT

**APPLICATION PLAN**

10205 Ashcake Rd  
Ashland Va 23005





Example Structure

## Property Information

### Property Names

Name Explanation	Name
Historic	Brown Grove Residential Rural Historic District
NRHP Listing	Brown Grove Rural Historic District

### Property Addresses

Current - Ashcake Road Route 657  
Alternate - Egypt Road  
Alternate - Johnson-Town Road  
Alternate - Sliding Hill Road  
Alternate - Lewistown Road  
Alternate - Brook Spring Road  
Alternate - Mount Hermon Road

### Property Evaluation Status

VLR Listing

This Property is associated with the Brown Grove Residential Rural Historic District.

**County/Independent City(s):** Hanover (County)

**Incorporated Town(s):** No Data

**Zip Code(s):** 23005, 23116

**Magisterial District(s):** No Data

**Tax Parcel(s):** No Data

**USGS Quad(s):** YELLOW TAVERN

## Additional Property Information

**Architecture Setting:** Rural

**Acreage:** 1,226

### Site Description:

2021 PIF: Overview/Landscape

The Brown Grove Community Rural Historic District is comprised of a suburban and rural area of Hanover County, southeast of the Town of Ashland. It features historic architecture, sites, and structures dating from the 1730s to the early 1970s. The larger number of buildings are dwellings associated with the over 200 year old settlement of African Americans, free and enslaved residents, whose descendants still live on and own much of the property in the proposed Rural Historic District.

The Brown Grove Residential Rural Historic District is organized along several historic roads. Ashcake Road is the core road off of which extends other historic roads. Ashcake Road dates to the eighteenth century and provided access to river accessed markets to the east (the Chickahominy and James River accessing eastern Virginia ports) and early Hanover villages; Hanover Town and Hanover Court House. The Town of Ashland, also accessed by Ashcake Road, to the northwest of Brown Grove, did not develop until the second quarter of the 19th century, but became an important influence on economy of the area, especially after the Civil War.

The Brown Grove Baptist Church, one of the core organizing institutions of the community, drew together an African American congregation that stretched as far as current day Route 1/Telegraph Road to the west, and included families who lived on Ashcake, Sliding Hill and local roads that reached deep into wooded areas along Egypt, Johnson-Town, and Lewistown Roads. The church, recently recommended individually eligible for the state and national registers, draws on a congregation that now is even further dispersed as demographics have changed over the last century.

Three roads that extend from the southwest side of Ashcake Road represent the settlement of key African American founders and their families. Lewistown, Johnson-Town and Egypt (originally Morris) Roads area associated with the Lewis, Johnson and Morris families. Egypt Road has been referred to variously over time as "Little Egypt Road," "Morris Road," and "Morriston Road." Caroline Dobson Morris, known as the "Mother of Brown Grove" (Morris worked as a midwife in the community) lived near the end of Egypt Road.

The landscape of Ashcake Road, the spine of the Rural Historic District, is generally flat. At the northwestern end, the area of Heath's Store (Heath Pond Drive) the road corridor is generally rural and the boundary excludes modern subdivisions. As you head to the southeast, the only interruptions of the rural character are Ashglade Drive, a recent one-street subdivision, and the Concrete Pipe and Precast complex. Those are excluded from the boundary. The County landfill is buffered by woods, but excluded from the District. The residential settlement fronting Ashcake Road is mostly small and medium sized yards that back up to wooded areas. The Brown Grove Baptist Church owns a large open area on its western side that is maintained as the Romans Road Park, a field with a trail that features panels with inspirational scripture from the Bible. Further to the east, Candlewick/Ford Farm features active farm fields that extend along the north side of Ashcake Road and face dense wooded area on the south for about four tenths of mile. The intersection of Ashcake, Mount Hermon, Peaks, and Sliding Hill roads is wooded. The area of the district that extends north on Mount Hermon Road to include Slash Church and the African American Price Cemetery, is wooded and drops down into a ravine (the ravines in this area are referred to as the Slashes, historically). The district extends to the south along Sliding Hill Road and includes Brook Spring Road. All of the modern subdivisions are excluded on the east side of Sliding Hill Road and the short Brook Spring Road is included because of the historic houses that dot this stretch. Brook Spring was the original 18th and 19th century path of the road; Sliding Hill Road was recently cut through to the west of Brook Spring Road.

Lewistown Road is included in two sections. A small area close to Ashcake includes historic houses and the Lewis and Coleman family cemeteries; and a discontiguous section, closer to US Route 1, that includes a group of buildings that forms the residential cluster historically identified as Lewistown. Lewistown was a contiguous rural settlement that at one time spanned the area from Route 1 to

Ashcake Road, but development of Interstate 95 and other developments in the last forty years have altered a large section of the Lewistown Road landscape, essentially separating the community.

Johnson-Town Road is partly wooded but features open residential yards and crosses open field areas where the end of an airport runway was built. The runway construction created potential danger to the few residents who lived on this section of the road and the houses were removed. There is one historic house at the end of the road, somewhat away from the runway path. The removed houses present some potential for archaeology.

Egypt Road has some residential yards, but features long stretches of dense woods. The southeastern part of the District, the area bounded by Ashcake, Sliding Hill and Egypt roads is a large densely wooded area that includes swampland and was traditionally an area that was logged and featured older paths and roads between sections of the community. Residents believe that this area, laid out as the Oakland Subdivision in c.1912 by the African American Carter family, may have had residents and there is some potential for house sites and burials in this area (this is information from oral history).

The settlement pattern throughout the District is largely comprised of small frame or masonry houses that are set back from the roads. The historic houses date from the 1930s to the 1970s. There are several examples of trailers that date to the 1960s-1970s. New buildings have been added overtime and they are built at the similar scale or slightly larger than the early to mid-20th century houses. [approximately 1,000 acres]

#### 2022 NRHP nomination Setting:

The 1,226-acre Brown Grove Rural Historic District encompasses the historic African American community of Brown Grove. The district consists of two discontiguous parts separated by the Interstate 95 corridor and areas of industrial, transportation, and commercial development adjacent to the highway. The major eastern portion (Section 1) covers 1,181 acres while Section 2, located west of the interstate and often known as Lewistown, comprises 45 acres. Located in central Hanover County, Brown Grove is about 15 miles north of the corporate limits of Virginia's capital city, Richmond; less than a mile southeast of the corporate limits of the Town of Ashland; and 3.7 miles southwest of unincorporated Hanover, the county seat. Although the district remains rural, suburban residential development for Richmond commuters has extended from the more densely developed vicinity of Mechanicsville (along the southern edge of Hanover County) up to the southeast boundary of the district. The southwest boundary of Section 1 is adjacent to the Hanover County Municipal Airport. Between the airport and Interstate 95 are several blocks of light industry and warehouse buildings. Section 2 of the district is immediately south of an area of mixed light industrial and residential development on the outskirts of Ashland. The area to the north and east of the main portion of the district remains a rural patchwork of farms and small rural neighborhoods that characterize most of Hanover County beyond the more densely developed areas around Ashland and Mechanicsville.

The district lies in the Tidewater physiographic province, less than a mile east of the Fall Line, which marks the boundary with the Piedmont physiographic province to the west. Topography within the district is generally flat, with the highest areas only about 200 feet above mean sea level. The district includes areas known as "slashes," consisting of low, flat, swampy woodlands, usually forested with pine trees and some ravines that drop down to stream beds. The areas are common across the eastern half of Hanover County and more generally in the Tidewater physiographic province where the district lies. Within the district, Slash Church (NRHP 1972; 042-0033/042-5802-0133) highlights local use of this term. Despite poor drainage in some areas, three major streams traverse the district, flowing into the two major rivers that define the northern and southern limits of Hanover County: the Chickahominy and the Pamunkey. Lickinghole Creek flows southward cutting across Section 2 of the district, while Totopotomoy Creek has its source near the west limit of Section 1 of the district and then flows along this section's southwest boundary; both of these streams empty in the Chickahominy River. Also drawing its source in the district is Kersey Creek, which flows out of the southeast corner of Section 1 as a tributary of Crump's Creek, which, in turn, is a tributary of the Pamunkey River.

Review of historic maps and available LiDAR imagery reveals distinctive features of a district landscape that developed before the widespread use and availability of automobiles. A 1938 topographic map shows an extensive network of paths through heavily wooded areas. Rather than connecting mainly to the principal state and county roads, these paths provided the most direct access by foot or horse from the small subsistence farmsteads and isolated dwellings to major hubs of community activity such as general stores, churches, and the Brown Grove School (see Figure 1 on continuation sheet).

Other distinctive aspects of the landscape of this rural community includes family cemeteries. These cemeteries continued a Virginia tradition that persisted from the colonial era among whites and African Americans. Burials in churchyards were less common than on private land until Virginia laws enacted in 1919 (and later) restricted the establishment of cemeteries near dwellings. Most of the ten known cemeteries in the district are small burying grounds associated with African American families and established during the late nineteenth to early twentieth century, and one is a cemetery associated with the aforementioned Slash Church.

**Boundary Justification:** The district boundary reflects the extent of the Brown Grove community that retains its rural character as well as buildings and sites dating to period of significance (1729-1971). The boundary includes the historic setting within the district and encompasses all known associated historic resources. [Acreage of District: Section 1: approximately 1,181 acres ; Section 2: approximately 45 acres; TOTAL: approximately 1,226 acres]

#### Surveyor Assessment:

##### 2021 PIF Summary of Significance:

The Brown Grove Residential Rural Historic District is locally significant under National Register Criterion A in the area of Ethnic Heritage: African American and Religion. It is also locally significant under National Register Criterion D for the potential to yield important historic and contextual information about the lives of residents over the last 250 years. Criterion D applies to the 1927 Brown Grove School site as it supports the area of Education. Criterion D also applies to the area of Agriculture; the potential for yielding information about sharecropper and subsistence farming (there are numerous farm sites with dwelling and farm building complex sites that relate to a sharecropper economy). The period of significance starts with the construction of Slash Church in 1729 and ends with the construction of Hanover Airport in 1971. Slash Church was likely built employing enslaved workers and families in Brown Grove can trace their roots to worshiping at Slash Church. The construction of Hanover Airport has attracted unchecked development and encouraged the erosion of residential zoning in favor of industrial and commercial development.

See PIF for additional details.

**2021 PIF Rating Sheet comments:** The Brown Grove Residential Rural Historic District is a rare pocket of intact rural landscape in central Hanover County. There is high potential for further archaeology work. Marc Christian Wagner, DHR Eastern Region Preservation Office architectural historian, 6/3/2021

##### 2022 NRHP nomination Statement of Significance Summary Paragraph:

The Brown Grove Historic District is a historically African American rural community south of Ashland in Hanover County

established during the Reconstruction Era, with roots that extend back to colonial-era settlement during the second quarter of the eighteenth century. It is an excellent example of the rural landscape of African American heritage that grew from Virginia's plantation economy to a Reconstruction Era self-sufficient agricultural community and transitioned during the twentieth century into a middle-class residential neighborhood. The evolution of the Brown Grove community shows the persistence of African Americans to improve their community from rural conditions into a modern neighborhood. This community maintained tight family connections with reliance on supporting institutions like Brown Grove Baptist Church, the anchor of spiritual life in the historic district area. During the late nineteenth to early twentieth century, formerly enslaved African American householders purchased parcels or five to twenty acres from the large estates of white landowners in this portion of the county. The community that emerged at the turn of the twentieth century featured a landscape of small subsistence farms connected by a network of paths and tracks to each other, the wider world, and community hubs such as the centrally located Baptist church and schoolhouse and a few general stores. In addition, the district contains significant resources associated with its earlier configuration as a rural community of large plantations and farms, including architectural resources (an antebellum farm complex, a colonial-era frame church) and archaeological sites (an early nineteenth-century farm and tavern property). With these earlier contributing resources included, the district has a long period of significance (1729-1971). Two additional recorded sites, though not individually eligible, contribute to the significance of the district as the remains of homesteads representative of the African American community in the late nineteenth to twentieth century (the homesteads are likely associated with the Garnett family, though not confirmed to be). The district is also notable for the large number of small family cemeteries (10), including a cemetery associated with Slash Church (built in 1729). The Brown Grove Baptist Church Cemetery likely started as the Brown family cemetery and expanded when the church developed on their former farm. For these reasons, Brown Grove Rural Historic District is locally significant under Criterion A in the areas of Ethnic Heritage: African American, Religion, Agriculture, and Education and under Criterion B in the area of Social History for the significant contributions of Caroline Dobson Morris, a midwife nicknamed "the mother of Brown Grove." A significant date in the district's history relates to the May 27, 1862, Battle of Hanover Court House during the Civil War. Slash Church (042-0033/042-5802-0133) was individually listed in the Virginia Landmarks Register and National Register of Historic Places in 1972 with statewide significance in the areas of Architecture, Religion/Philosophy, and Other: Local History and its integrity continues to convey this significance today.

See nomination for the Narrative Statement of Significance.

**Surveyor Recommendation:** Recommended Eligible

**Ownership**

**Ownership Category**  
Private

**Ownership Entity**  
*No Data*

## Primary Resource Information

<b>Resource Category:</b>	Other
<b>Resource Type:</b>	Historic District
<b>NR Resource Type:</b>	District
<b>Historic District Status:</b>	<i>No Data</i>
<b>Date of Construction:</b>	Ca 1729
<b>Date Source:</b>	Written Data
<b>Historic Time Period:</b>	Contact Period (1607 - 1750)
<b>Historic Context(s):</b>	Architecture/Community Planning, Commerce/Trade, Domestic, Education, Ethnic/Immigration, Funerary, Religion, Subsistence/Agriculture, Transportation/Communication
<b>Other ID Number:</b>	<i>No Data</i>
<b>Architectural Style:</b>	Mixed (more than 3 styles from different periods, 0)
<b>Form:</b>	<i>No Data</i>
<b>Number of Stories:</b>	<i>No Data</i>
<b>Condition:</b>	Good
<b>Threats to Resource:</b>	Development
<b>Cultural Affiliations:</b>	African American
<b>Cultural Affiliation Details:</b>	No Data

**Architectural Description:**

2021 PIF Summary

The Brown Grove Residential Rural Historic District is a largely rural area of about 1000 acres. It is located to the southeast of the Town of Ashland. The District is an elongated shape running from northwest to southeast, roughly following Ashcake Road. The community is largely flat except where it dips into an area of ravines, referred to as the Slashes. There are large swampy areas in and around the Totopotomoy Creek, which runs along the southeastern edge of the boundary. The District follows Ashcake Road, an eighteenth century east-west transportation route that forms the spine of the District. African American families settled on Ashcake Road and on roads that extend to the south into what was at one time woods and farm land. Lewistown Road was named after the Lewis family; and Johnson-Town Road after the Johnson family. Morris Road, or Morris-Town Road, was named after the Morris family, later becoming Egypt Road. Caroline Dobson Morris was enslaved by the Perrin family whose land holdings were in the eastern end of the district. There are about 120 buildings within the boundaries. Most are small- to medium-sized dwellings and more than half date to the Period of Significance (1729-1971). There are two historic churches; Slash Church, a Colonial era building, is listed on the state and national registers, and Brown Grove Baptist Church, with roots in the Reconstruction Era, was recently recommended individually eligible. There are two individually eligible archaeological sites: the site of the 1927 Brown Grove School and a domestic site representing 18th/19th century dwelling at the Merry Oaks Tavern parcel. There is potential for numerous other sites based on map study/projection and descendant family memories, and based on the lack of disturbance in many

former house site areas. There are at least 7-10 known family cemeteries spread over the District area. These cemeteries are located near family home places. The non-contributing buildings are mostly dwellings that are similar in size and scale to the historic dwellings. The proposed boundary does not include encroachments into the district, which include a County landfill, a concrete plant, a modern cul-de-sac, and Hanover Airport.

See PIF for additional details.

2022 NRHP nomination Summary Paragraph:

This rural historic district consists of the historic African American rural community of Brown Grove, established in the 1870s by families that included formerly enslaved individuals. The boundaries encompass two discontiguous areas near the geographic center of Hanover County, separated by the Interstate 95 corridor and located about three-quarters of a mile southeast of the corporate limits of the Town of Ashland. Section 1 of the district encompasses approximately 1,181 acres while a small discontiguous area, Section 2, includes approximately 45 acres; the total historic district area is approximately 1,226 acres. The district boundary excludes encroachments into the historic extents of the Brown Grove community, such as a county landfill, a concrete plant, a modern cul-de-sac, and the Hanover County Airport. Although industrial and commercial development has approached the southern and western portions of the boundary, the district itself remains rural in character. Contributing resources include sixty-five single dwellings, one commercial building, ten cemeteries, and four archaeological sites. There are two churches within the district. Slash Church (042-0033/042-5802-0133) was individually listed in the Virginia Landmarks Register and National Register of Historic Places in 1972. Brown Grove Baptist Church (042-5799/042-5802-0136) was recommended eligible for both Registers by the Virginia State Review Board in 2021. All of the dwellings date to the twentieth century except for Candlewick, a ca. 1840 building that may have begun as a hall-parlor plan house. Twenty-nine of the contributing dwellings do not follow a discernible formal architectural style. Some distinctive attributes of these dwellings include unpainted cinder block construction with brick window and door trim as well as brick chimneys. Common architectural stylistic categories among the contributing dwellings include Ranch (19), Minimal Traditional (15), Colonial Revival (3), and Split Level (1). Contributing dwellings tend to occupy large, partially wooded tracts of approximately one to ten acres or more, many with contributing domestic outbuildings. The district's four recorded archaeological sites are the sites of the 1927 Brown Grove School (Site 44HN0452) and an early nineteenth-century domestic complex associated with Merry Oaks Tavern (also known as the Robert Smith Farm/Site) (44HN0326). Two other sites, a domestic complex (Site 44HN0406) and a trash scatter (Site 44HN0449), contribute to the district because of their association with African American domestic complexes, though at present they do not appear to have research potential to be individually eligible. Patterning of many smaller parcels in long, narrow strips, combined with selected land records research, indicates subdivision of many modest-sized family farms for distribution among heirs; some families, such as the Garnetts, owned larger tracts like Merry Oaks (44HN0326), a large farm and tavern property that dates to the late eighteenth to nineteenth century. Since the eighteenth century, the main thoroughfare within the district has been the east-west Ashcake Road. Some secondary roads branching off this main road, such as Lewistown, Johnson Town, and Morris Town (now Egypt) Road, bear the names of the earliest African American families who purchased small farms in the district in the late nineteenth/early twentieth century. The main north-south thoroughfare is Sliding Hill Road. The generally flat landscape of moderately productive agricultural soils also includes low, swampy wooded areas known as "slashes." The lands within the district drain into creeks that feed both the Chickahominy and Pamunkey River drainages. Overall the historic district has a high level of integrity of location, setting, feeling, and association. Integrity of design, materials, and workmanship for some individual resources has been altered by later additions or installation of new materials over historic fabric, whereas the district's overall integrity of these three aspects is quite good due to limited but compatible infill construction within the historic boundary. Construction of Interstate 95 through the community during the 1950s-1960s occurred during the district's period of significance and is an example of a major public infrastructure project that was built within or through a pre-existing African American community, which was a commonplace occurrence in Virginia throughout the twentieth century.

Integrity Analysis:

The Brown Grove Rural Historic District retains high integrity of setting. The main thoroughfare, Ashcake Road (SR 657) follows its historic alignment, evident on mid-nineteenth-century maps and possibly dating as early as European settlement of the area during the early eighteenth century. Detailed topographic maps from the first one-third of the twentieth century and aerial imagery from 1937 reveal footpaths and rudimentary tracks that are still evident on current LiDAR imagery of the district. Exclusion of neighboring commercial and industrial encroachments bolster the integrity of setting. The construction of Interstate 95 in the 1950s and 1960s through the Brown Grove community caused demolition of several dwellings and loss of farmsteads, as well as resulting in the two halves of today's discontiguous district; however, the highway project does fall within the district's period of significance. The pattern of locating large public infrastructure projects in minority communities could be construed as a traditional development pattern, though discriminatory. The division of Brown Grove by the interstate mirrors the devastation of Richmond's African American Jackson Ward Historic District (NHL 1978, NRHP 1976; 127-0237) by the same highway project.

Integrity of design is evident through the retention of traditional settlement patterns, including the location of domestic buildings close to small family and community cemeteries. Despite later residential infill, the sense of resource distribution and the small scale of individual housing units largely survives.

Despite replacement or encasing of some materials, much of the original fabric of the district remains and some replacements have occurred within the period of significance, thus not impairing integrity. Likewise, the integrity of workmanship remains high.

The district as a whole, despite some changes, continues to strongly embody a sense of a rural, working class, African American settlement with roots in the Reconstruction Era. The continued occupancy of multi-generational descendants of early inhabitants, the continued visitation and maintenance of historic cemeteries, and the vibrant and engaged congregation of Brown Grove Baptist Church reinforce the district's robust integrity of feeling and association.

See nomination for Narrative Description and the district's inventory.

## Secondary Resource Information

## Historic District Information

Historic District Name: Brown Grove Residential Rural Historic District

**Local Historic District Name:**

*No Data*

**Historic District Significance:**

The Brown Grove Rural Historic District is a historically African American community located south of the Town of Ashland. The district's boundaries encompass two discontiguous areas near the geographic center of Hanover County, separated by the Interstate 95 corridor. Established during the Reconstruction Era by families that included formerly enslaved individuals. The community that emerged at the turn of the 20th century featured a landscape of small subsistence farms connected by a network of paths and tracks to each other, the wider world, and community hubs such as the centrally located Baptist church and schoolhouse and a few general stores. It is an excellent example of a rural landscape of Black heritage that grew from an antebellum plantation economy to a self-sufficient agricultural community, and transitioned in the 20th century into a middle class residential neighborhood. Contributing resources in the approximately 1,200-acre Brown Grove Rural Historic District consist of two churches (including the Slash Church, individually listed in the National Register) along with sixty-five single dwellings, one commercial building, ten cemeteries, and four archaeological sites.

## CRM Events

### Event Type: VLR Listing

**DHR ID:** 042-5802

**Staff Name:** DHR

**Event Date:** 6/16/2022

**Staff Comment**

Mr. Wagner presented the nomination for the Brown Grove Rural Historic District first. The possibility of other names historically used for the Robert Smith Tavern was discussed, as well as a longstanding debate about whether this resource is the Merrie Oaks Tavern. Some historians believe the latter tavern was farther east. The Smith Tavern is known to have originated during the 18th century and was owned by African Americans during the late 19th and early 20th centuries. The age of the network of footpaths throughout the district also was discussed, including their information potential about historic and current relationships among local residents.

### Event Type: NRHP Nomination

**DHR ID:** 042-5802

**Staff Name:** David Lewes; Mary Ruffin Hanbury

**Event Date:** 3/28/2022

**Staff Comment**

David Lewes, Historian, William and Mary Center for Archaeological Research  
Mary Ruffin Hanbury, Architectural Historian, Hanbury Preservation Consulting;  
Additional contributions: Diane Smith Drake (Research and Oral History), Lena McDonald (DHR/Research/Historic Context); Marc Wagner (DHR/Research/ Fieldwork)

Original draft August 5, 2021; update submitted March 28, 2022

### Event Type: DHR Board: Eligible

**DHR ID:** 042-5802

**Staff Name:** State Review Board

**Event Date:** 6/17/2021

**Staff Comment**

Brown Grove Residential Community Historic District, Hanover County, DHR No.042-5802, Criteria A and D  
Construction of the airport, I-95 and industrial facilities in the vicinity are known to have resulted in removal of resources associated with the African American Reconstruction-era community. The historic school building within the proposed district was discussed; it was not a Rosenwald school but was part of Hanover County's segregated school system. A representative of the Hanover County NAACP and a member of the public both spoke in support of the PIF.

### Event Type: PIF

**Project Review File Number:** *No Data*

**Investigator:** Diane Smith Drake-Usher

**Organization/Company:** Individual

**Photographic Media:** Digital

**Survey Date:** 6/9/2021

**Dhr Library Report Number:** *No Data*

**Project Staff/Notes:**

PIF submitted initially 4/17/2021 [updated 6/9/2021]  
by Diane Smith Drake, Community Historian and Member of Brown Grove Baptist Church, Henrico, VA

**Project Bibliographic Information:**

References/Sources - 2021 PIF

Diane Smith Drake, Brown Grove Baptist Church Usher and Community Historian, has conducted numerous interviews with residents and local historians over the past two years. The residents have shared their memories and they have shared historic photos and other personal collections. Drake also worked with DHR staff to field verify historic resources on properties where access was allowed. Drake also used available primary resources at the Hanover County Library and the U.S. Census.

Aerial Views provided on website Historic Aerials: 1966, 1968, 1994, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2011, 2012, 2013, 2014, 2016.

Google Maps-Google Earth current imagery, access April/May 2021

USGS Topographic Maps: 1894, 1895, 1901, 1911, 1920, 1931, 1938, 1946, 1951, 1965, 1969, 1975, 1977, 1982, 1987, 1994, 2013, 2016

1990 Survey of Historic Resources Hanover County, Virginia. Prepared for Hanover County

Planning Department by Land and Community Associates. Manuscript on file at the Virginia Department of Historic Resources. Keller, Genevieve P., Ashley M. Neville, Heather E. Magnniss, Katharine T. Lacy, J. Timothy Keller, and Gregory L. Brittingham

Phase I Cultural Resources Survey of the ±87.9-Hectare (±217.4-Acre) Wegmans Distribution Center Project Area, Hanover County, Virginia. VDHR File Number 2019-0791. Prepared for: Timmons Group. Prepared by: Dutton+ Associates, LLC. Principal Investigator: Hope Smith, Ph.D. December 2019/Revised June 2020

The History of Slash Church, St. Paul's Parish, Hanover County. The Oldest Frame Colonial Church in Continuous Use in Virginia. Revised: Sept. 29, 2010 Dianne A. Jones, Historian. <https://www.slashcc.org/the-history-of-slash-church.html>

The Hanover County Black Heritage Society, Inc. One and Two Room Schools: African American Education in Hanover County, 1870-1960. Ashland: 2001.

A History of Education in Hanover County, Virginia 1778-2008.  
Rebecca Bray and Dr. Lloyd Jones. January 1, 2010.

“Roses in December: Black life in Hanover County, Virginia during the era of disfranchisement.”  
Dissertation, Jody Lynn Allen. 2007.

**Period Of Significance:** 1729 - 1971

**Level Of Significance:** Local

**Surveyor's NR Criteria Recommendations:** A - Associated with Broad Patterns of History, B - Significant Individual from History, C - Distinctive Characteristics of Architecture/Construction

**Phase II Intensive Survey Integrity Recommendations:** Association, Design, Feeling, Location, Setting, Workmanship

**Event Type: DHR Evaluation Committee: Eligible**

**DHR ID:** 042-5802

**Staff Name:** DHR Evaluation Committee

**Event Date:** 6/3/2021

**Staff Comment**

Register - M. Wagner presenting:  
Brown Grove Residential Community Historic District, Hanover County, DHR File No. 042-5802  
The Brown Grove Residential Community Historic District is a largely rural area of about 1,000 acres. It is located to the southeast of the Town of Ashland. The district is organized by Ashcake Road, an eighteenth century east-west transportation route and African American families settled on Ashcake Road and roads extend to the south into what was at one time woods and farm land. Lewistown Road was named after the Lewis family; Johnson-Town Road after the Johnson family and Morris Road or Morris-Town Road, was named after the Morris family, later becoming Egypt Road. There are about 120 primary buildings within the boundaries. Most are small to medium sized dwellings and more than half date to the period of significance. There are two historic churches; Slash Church is listed on the registers and Brown Grove Baptist Church was recently recommended eligible for the registers. There are two known Register-eligible archaeology sites documented to date: Brown Grove School and a dwelling at the Merry Oaks Tavern parcel. There is potential for numerous other sites based on map study/projection and based on the lack of disturbance in many former house site areas. There are at least 7-10 known family cemeteries spread over the district area. The range of historic dwellings includes Bungalows, Cape Cod cottages, Colonial Revival, Ranch, and several types of hybrid or vernacular genres. An interesting local tradition was the use of concrete block in many of the houses from the 1940s-1960s, highlighted by contrasting brick window sills. Many of the residents of Brown Grove ran businesses on their properties, such as blacksmith shops and portable sawmills. Locations of several stores are known, including both extant and ruinous examples. Late 20th and early 21st century development around Hanover Airport and the Route 95 Interchange has obliterated part of the residential settlement, but the discontiguous area of Lewistown (west of I-95) is included in the district and features more than twenty properties associated with families who have lived in the Lewistown section of Brown Grove for over one hundred years. Other recent, incompatible development includes widened roads, installation of a large County-owned landfill, and introduction of industrial plants in the middle of the rural community. For this evaluation, the incompatible development that began with I-95 and Hanover Airport and continued with more recent projects were taken into account through the lens of environmental justice.

The Brown Grove Residential Community Historic District was evaluated at the local level of significance under Criterion A (Ethnic Heritage: African American; Religion; Agriculture; Commerce; Education) and Criterion D (Archaeology – Historic – Non-Aboriginal) with a period of significance of c. 1729-c. 1971, beginning with construction of Slash Church and ending with construction of the Hanover airport within a portion of the historic community. The committee recommended the property proceed to listing with a score of 37 points.

### Bibliographic Information

**Bibliography:**

No Data

**Property Notes:**

No Data

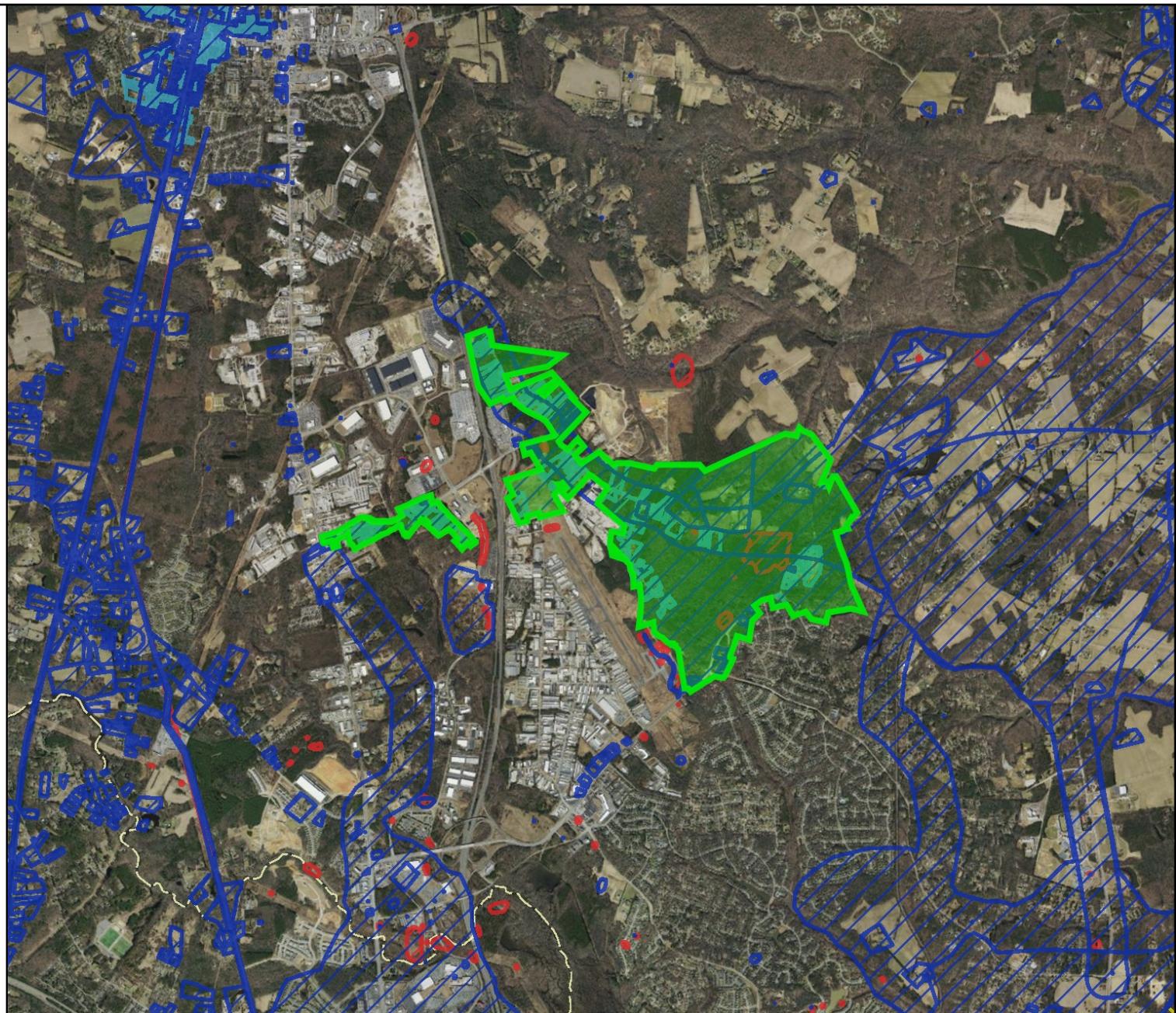
**Legend**

- Architecture Resources
- Individual Historic District Properties
- Archaeological Resources
- DHR Easements
- County Boundaries



Feet

0 1200 2400 3600 4800  
1:72,224 / 1"=6,019 Feet

**Title: Architecture Labels****Date: 1/24/2024**

**DISCLAIMER:** Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

**Notice if AE sites:** Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.

## Hanover County Related Lands

**Site:** "Stonewall" Jackson's Route of March from Beaver Dam Station to Mechanicsville, June 24-26, 1862

**Location:** The route of march to Mechanicsville for "Stonewall" Jackson's force runs through western and central Hanover County, Virginia. The three areas where small skirmishes occurred are located north of Mechanicsville, in central Hanover County.

**Historical Significance:** On June 23, 1862, Confederate General Robert E. Lee gathered together his lieutenants and formulated the plan for what became the Seven Days Battles. An integral part of the Confederate offensive was the participation of "Stonewall" Jackson's army from the Shenandoah Valley. The majority of Jackson's force traveled via the Virginia Central Railroad from Gordonsville to Frederick's Hall, in Louisa County, before marching on to Beaver Dam Station in Hanover. Segments of the army arrived at Beaver Dam Station as early as June 24. Some units pushed out from Beaver Dam Station in preparation for the following day's march to Ashland.

On June 25, Jackson's force marched toward Ashland. His columns crossed the South Anna River at both Blunt's Bridge and Honeyman's Bridge. That evening, the divisions of Richard Ewell and William H. C. Whiting camped in the vicinity of the fairgrounds, while Jackson's division bivouacked near Independence Church. The following morning the march continued, heading east to Merry Oaks and then taking the Ashcake Road (Route 643) southeast to the intersection with the Hanover Court House and Shady Grove Church Road (Routes 2/301). At this intersection, Richard Ewell's division turned south, while Jackson's and Whiting's divisions continued east to Dr. Shelton's, where Jackson met with cavalryman J.E.B. Stuart. After a brief discussion Jackson continued his column south on the road to Hundley's Corner. Before reaching Hundley's, Union pickets were encountered near the bridge crossing at Totopotomoy Creek. These were troopers of the 8<sup>th</sup> Illinois Cavalry, who fell back across the stream and burned the bridge. Elements of John B. Hood's brigade briefly skirmished with the Union horsemen while Confederate artillery lobbed a few shells at the retiring cavalry. It took one hour to repair the bridge before Jackson's column resumed its march, arriving at Hundley's Corner and reuniting with Ewell's division in the late afternoon.

Ewell's men had encountered scouts from the 8<sup>th</sup> Illinois Cavalry as well. When nearing Shady Grove Church, the 1<sup>st</sup> Maryland Infantry (CS) hit the Union picket line. After chasing away this outpost, which fell back to a spot just west of Hundley's Corner, the Confederate skirmishers turned east and proceeded to push the cavalry pickets back from Hundley's and forced them to retire over Beaver Dam Creek. With this road intersection uncovered, Jackson and Ewell once again reunited their commands. Once they reached this destination, Jackson ordered his men into camp for the evening.

One of the most controversial aspects of the Seven Days Battles is the conduct of "Stonewall" Jackson. Robert E. Lee was depending on Jackson's arrival above Beaver Dam Creek to make an attack unnecessary, but Jackson arrived too late to participate, and sat out the battle at

Hundley's Corner. Nonetheless, the addition of the Valley troops added weight to Lee's army, which greatly outnumbered the Union forces on the northside of the Chickahominy River.

***Current Conditions:*** The area bisected by Jackson's marching columns in 1862 is largely intact. The routes west of Ashland are predominately agricultural and liberally sprinkled with structures dating from the war years.

***Significant Views:*** Noteworthy views exist along most of Jackson's route west of Ashland. This is especially true on the stretch of road near Mount Olivet Church and "Hickory Bottom," as well as at the two bridge crossings over the South Anna River. The scene of the three small skirmishes near Mechanicsville is less rewarding, although the bridge crossing at Totopotomoy Creek retains a bit of its flavor despite power lines strung along the creek's valley.

### ***Wartime Structures and Features:***

1. Dr. Henry Carter House (site) – Known as "North River," this home was located in western Hanover County between Davenport's and Anderson's Bridge. On the evening of June 24, "Stonewall" Jackson spent the night here. The house has long since disappeared, and its precise location is unknown.
2. Beaver Dam Station – This little community witnessed a great amount of activity during the Civil War. Some of Jackson's troops detrained here preparatory to their march to Ashland. The size of the station complex is unknown, although some accounts make reference to maybe half a dozen buildings being present near the tracks. The depot building that currently stands was built after the war but does occupy the site of the wartime structure.
3. John Dudley Brown House – Also known as "Hickory Bottom," this home stood on the route traveled by William H. C. Whiting's division to Ashland. On the way, at least four members of John B. Hood's brigade took ill and were quartered there. They later died and are buried across the road at Mount Olivet Church.
4. Mount Olivet Church – Located across the road from the John D. Brown home, this small antebellum Baptist church witnessed elements of Jackson's force on their way to Ashland. Four Confederate soldiers who died of illness at "Hickory Bottom" are buried in the cemetery. Thus far only one of the four has been identified.
5. William O. Day House – "Romankok" was the home of William Overton Day and his family during the Civil War. It is reported that Jackson stopped here and had breakfast on the morning of June 25.
6. Blunt's Bridge – This bridge is where Richard Ewell's division crossed the South Anna River late on June 25. The present bridge probably is at the site of the wartime span.
7. Honeyman's Bridge – Located in Horseshoe Bend on the South Anna River, this bridge accommodated the troops of Whiting's and Jackson's divisions on June 25. It apparently

stood a short distance downstream from the modern crossing of Route 686. No trace of the wartime road trace or 1862 bridge have been found.

8. Independence Church – In the immediate area of this church, elements of Jackson's Division camped on the evening of June 25. The present church is a postwar structure, now called Independence Christian Church.
9. Fairgrounds – Richard Ewell's division camped for the evening of June 25 at the fairgrounds in Ashland.
10. Waldrop MacMurdo House – Located at 713 South Center Street in Ashland, the MacMurdo House served as Jackson's headquarters on the evening of June 25.
11. Merry Oaks (site) – At 9:00 a.m. on the morning of June 26, Jackson stopped at Merry Oaks and penned a message to General Lawrence O'B. Branch. This was the first and only communication Lee's army would have with Jackson during the day. It is not known exactly where Merry Oaks stood, but its location appears to have been in the southeastern corner of the intersection created by modern Ashcake and Sliding Hill roads.
12. Dr. Edwin T. Shelton House – Also known as "Hickory Well," this house was the wartime home of Dr. Shelton. It was here that Jackson and Stuart met briefly before Jackson pushed on to Hundley's Corner.
13. Shady Grove Church (site) – Originally located on the north side of Shady Grove Church Road (modern Polegreen Road), the church burned in 1957. The modern structure was built on the south side of the road. Near this intersection the 1<sup>st</sup> Maryland Infantry, leading Ewell's division (CS), tangled with troopers from the 8<sup>th</sup> Illinois Cavalry.

***Original Terrain:*** The country roads followed by Jackson's columns are virtually unchanged west of Ashland, and the rural nature of that region has ensured the preservation to date of much original terrain. East of Ashland there are stretches of countryside that also retain their wartime configuration. The Shelton/Overton intersection (junction of routes 643 and 651) offers a particularly rewarding slice of original terrain and landscape.

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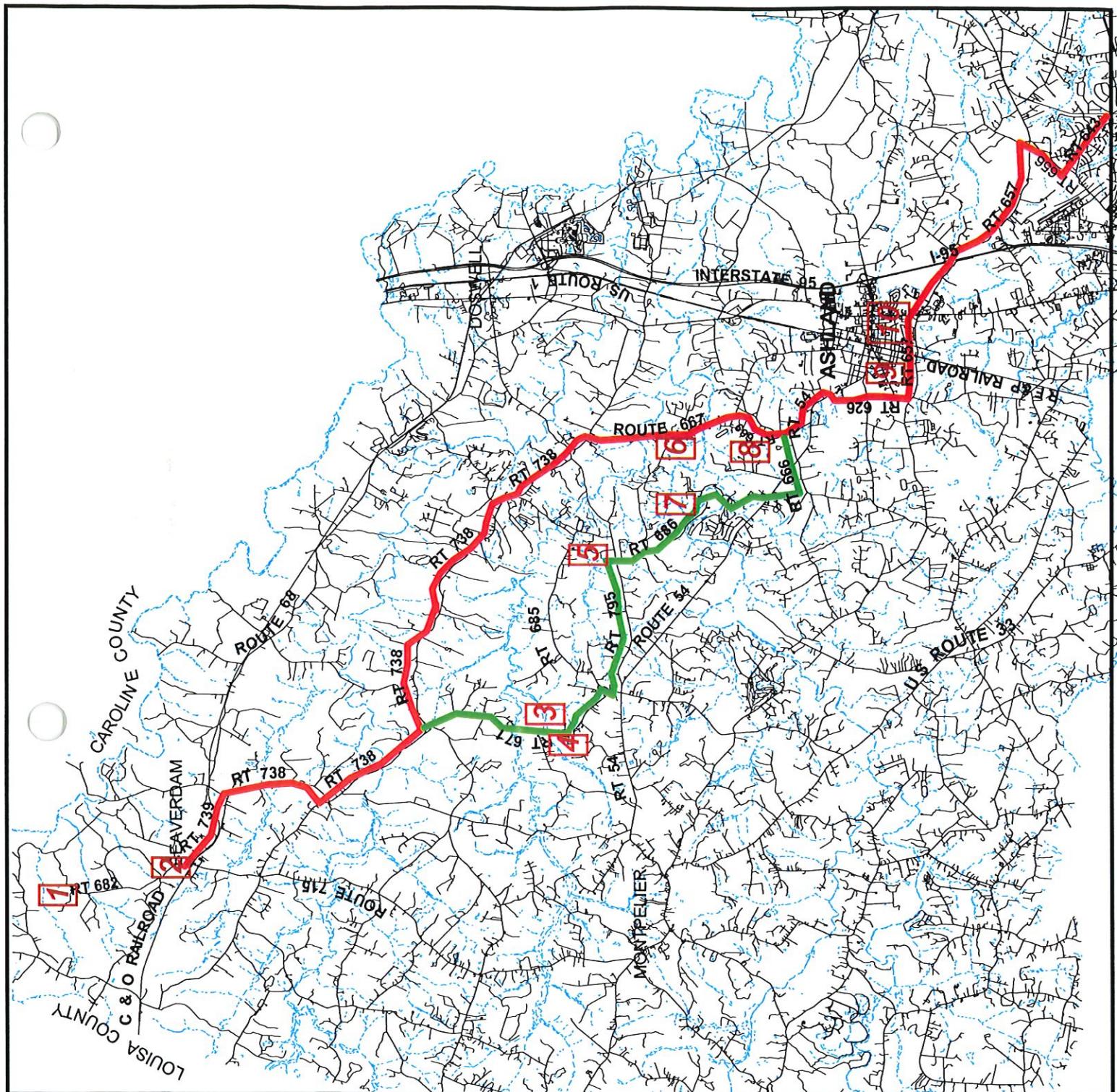
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## Hanover County Virginia

"STONEWALL" JACKSON'S ROUTE of MARCH from BEAVER DAM STATION to MECHANICSVILLE JUNE 24-26, 1862

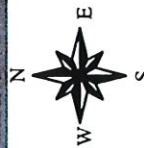
### Map Legend

Water Roads

JACKSON'S MAIN COLUMN

WHITING'S DIVISION

KEYED TO TEXT



July 15, 2002

## Hanover County Virginia

"STONEWALL" JACKSON'S ROUTE of  
MARCH from BEAVER DAM STATION  
to MECHANICSVILLE  
JUNE 24-26, 1862

## Map Legend

## Water Roads

JACKSON'S MAIN COLUMN

## UNION CAVALRY

EWEIL'S DIVISION

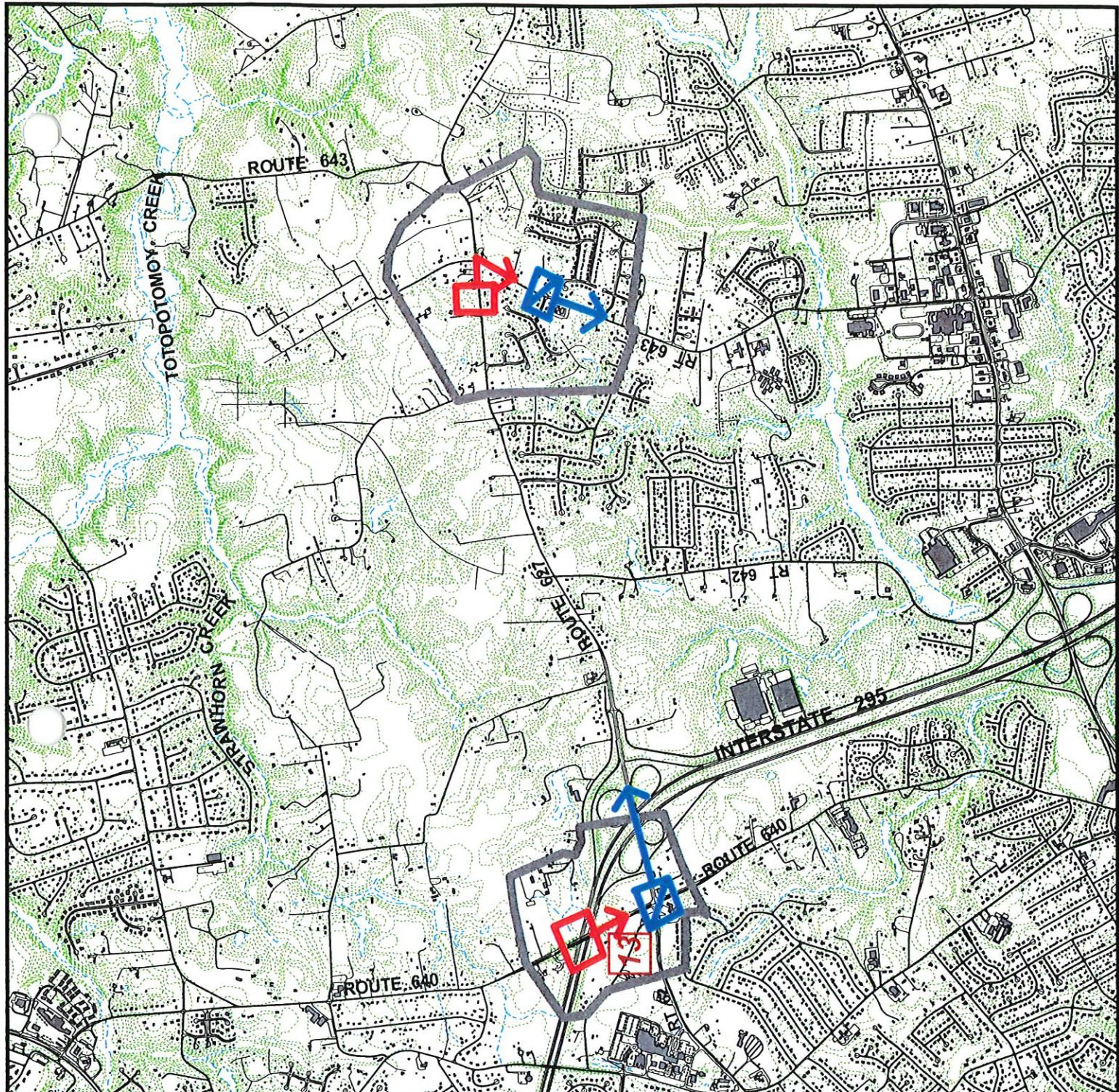
## DETAIL MAP

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Page 202 of 263



Hanover County Virginia

SKIRMISHES ON  
SHADY GROVE CHURCH ROAD  
JUNE 26, 1862

Map Legend

UNION

CONFEDERATE

INFANTRY

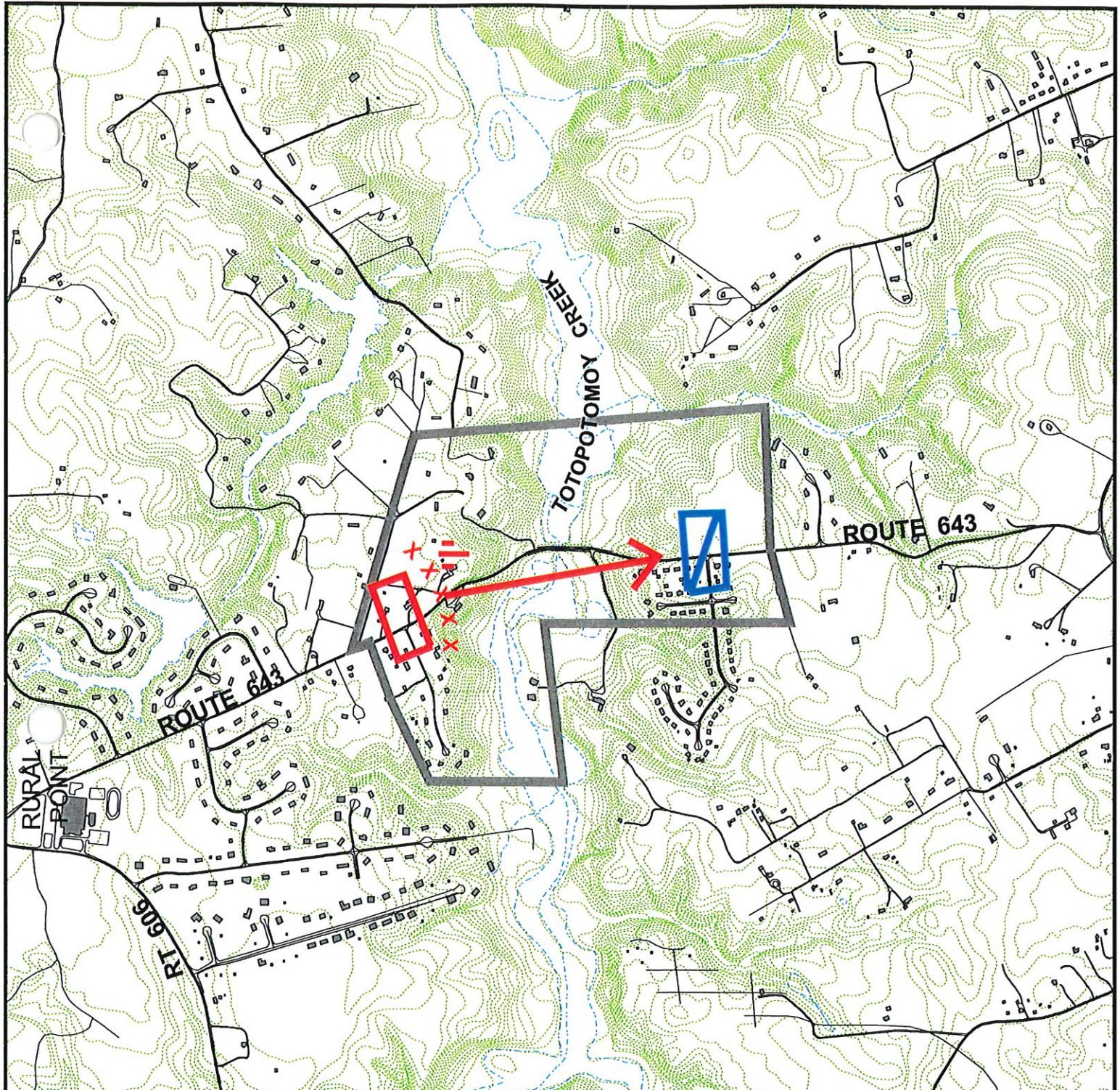
CAVALRY

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Scale 1:30567



**Hanover County, Virginia**

**SKIRMISH AT  
TOTOPOTOMY CREEK  
JUNE 26, 1862**

**Map Legend**

**UNION**

**CONFEDERATE**



**INFANTRY**



**CAVALRY**

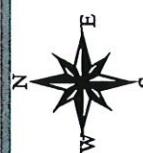


**SKIRMISH LINE**

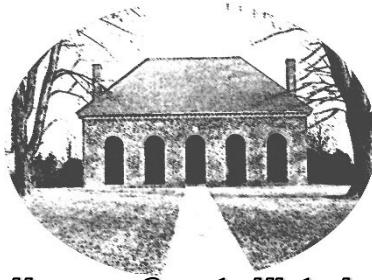


**CANNON**

**KEYED TO TEXT**



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*Hanover County Historical  
Commission*

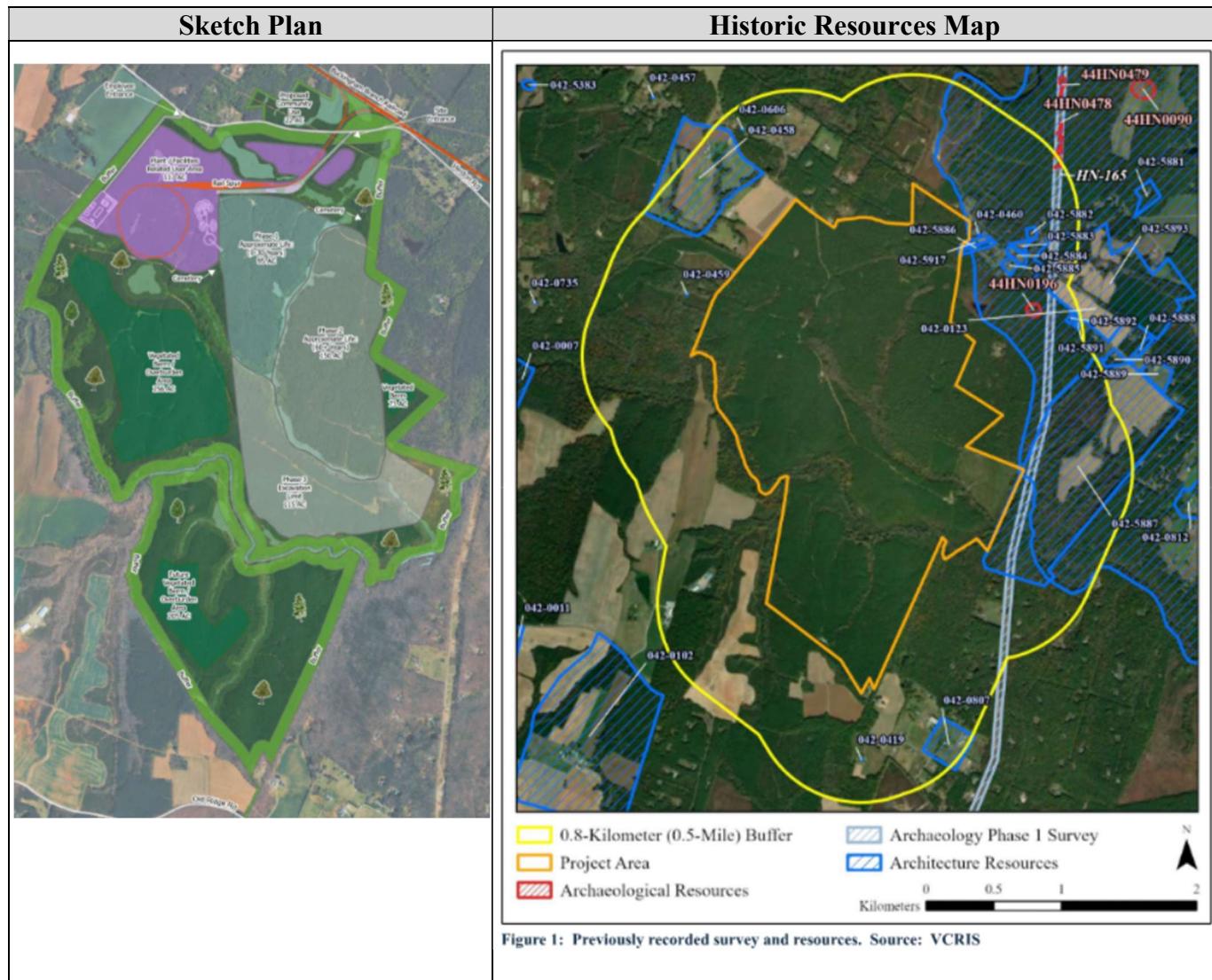
**CUP2025-00007 and SE2025-00015, Greenfield Timber, L.L.C.  
Historical Commission Meeting Date: February 2, 2026  
(Case Deferred from December 2, 2025)**

**Overview**

Applicant	Greenfield Timber, L.L.C. (Luck Stone)	
Request	<i>CUP</i> : Conditional Use Permit to allow stone extraction (quarry) <i>SE</i> : Special Exception to allow an asphalt and concrete batching plant and structures up to 120 feet tall	
Address or Location Description	South line of Verdon Road (State Route 684) at its intersection with Fuqua Road (private road)	
Acreage	1,288 acres	
Assigned Planner	Gretchen Biernot	
Historic Resources Identified	Onsite:	<i>Cemeteries</i> <ul style="list-style-type: none"><li>• Redd Cemetery</li><li>• Unmarked Cemetery</li></ul>
	Offsite within 1,350 feet:	<i>Civil War Features</i> <ul style="list-style-type: none"><li>• Jackson's Route of March from Beaverdam Station to Mechanicsville, June 24-26, 1862</li><li>• North Anna Battlefield</li><li>• DHR ID: 44HN0478 (Civil War archaeological site)</li></ul>
Historic Commission Considerations	<p>A determination should be made whether the applicant has appropriately and adequately mitigated impacts to onsite and offsite historic resources:</p> <ul style="list-style-type: none"><li>• <i>Cemetery sites</i> (onsite) – located outside development/extraction areas and surrounded by buffers</li><li>• <i>Civil War features</i> (offsite) – tallest structures associated with the proposed quarry should not be visible from the North Anna Battlefield because of the 200' perimeter buffer and berm, based upon a balloon test conducted by the applicant at the request of the Historical Commission</li></ul>	

## Summary of Zoning Request

The request for a Conditional Use Permit will allow a quarry to extract rock and process the rock into gravel and other stone products. The request for a Special Exception is to permit the operation of concrete and asphalt batching plants and allow structures up to 120 feet in height.



## Historic Resources

This request is being reviewed by the Historical Commission as the subject property contains on-site cemeteries and is near Civil War features (North Anna Battlefield, Jackson's Route of March from Beaverdam, and archaeological site 44HN0478). The North Anna Battlefield and the Civil War component of the archeological site have been determined to be potentially eligible for the National Register of Historic Place (NRHP). The site is also adjacent or near other historic resources that have not been evaluated or are not eligible for the NRHP<sup>1</sup>.

<sup>1</sup> The guidelines within the History + Culture chapter of the Comprehensive Plan note that the Historical Commission only reviews sites and districts listed on, eligible, or potentially eligible for the NRHP as well as documented cemeteries.

The applicant has provided a Cultural Resources Review, prepared by Dutton + Associates, dated October 14, 2025, and revised December 17, 2025 (revisions made at the request of the Historical Commission). This document provides a review of all on-site historic resources, along with off-site resources within 0.5 miles (see map above) and one mile of the project area (Note that the Hanover County Historical Commission customarily reviews sites within 1,350 feet of proposed projects, which is approximately 0.25 miles). The report provides a detailed description of the two on-site cemeteries (Redd Cemetery and an unmarked cemetery) and lists the off-site resources, including two archeological sites and 20 architectural resources. The cemeteries were found to be no longer active and not likely to meet the criteria for listing on the NRHP. The report recommended that the limits of the cemeteries be defined and that they be protected with appropriate buffers. However, the report also stated that if the cemeteries cannot be avoided, the process within the Code of Virginia for removing human remains should be followed.

### **Updates Following the December Historical Commission Meeting**

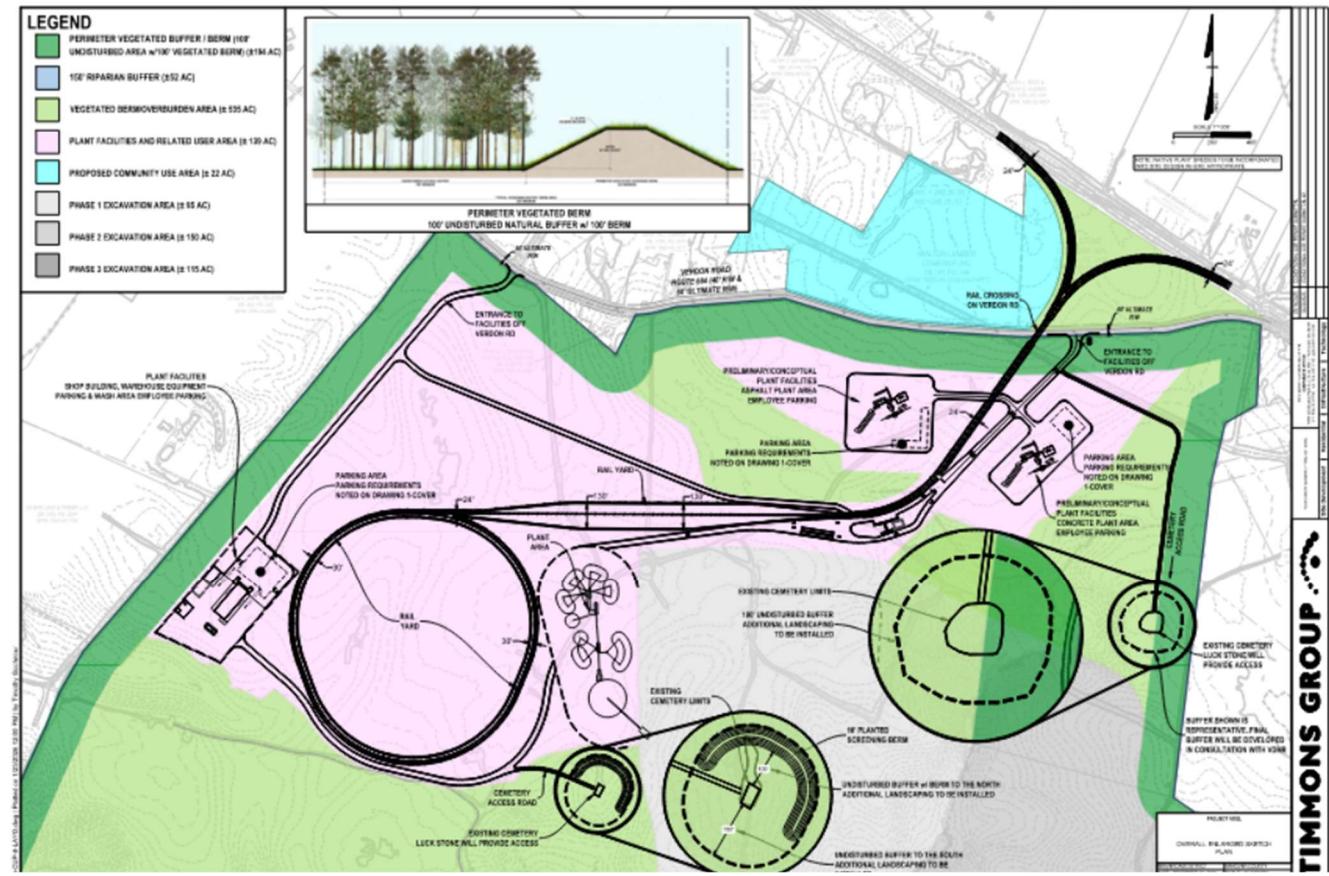
These cases were deferred by the Historical Commission at their December meeting in order for the applicant to:

- Update the Cultural Resources Review to remove unnecessary parcels from the project area;
- Add the location of the cemeteries, their boundary, and buffer areas to the sketch plan; and
- Describe the process regarding access to the cemeteries for the Commission to review.

The applicant submitted revised documents to address the Commission's recommendations:

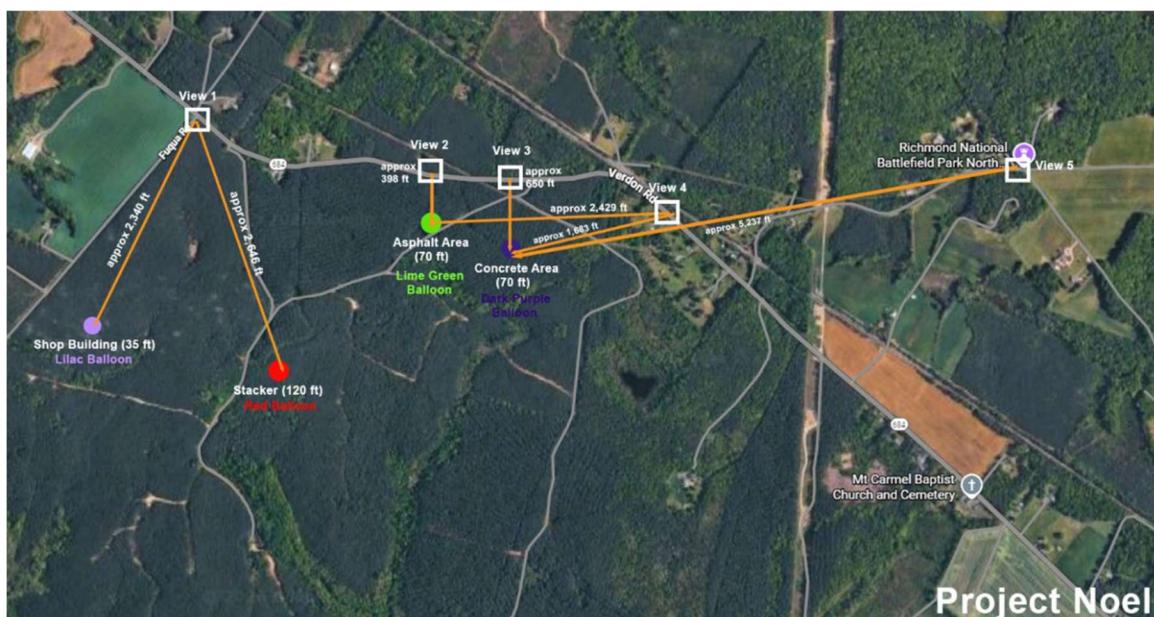
- The Cultural Resources Review was updated to remove parcels that were not part of the project area.
- A revised sketch plan (shown on Page 4) was submitted that shows the approximate location of the two cemeteries, buffers, and access:
  - *Redd Cemetery* – The Redd Cemetery (cemetery to the west) is located outside of the plant facilities (*pink*) and excavation area (*gray*) and within the vegetated berm/overburden area (*light green*). A 150' undisturbed buffer will surround the cemetery on the south side adjacent to the overburden area. On the north side adjacent to development areas, a 100' undisturbed buffer will be provided and supplemented with a 10' planted screening berm. Access is provided from internal roads through the development area that connects to Verdon Road.
  - *Unmarked Cemetery* – The unmarked cemetery (cemetery to the east) is partially shown within the vegetated berm/overburden area (*light green*) and partially within the 200' perimeter buffer area. The perimeter buffer will consist of a 100' undisturbed natural buffer along with a 100' wide berm, a minimum of 20' in height. Access to the cemetery is shown from Verdon Road.

The County Attorney's Office has reviewed the 1942 deed for the cemetery and state law related to cemetery access. No plat can be found showing a specific access route to the cemetery, and the deed does not reserve access in a particular location. **Therefore, the location of the access and the available times to use the access are issues to resolve between private parties, the landowner and the descendants of those buried in the cemetery, and not the Historical Commission.**



In addition, a member of the Historical Commission requested that a balloon test be conducted to determine whether the tallest structures proposed as part of the quarry will be visible from the North Anna Battlefield. The test was conducted during the morning of January 14, 2026. Four latex balloons that were three feet in diameter were raised to the following heights:

- **Shop Building Location (lilac)** – 35'
- **Plant Area Stacker (red)** – 120'
- **Asphalt Plant Area (lime green)** – 70'
- **Concrete Plant Area (purple)** – 70'



Representatives from the National Park Service, Historical Commission, and Planning Department staff were present to observe the balloon test from Richmond National Battlefield Park (North Anna Battlefield). No balloons were seen from the Park property, as documented in the applicant's report (attached).



*View 5-Noel Road from Richmond National Battlefield Park (37°54'28.61"N, 77°32'5.65"W)*

### **National Park Service Comments**

The National Park Service provided the following comments:

- The project area is located just west of American Battlefield Protection Program (ABPP) boundary for the Battle of North Anna. It does not appear to fall within any other ABPP battlefield areas.
- A preliminary cultural resource review was completed within the project area. Two cemeteries were identified within the project limits that appear to date to the nineteenth and early twentieth centuries, although one of these cemeteries is unmarked. While Dutton + Associates believe it unlikely that the cemeteries meet the special criteria considerations for NRHP eligibility, they recommend that the limits of the cemeteries be delineated and avoided with an appropriate buffer.
- This project does not impede on the authorized boundary and should not affect viewsheds associated with the Richmond National Battlefield Park.

### **Considerations**

The applicant provided documents, including a Visual Impact Assessment, in response to the Historical Commission recommendations. The Commission must determine if the documents provided demonstrate that the applicant has appropriately and adequately addressed potential impacts from the proposed quarry on the following historic resources:

- *Cemetery sites* (onsite) – located outside development/extraction areas and surrounded by buffers
- *Civil War features* (offsite) – tallest structures should not be visible because of the 200' perimeter buffer and berm



October 14, 2025  
(Revised December 17, 2025)

Thad Rich, PE  
Senior Project Manager  
TIMMONS GROUP  
7053 Celebration Park Ave, Suite 300  
Richmond, VA 23225

RE: Cultural Resource Review  
Project Noel  
Hanover County, Virginia

Dear Mr. Rich:

Per your request, Dutton + Associates, a Timmons Group company (D+A), completed a review of previously recorded cultural resources located within and adjacent to the limits of the Project Noel project area, located in Hanover County, Virginia. A review of the Virginia Department of Historic Resources' (VDHR) Virginia Cultural Resource Information System (VCRIS) was completed for the project area, as well as other online sources for sites and cemeteries. The results of the review are provided below.

#### **PREVIOUSLY RECORDED CULTURAL RESOURCES**

A review of the VDHR VCRIS revealed that one previously completed archaeological survey is recorded within one mile of the proposed project area. The survey was of an existing electric transmission line and is located east of the proposed project area (Table 1, Figure 1).

Two previously recorded archaeological sites are located within one mile of the proposed project area, neither of which are located within the proposed project limits (Table 2, Figure 1). Site 44HN0196 is classified as a Middle Archaic site with no additional information. The site has not been formally evaluated for listing in the National Register of Historic Places (NRHP). Site 44HN0478 is a multicomponent site with both prehistoric and Civil War artifacts. The Civil War component was determined potentially eligible for listing in the NRHP by VDHR.

There are 17 previously recorded architectural resources located within one mile of the proposed project (Table 3, Figure 1). One resource, the North Anna Battlefield (VDHR #042-0123) is adjacent to the easternmost portion of the proposed project area. The battlefield is considered by VDHR to be potentially eligible for listing in the NRHP (Figure 2). The Core Area of the battlefield is located outside of the proposed project limits (Figure 3). The remaining previously recorded resources include a church, a school, an archaeological site, and 13 single dwellings. Of these, three have not been formally evaluated for listing in the NRHP and the remaining resources have been determined not eligible for listing in the NRHP by VDHR.

**Table 1: Previously recorded archaeological surveys.**

<b>DHR Report Number</b>	<b>DHR Report Title</b>	<b>Author Affiliation</b>	<b>Date</b>
HN-165	Phase I Cultural Resources Survey of the Line# 574 (Elmont-Ladysmith 500kV Rebuild and Related Projects), Carolina and Hanover Counties, Virginia	DUTTON	2023

**Table 2: Previously recorded archaeological sites.**

<b>DHR ID</b>	<b>Site Types</b>	<b>Time Periods</b>	<b>NRHP Status</b>
44HN0196	<Null>	Middle Archaic (6500 - 3001 B.C.)	<Null>
44HN0478	Artifact scatter, Battlefield	Pre-Contact, Civil War (1861 - 1865)	DHR Staff: Potentially Eligible

**Table 3: Previously recorded architectural resources.**

<b>DHR ID</b>	<b>Property Names</b>	<b>Resource Type</b>	<b>NRHP Status</b>
042-0123	Battle of North Anna River (Historic), North Anna Battlefield (Current Name), North Anna Battlefield (Historic)	Battle Site	DHR Staff: Potentially Eligible
042-0419	Parson Stringfellow House (Historic/Current)	Single Dwelling	Not Evaluated
042-0458	Elon (Historic/Current), Farmstead, 13529 Verdon Road (Route 684) (Function/Location)	Single Dwelling	Not Evaluated
042-0459	Humanity Hall (Historic/Current)	Single Dwelling	Not Evaluated
042-0460	Mount Hewlett School (Historic/Current)	School	Not Evaluated
042-0606	St. Luke's Methodist Church (Historic/Current)	Church/Chapel	Not Evaluated
042-0807	White House Site (Historic/Current)	Archaeological Site	DHR Staff: Not Eligible
042-5882	House, 13058 Noel Road (Function/Location)	Single Dwelling	DHR Staff: Not Eligible
042-5883	House, 13072 Noel Road (Function/Location)	Single Dwelling	DHR Staff: Not Eligible
042-5884	House, 13104 Verdon Road (Function/Location)	Single Dwelling	DHR Staff: Not Eligible
042-5885	House, 13109 Verdon Road (Function/Location)	Single Dwelling	DHR Staff: Not Eligible
042-5886	House, 13145 Verdon Road (Function/Location)	Single Dwelling	DHR Staff: Not Eligible
042-5887	House, 12591 Verdon Road (Function/Location)	Single Dwelling	DHR Staff: Not Eligible
042-5891	House, 13001 Verdon Road (Function/Location)	Single Dwelling	DHR Staff: Not Eligible
042-5892	House, 13009 Verdon Road (Function/Location)	Single Dwelling	DHR Staff: Not Eligible
042-5893	House, 13022 Verdon Road (Function/Location)	Single Dwelling	DHR Staff: Not Eligible
042-5917	House, 13149 Verdon Road (Function/Location)	Single Dwelling	DHR Staff: Not Eligible

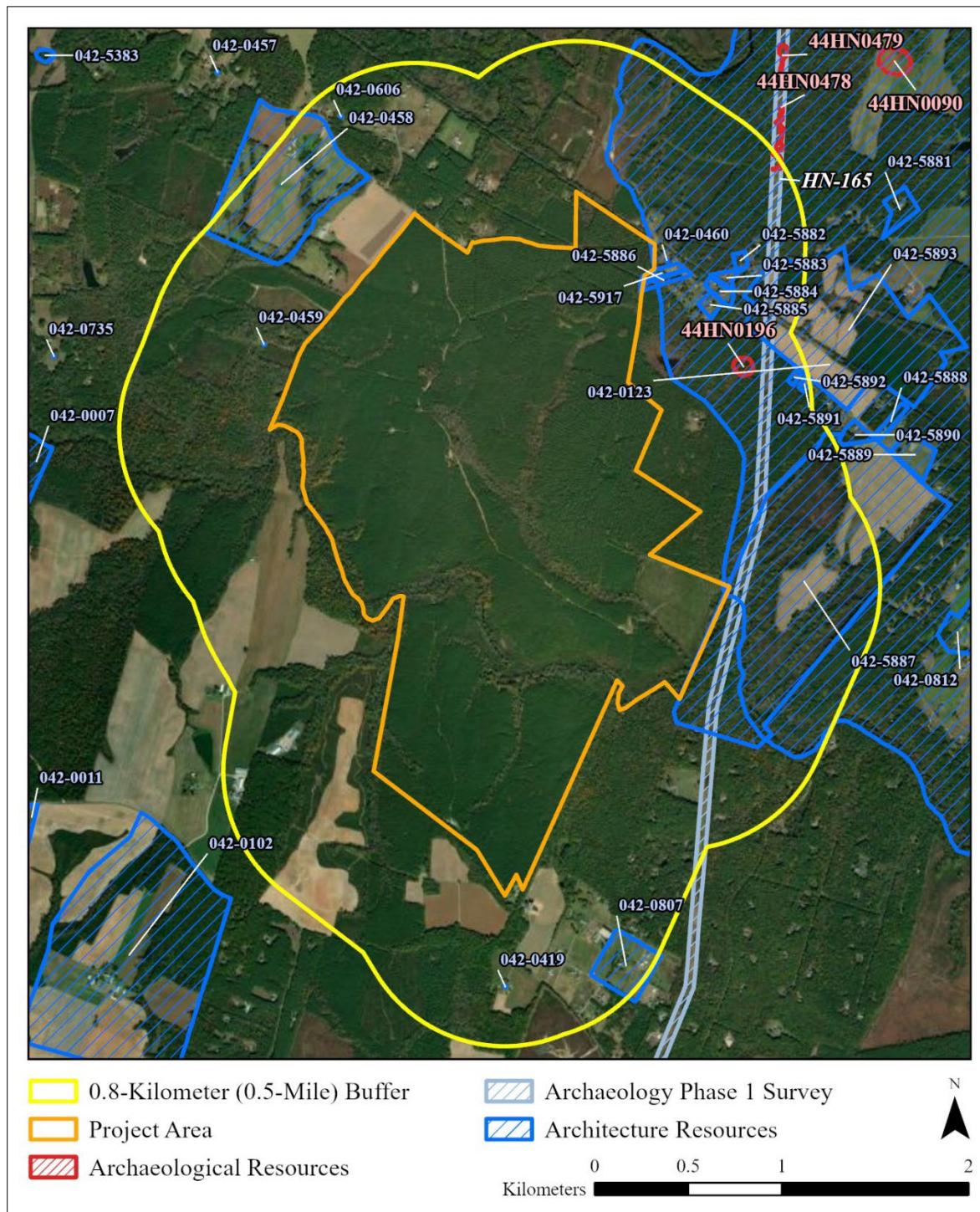
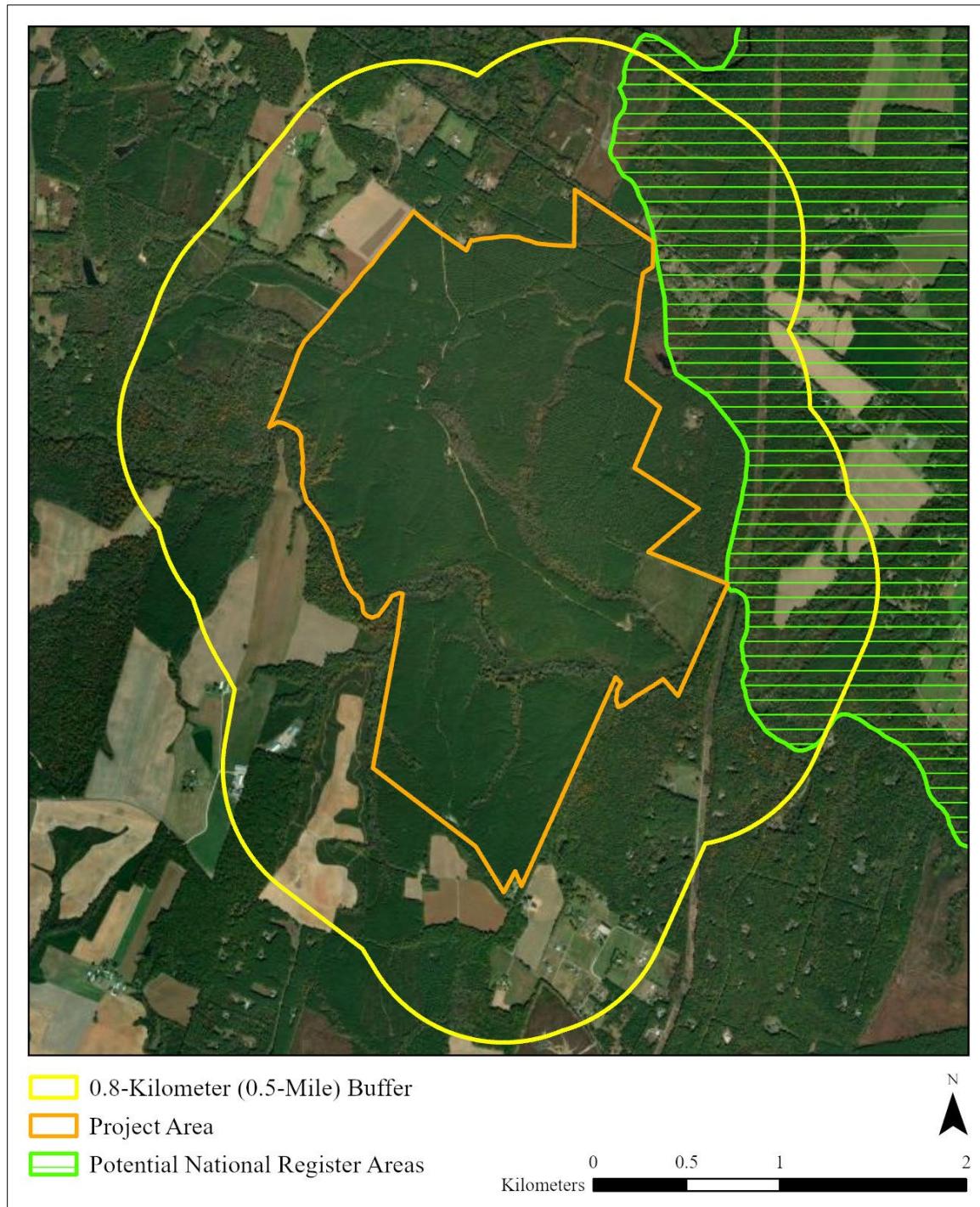


Figure 1: Previously recorded survey and resources. Source: VCRIS



**Figure 2: Project area with battlefield potential NRHP boundaries. Source: VCRIS**

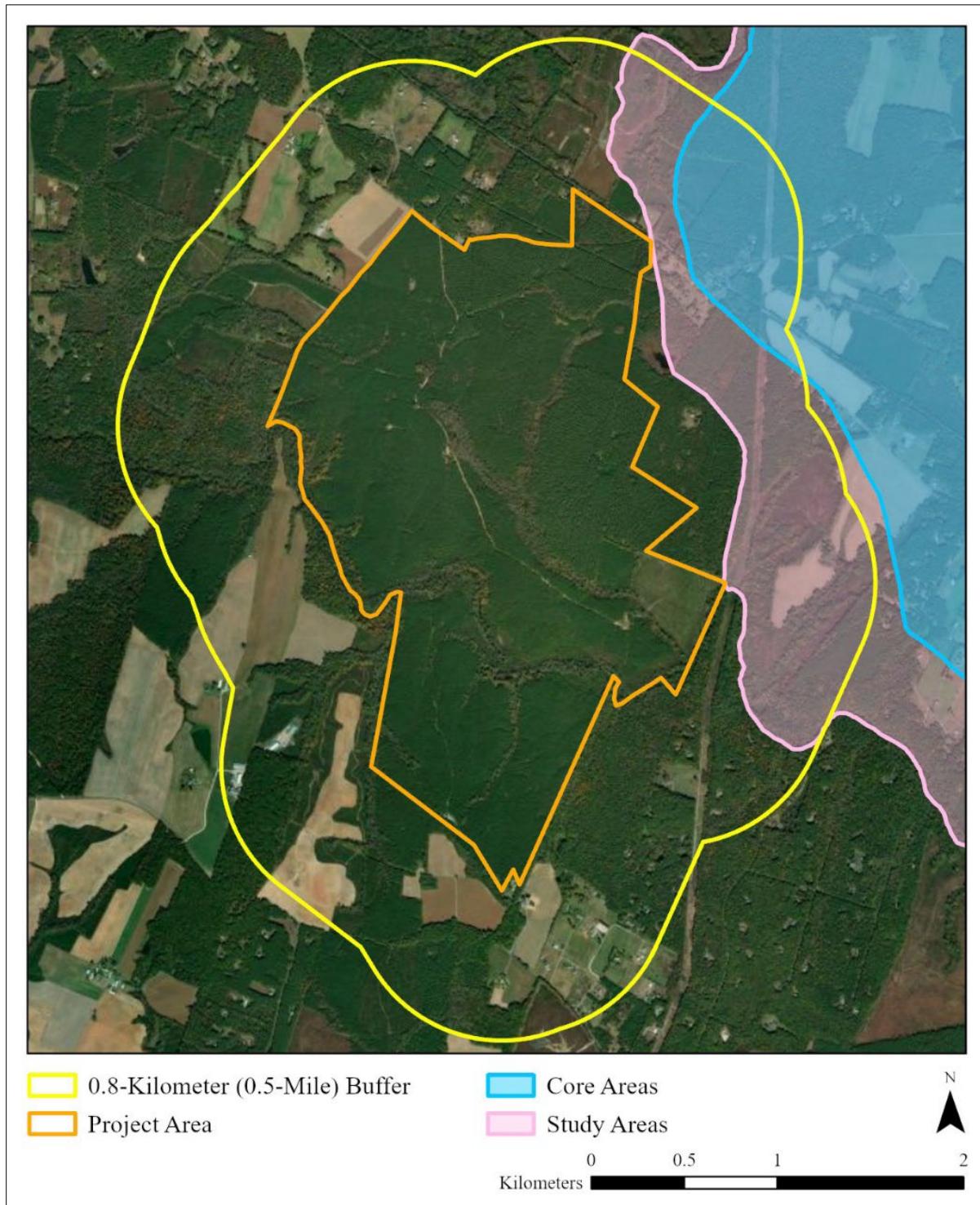
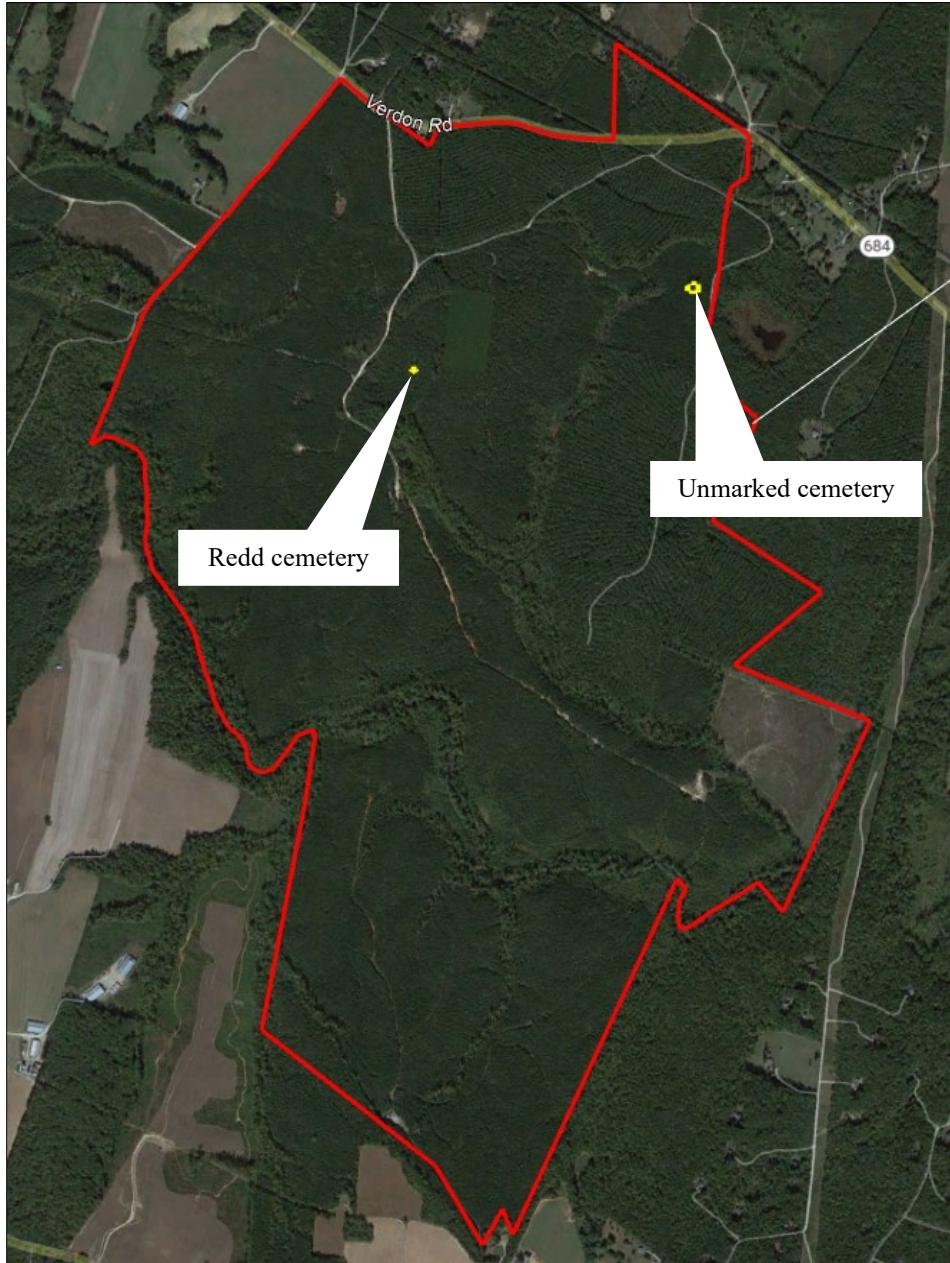


Figure 3: Project area with battlefield core area and study area limits. Source: VCRIS

## IDENTIFIED CEMETERIES

A review of online sources and aerial imagery indicated the presence of two cemeteries within the proposed project area (Figure 4). Both cemeteries are located in the western portion of the proposed project and are currently in wooded settings with no adjacent development or structures present.



**Figure 4: Aerial imagery illustrating location of cemeteries within the proposed project limits (red). Base mapping source: Google Earth 2017**

## Redd Cemetery

The westernmost cemetery is located  $\pm 2,400$  feet due south of Verdon Road (Rt. 684) and  $\pm 475$  feet east of an unpaved road which runs north-south through the western portion of the project area. The cemetery is surrounded by a low brick wall, which is covered with an aggregate concrete cap (Figure 5). There is no opening in the brick wall surrounding the cemetery. The enclosure is oriented slightly northeast by southwest and measures  $\pm 55$  feet north-south by  $\pm 31$  feet east-west. There are several memorial markers within the brick wall. Family names attributed to the cemetery include Redd and Minor. Death dates on the markers indicate the cemetery was in use from the last half of the nineteenth century through the second quarter of the twentieth century. In addition to the observed memorial markers, several unmarked depressions were observed within the limits of the brick wall enclosure. The area around the cemetery was clear of mature vegetation and appeared to have been cleared within the past year. Some large mature hardwoods are present immediately outside of and adjacent to the brick wall. The landscape surrounding the wall suggests that the area has been avoided during multiple episodes of timber harvesting resulting in the area appearing to be slightly elevated from the surrounding terrain. Examination of the ground surface outside of the brick wall did not reveal any evidence (depressions, fieldstones, etc.) of additional burials. The cemetery appears to be visited and cared for on an infrequent basis.



Figure 5: Overall view of Redd Cemetery facing southeast.

### Unmarked Cemetery

An unmarked cemetery is located  $\pm 1,500$  feet due south of Verdon Road (Rt 684) along the eastern border of the western parcel making up the proposed project area. The cemetery is located  $\pm 200$  feet west of an unpaved road that runs along the project area border. The area is characterized by standing mature hardwoods and a substantial ground cover of periwinkle surrounded by young growth pine forest on all sides (Figure 6). There was no evidence of buildings or structures located in the area adjacent to the cemetery. There are two plain field stone

markers likely representing a single interment (Figure 7). No other markers or structural elements were observed. The ground surface covered by periwinkle was very uneven and evidence of possible depressions indicating additional burials was observed over a larger area. The overall observed limits of the cemetery were  $\pm 100$  feet north-south by  $\pm 110$  feet east-west. There was no evidence that the cemetery had been visited or maintained.



**Figure 6: Overall view of Unmarked Cemetery facing northwest.**



**Figure 7: View of plain fieldstones at Unmarked Cemetery.**

## CONCLUSIONS AND RECOMMENDATIONS

Review of data from the VDHR indicates that there are no previously recorded archaeological or architectural resources located within the proposed project limits. The potentially NRHP eligible North Anna Battlefield (VDHR #042-0123) is located adjacent to the easternmost portion of the proposed project area; however, the project area is not located in the Study Area or the Core Area of the battlefield. One previously completed archeological survey of a transmission line corridor crosses east of the project area.

Online sources and aerial imagery confirmed the presence of two cemeteries in the proposed project limits. Based on initial observations, the cemeteries are small cemeteries that were used in the nineteenth and early twentieth centuries and are no longer active. The cemeteries are not likely to meet the special criteria considerations for cemetery's to be eligible for listing in the NRHP. As such, the limits of the cemeteries should be defined as best practice and the cemeteries avoided with an appropriate buffer. In the event that the cemeteries cannot be avoided, steps outlined in the Code of Virginia for the relocation of humans remains should be followed.

If you have any questions or wish to discuss the above findings and recommendations, please do not hesitate to contact me at 804-897-1960 or at [ddutton@dutton-associates.com](mailto:ddutton@dutton-associates.com).

Sincerely,



David H. Dutton  
Group Leader, Cultural Resources





## Hanover County Related Lands

**Site:** "Stonewall" Jackson's Route of March from Beaver Dam Station to Mechanicsville, June 24-26, 1862

**Location:** The route of march to Mechanicsville for "Stonewall" Jackson's force runs through western and central Hanover County, Virginia. The three areas where small skirmishes occurred are located north of Mechanicsville, in central Hanover County.

**Historical Significance:** On June 23, 1862, Confederate General Robert E. Lee gathered together his lieutenants and formulated the plan for what became the Seven Days Battles. An integral part of the Confederate offensive was the participation of "Stonewall" Jackson's army from the Shenandoah Valley. The majority of Jackson's force traveled via the Virginia Central Railroad from Gordonsville to Frederick's Hall, in Louisa County, before marching on to Beaver Dam Station in Hanover. Segments of the army arrived at Beaver Dam Station as early as June 24. Some units pushed out from Beaver Dam Station in preparation for the following day's march to Ashland.

On June 25, Jackson's force marched toward Ashland. His columns crossed the South Anna River at both Blunt's Bridge and Honeyman's Bridge. That evening, the divisions of Richard Ewell and William H. C. Whiting camped in the vicinity of the fairgrounds, while Jackson's division bivouacked near Independence Church. The following morning the march continued, heading east to Merry Oaks and then taking the Ashcake Road (Route 643) southeast to the intersection with the Hanover Court House and Shady Grove Church Road (Routes 2/301). At this intersection, Richard Ewell's division turned south, while Jackson's and Whiting's divisions continued east to Dr. Shelton's, where Jackson met with cavalryman J.E.B. Stuart. After a brief discussion Jackson continued his column south on the road to Hundley's Corner. Before reaching Hundley's, Union pickets were encountered near the bridge crossing at Totopotomoy Creek. These were troopers of the 8<sup>th</sup> Illinois Cavalry, who fell back across the stream and burned the bridge. Elements of John B. Hood's brigade briefly skirmished with the Union horsemen while Confederate artillery lobbed a few shells at the retiring cavalry. It took one hour to repair the bridge before Jackson's column resumed its march, arriving at Hundley's Corner and reuniting with Ewell's division in the late afternoon.

Ewell's men had encountered scouts from the 8<sup>th</sup> Illinois Cavalry as well. When nearing Shady Grove Church, the 1<sup>st</sup> Maryland Infantry (CS) hit the Union picket line. After chasing away this outpost, which fell back to a spot just west of Hundley's Corner, the Confederate skirmishers turned east and proceeded to push the cavalry pickets back from Hundley's and forced them to retire over Beaver Dam Creek. With this road intersection uncovered, Jackson and Ewell once again reunited their commands. Once they reached this destination, Jackson ordered his men into camp for the evening.

One of the most controversial aspects of the Seven Days Battles is the conduct of "Stonewall" Jackson. Robert E. Lee was depending on Jackson's arrival above Beaver Dam Creek to make an attack unnecessary, but Jackson arrived too late to participate, and sat out the battle at

Hundley's Corner. Nonetheless, the addition of the Valley troops added weight to Lee's army, which greatly outnumbered the Union forces on the northside of the Chickahominy River.

***Current Conditions:*** The area bisected by Jackson's marching columns in 1862 is largely intact. The routes west of Ashland are predominately agricultural and liberally sprinkled with structures dating from the war years.

***Significant Views:*** Noteworthy views exist along most of Jackson's route west of Ashland. This is especially true on the stretch of road near Mount Olivet Church and "Hickory Bottom," as well as at the two bridge crossings over the South Anna River. The scene of the three small skirmishes near Mechanicsville is less rewarding, although the bridge crossing at Totopotomoy Creek retains a bit of its flavor despite power lines strung along the creek's valley.

### ***Wartime Structures and Features:***

1. Dr. Henry Carter House (site) – Known as "North River," this home was located in western Hanover County between Davenport's and Anderson's Bridge. On the evening of June 24, "Stonewall" Jackson spent the night here. The house has long since disappeared, and its precise location is unknown.
2. Beaver Dam Station – This little community witnessed a great amount of activity during the Civil War. Some of Jackson's troops detrained here preparatory to their march to Ashland. The size of the station complex is unknown, although some accounts make reference to maybe half a dozen buildings being present near the tracks. The depot building that currently stands was built after the war but does occupy the site of the wartime structure.
3. John Dudley Brown House – Also known as "Hickory Bottom," this home stood on the route traveled by William H. C. Whiting's division to Ashland. On the way, at least four members of John B. Hood's brigade took ill and were quartered there. They later died and are buried across the road at Mount Olivet Church.
4. Mount Olivet Church – Located across the road from the John D. Brown home, this small antebellum Baptist church witnessed elements of Jackson's force on their way to Ashland. Four Confederate soldiers who died of illness at "Hickory Bottom" are buried in the cemetery. Thus far only one of the four has been identified.
5. William O. Day House – "Romankok" was the home of William Overton Day and his family during the Civil War. It is reported that Jackson stopped here and had breakfast on the morning of June 25.
6. Blunt's Bridge – This bridge is where Richard Ewell's division crossed the South Anna River late on June 25. The present bridge probably is at the site of the wartime span.
7. Honeyman's Bridge – Located in Horseshoe Bend on the South Anna River, this bridge accommodated the troops of Whiting's and Jackson's divisions on June 25. It apparently

stood a short distance downstream from the modern crossing of Route 686. No trace of the wartime road trace or 1862 bridge have been found.

8. Independence Church – In the immediate area of this church, elements of Jackson's Division camped on the evening of June 25. The present church is a postwar structure, now called Independence Christian Church.
9. Fairgrounds – Richard Ewell's division camped for the evening of June 25 at the fairgrounds in Ashland.
10. Waldrop MacMurdo House – Located at 713 South Center Street in Ashland, the MacMurdo House served as Jackson's headquarters on the evening of June 25.
11. Merry Oaks (site) – At 9:00 a.m. on the morning of June 26, Jackson stopped at Merry Oaks and penned a message to General Lawrence O'B. Branch. This was the first and only communication Lee's army would have with Jackson during the day. It is not known exactly where Merry Oaks stood, but its location appears to have been in the southeastern corner of the intersection created by modern Ashcake and Sliding Hill roads.
12. Dr. Edwin T. Shelton House – Also known as "Hickory Well," this house was the wartime home of Dr. Shelton. It was here that Jackson and Stuart met briefly before Jackson pushed on to Hundley's Corner.
13. Shady Grove Church (site) – Originally located on the north side of Shady Grove Church Road (modern Polegreen Road), the church burned in 1957. The modern structure was built on the south side of the road. Near this intersection the 1<sup>st</sup> Maryland Infantry, leading Ewell's division (CS), tangled with troopers from the 8<sup>th</sup> Illinois Cavalry.

***Original Terrain:*** The country roads followed by Jackson's columns are virtually unchanged west of Ashland, and the rural nature of that region has ensured the preservation to date of much original terrain. East of Ashland there are stretches of countryside that also retain their wartime configuration. The Shelton/Overton intersection (junction of routes 643 and 651) offers a particularly rewarding slice of original terrain and landscape.

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Wingfield, Henry E. 1862 Diary. Published in Bulletin of the Virginia State Library, vol. XVI, nos. 2 and 3 (July 1927), p. 13. Wingfield served in the 58<sup>th</sup> Virginia Infantry.

## Hanover County Virginia

"STONEWALL" JACKSON'S ROUTE OF  
MARCH from BEAVER DAM STATION  
TO MECHANICSVILLE  
JUNE 24-26, 1862

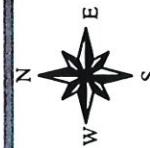
### Map Legend

## Water Roads

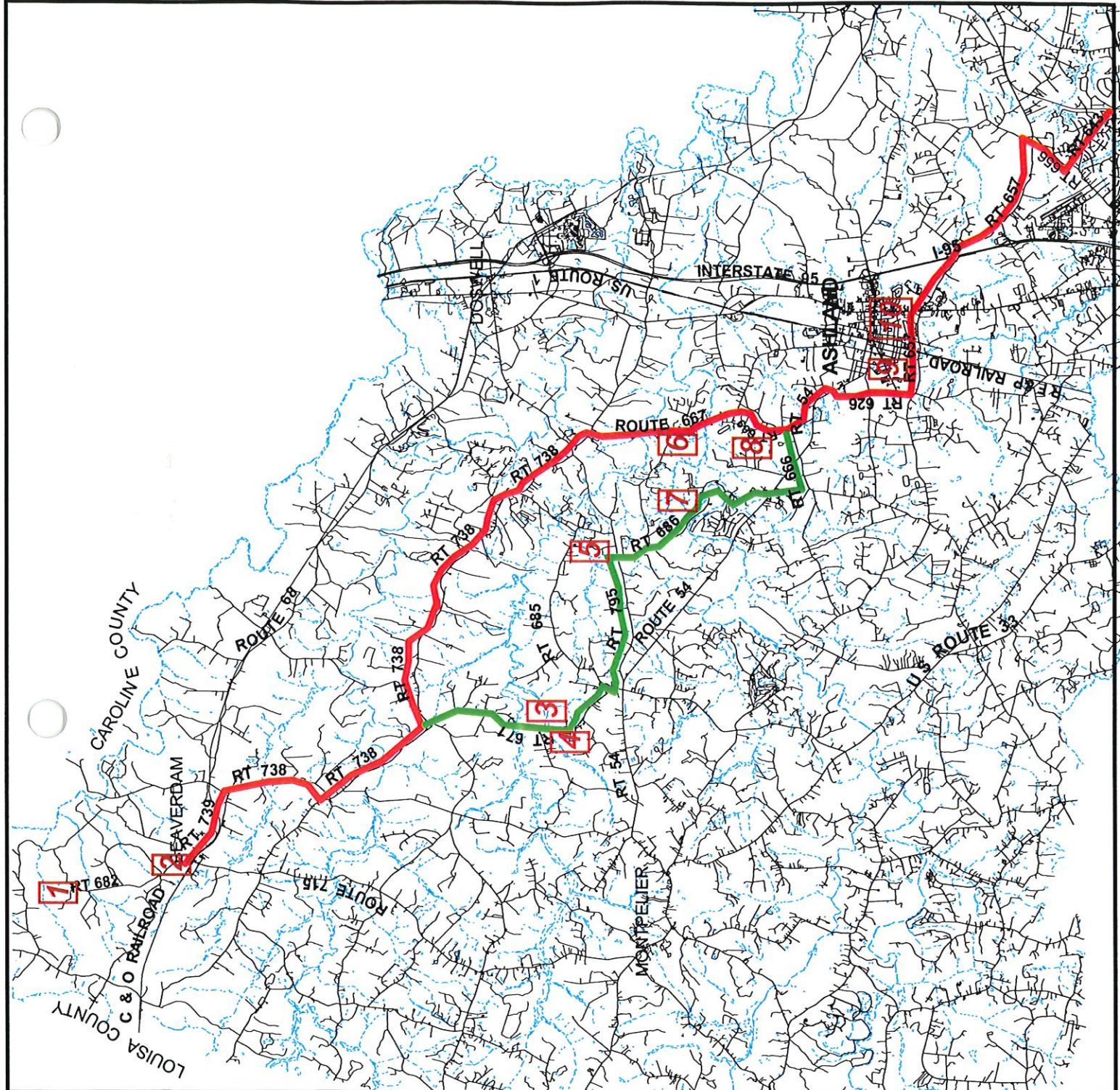
JACKSON'S MAIN COLUMN

WHITING'S DIVISION

KEYED TO TEXT



July 15, 2002



*Hanover County Virginia*

"STONEWALL" JACKSON'S ROUTE of  
MARCH from BEAVER DAM STATION  
to MECHANICSVILLE  
JUNE 24-26, 1862

## Map Legend

## Water Roads

JACKSON'S MAIN COLUMN

## UNION CAVALRY

EWEIL'S DIVISION

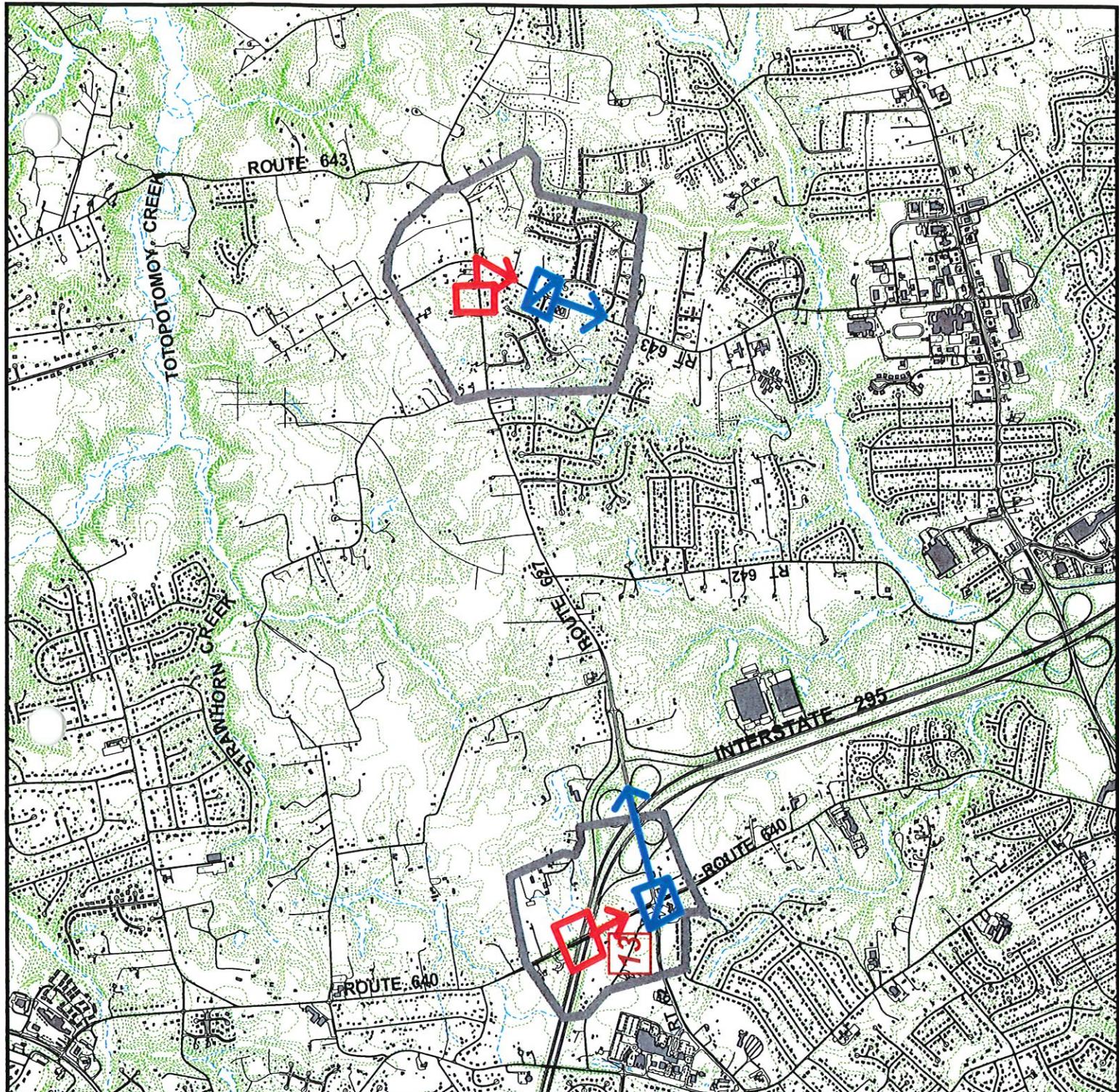
## DETAIL MAP

KEYED TO TEXT



1:103914

Page 228 of 263



Hanover County Virginia

SKIRMISHES ON  
SHADY GROVE CHURCH ROAD  
JUNE 26, 1862

Map Legend

UNION

CONFEDERATE

INFANTRY

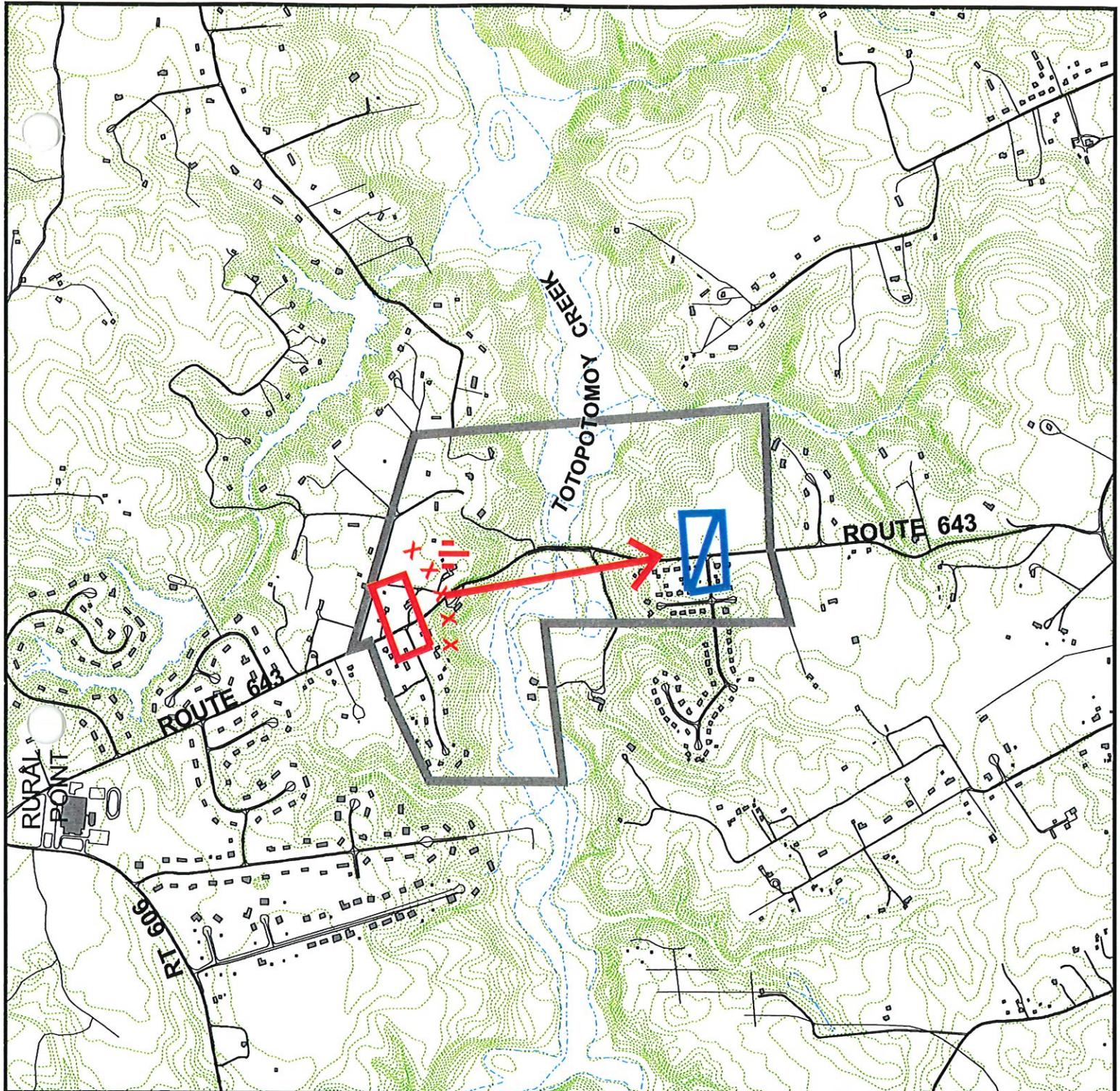
CAVALRY

KEYED TO TEXT

#



Scale 1:30567



**Hanover County, Virginia**

**SKIRMISH AT  
TOTOPOTOMY CREEK  
JUNE 26, 1862**

**Map Legend**

**UNION**

**CONFEDERATE**



**INFANTRY**



**CAVALRY**



**SKIRMISH LINE**



**CANNON**

**KEYED TO TEXT**



**1:15650**

## Visual Impact Assessment

January 15, 2026

Linwood Thomas  
Director Greenfield Development  
Luck Companies  
P.O. Box 29682  
Richmond, VA 23245  
(540) 455-0534

Re: Project Noel  
**NB+C Job No. 101265**  
Visual Impact Assessment

Dear Mr. Thomas:

On January 14th, 2026, a balloon test was conducted on behalf of the Luck Stone for the site Project Noel, located at Verdon Road, Ruther Glen, VA. The locations of the balloon test and the heights were based on the Project Noel Conditional Use & Special Exception Permit Set drawings prepared by the Timmons Group and dated 12/15/25. The balloon test was done in consultation with Hanover County. Network Building + Consulting (NB+C) had three employees participate in the balloon test, with all three working to raise the balloons on site. Once the balloons were in air at the correct heights, one employee went to take photos from the surrounding area while the remaining two staffers stayed with the balloons to monitor wind conditions.

### General Balloon Test Information

Starting at 6:00 am, four latex balloons three feet in diameter were raised to the following heights:

Shop Building Location ( $37^{\circ}54'14.07"N, 77^{\circ}34'3.16"W$ ): Lilac Balloon, 35 feet in height  
Plant Area Stacker ( $37^{\circ}54'9.00"N, 77^{\circ}33'39.24"W$ ): Red Balloon, 120 feet in height  
Asphalt Plant Area ( $37^{\circ}54'22.48"N, 77^{\circ}33'18.90"W$ ): Lime Green Balloon, 70 feet in height  
Concrete Plant Area ( $37^{\circ}54'21.71"N, 77^{\circ}33'13.10"W$ ): Purple Balloon, 70 feet in height

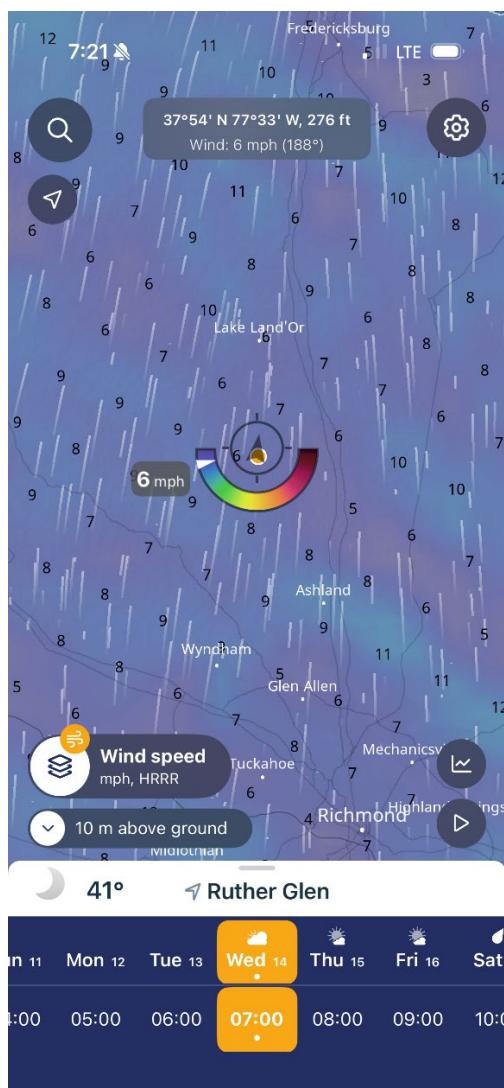
The balloons were attached to 50 lb monofilament line. The lines were pre-measured using a measuring wheel in order to attain the correct lengths of line on ground level prior to ensure the correct heights. Additionally, NB+C staffers used a Tru digital rangefinder to verify the balloon height once raised to full height in air. The balloons were tethered to secured bases at ground elevation. The balloon test lasted approximately 4 hours, from 8:00 am to 12:00 pm. It should be noted that from 9:00 am to 9:30 am, the team monitoring the balloons discovered that the Asphalt Plant Area and Concrete Plant Area locations- the Lilac and Lime Green balloons- had both popped. New balloons were put up immediately and Luck Stone was notified.

Photographic locations were selected based on communication with Luck Stone on behalf of Hanover County. Five (5) separate photo locations with a focus on residential and historic areas were documented within a mainly 7,215 feet radius of the site. Photographs were taken with a Nikon D3100 Digital SLR camera.

**Weather Conditions** The base winds were calm to moderate for the duration of the balloon test. All photos were taken approximately between 8:30 am and 10:00 am.

7:55 AM	38 °F	24 °F	56 %	SW	3 mph	0 mph	29.17 in	0.0 in	Fair
8:15 AM	40 °F	24 °F	52 %	SSW	5 mph	0 mph	29.17 in	0.0 in	Fair
8:35 AM	42 °F	25 °F	51 %	S	5 mph	0 mph	29.17 in	0.0 in	Fair
8:55 AM	42 °F	25 °F	49 %	S	5 mph	0 mph	29.17 in	0.0 in	Fair
9:15 AM	42 °F	25 °F	50 %	S	5 mph	0 mph	29.16 in	0.0 in	Fair
9:35 AM	43 °F	25 °F	51 %	S	5 mph	0 mph	29.16 in	0.0 in	Fair
9:55 AM	43 °F	26 °F	49 %	S	8 mph	0 mph	29.17 in	0.0 in	Fair
10:15 AM	44 °F	26 °F	50 %	S	6 mph	0 mph	29.16 in	0.0 in	Fair
10:35 AM	44 °F	26 °F	49 %	S	7 mph	0 mph	29.15 in	0.0 in	Fair
10:55 AM	45 °F	26 °F	48 %	SSW	7 mph	0 mph	29.14 in	0.0 in	Fair
11:15 AM	45 °F	26 °F	48 %	S	5 mph	0 mph	29.12 in	0.0 in	Fair
11:35 AM	47 °F	27 °F	47 %	S	5 mph	0 mph	29.11 in	0.0 in	Fair
11:55 AM	48 °F	27 °F	45 %	S	8 mph	0 mph	29.10 in	0.0 in	Fair
12:15 PM	48 °F	28 °F	45 %	S	6 mph	0 mph	29.09 in	0.0 in	Fair

The above image represents the documented wind and weather conditions as recorded by undergroundweather.com.



The above image documents the conditions at the start of the balloon test.

## Site Visibility

The visual impact of the proposed structures was assessed within a mainly 7,215 feet radius from the proposed sites. Photographs were taken at selected locations based on communication with Luck Stone and Hanover County. The photographed locations include areas along Verdon Road, Noel Road and near the Richmond National Battlefield Park North Anna Unit. The focus was examining the visual impact from the surrounding neighborhoods and National Battlefield. The balloons were not visible from the surrounding areas due to existing tree cover and topography.

## Proof of Balloon Fly Photographs



*Shop Building Location, Lilac Balloon*



*Plant Area Stacker Location, Red Balloon*



*Asphalt Plant Area Location, Lime Green Balloon*



*Concrete Plant Area Location, Purple Balloon*

## Selected Location Photographs



View 1-Verdon Road & Fuqua Road (37°54'33.60"N, 77°33'49.00"W)



View 2-Verdon Road (37°54'27.86"N, 77°33'18.99"W)



View 3-Verdon Road (37°54'27.44"N, 77°33'9.16"W)



View 4-Verdon Road (37°54'24.45"N, 77°32'50.61"W)



View 5-Noel Road from Richmond National Battlefield Park (37°54'28.61"N, 77°32'5.65"W)

### Photograph Location Map



The above image is a location map, showing proposed balloon locations, colors, and heights in addition to photo locations.



*Note: After the 12 pm end of the official balloon test, NB+C ran an additional height check. The Plant Area Stacker location red balloon was raised above the proposed 120 ft to a total height of 200 feet. NB+C had staff stationed with the red balloon, verifying the height and wind status, and staffers observing from areas near Verdon Rd/Fuqua Rd and the Railroad Crossing near Verdon Rd. Both parties remained in communication during this height increase. The red balloon was not visible at 200 feet.*

Thank you for your time and attention to this matter. If you have any questions regarding this assessment, let me know.

Respectfully submitted,  
**NETWORK BUILDING + CONSULTING**

*Emilie Buck*

**Emilie Buck**  
Senior Graphic Designer  
410.949.7698  
ebuck@nbcllc.com

**Biernot, Gretchen W.**

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**From:** Wanda Jacobus <w.jacobus@gmail.com>  
**Sent:** Wednesday, January 28, 2026 8:12 AM  
**To:** carolmbeam@hotmail.com; bpenn@comcast.net; proffacct@gmail.com; lynn169125@comcast.net; clryland@aol.com; ddeal@hanovertavern.org; sagle@ctpurcellinc.com; joyhoward122762@gmail.com; tannerjbt@gmail.com; Hudson, Ryan M.; cschmetzer@hcps.us; wmgarrett1@aol.com; gtaran1979@gmail.com; Floyd, Danielle G.; Natalie Schermerhorn; tammybillups@comcast.net; jmgil96@att.net; Biernot, Gretchen W.; Pompei, Andrew J.; Herzberg, F. Michael; Stoneman, Jeff S.; Davis, Sean M.; Prichard, Faye O.; Dibble, Susan P.; Martin, William E.; Parker IV, Clifton L.; McGhee, Jr, Fredric I.; Iverson, Edmonia P.; Leadbetter, Larry A.; Heizer, Brett; Abbott, Alan C.; Carter Redd; Hunter, Jo Ann M.; Rhonda Hammond  
**Subject:** A Picture Is Worth a Thousand Words – Viewshed, Rail Impacts, and Cemeteries  
**Attachments:** Exhibit\_A\_Why\_Buffers\_Fail\_5\_Page.pdf

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good morning Commissioners and Board members,

My Momma always told me that actions speak louder than words—and that a picture is worth a thousand words. Attached are photographs of the existing Luck Stone site on Ashland Road. These images speak for themselves. They show what happens to a rural viewshed with quarry operations: exposed rock faces, industrial structures, stockpiles, conveyors, and permanent visual intrusion that no buffer can truly conceal. Even these photographs do not fully capture the impact. Seeing the site in person from Ashland Road is far more overpowering than any image on a page. I would strongly encourage any member of the Board, Planning Commission, or Historic Commission who has the opportunity to drive by and witness the view directly. It is also important to note that the Ashland Road site does not include a railroad crossing, as the proposed Verdon Road project would. The Verdon Road proposal introduces additional impacts that are not reflected in the pictures, 70 foot asphalt and concrete silos and equipment—and, most notably, heavy rock trains crossing Verdon Road and the federally required 15 second train whistles that sound each time a train crosses. These whistles are not optional, and they would permanently alter the soundscape of this rural historic area.

The proposed Verdon Road site includes two cemeteries located within the project area not identified in the **first Cultural Resource submittal** by Luck Stone. There is no scenario in which these cemeteries will not be affected by the proposed quarry operations. Luck Stone's most recent cultural resources survey states:

"The cemeteries are not likely to meet the special criteria considerations for cemeteries to be eligible for listing in the NRHP. As such, the limits of the cemeteries should be defined as best practice and the cemeteries avoided with an appropriate buffer. In the event that the cemeteries cannot be avoided, steps outlined in the Code of Virginia for the relocation of human remains should be followed."

This raises serious concerns. What does eligibility for the National Register of Historic Places have to do with whether human burial grounds should be protected and respected? These cemeteries exist regardless of federal eligibility status. The boundaries of the cemeteries have not been fully determined; The dates of the unmarked cemetery are unknown; The number of souls buried there is unknown; the Redd cemetery includes a deeded right-of-way, which carries independent legal and ethical obligation; and no updated quarry map has been submitted to the county identifying how access to the cemeteries will be preserved. These are not abstract issues. They involve real places, real families, and real people whose remains are still in the ground.

The real-world viewshed destruction illustrated in the attached photographs, the added rail and whistle impacts proposed for Verdon Road, and the unresolved and deeply troubling treatment of known and unmarked cemeteries—this proposal reflects a broader truth: the long-term costs will be borne by this community and Hanover's history, while profits are made by a private company. **This is simply the wrong place for a rock quarry.**

Thank you for taking the time to review these photographs and to consider what they represent in real terms for the history of Hanover.

Respectfully,

Wanda Jacobus

# WHY BUFFERS FAIL

Photographic evidence from the existing Luck Stone site on Ashland Road demonstrating why tree buffers do not mitigate quarry and industrial impacts.

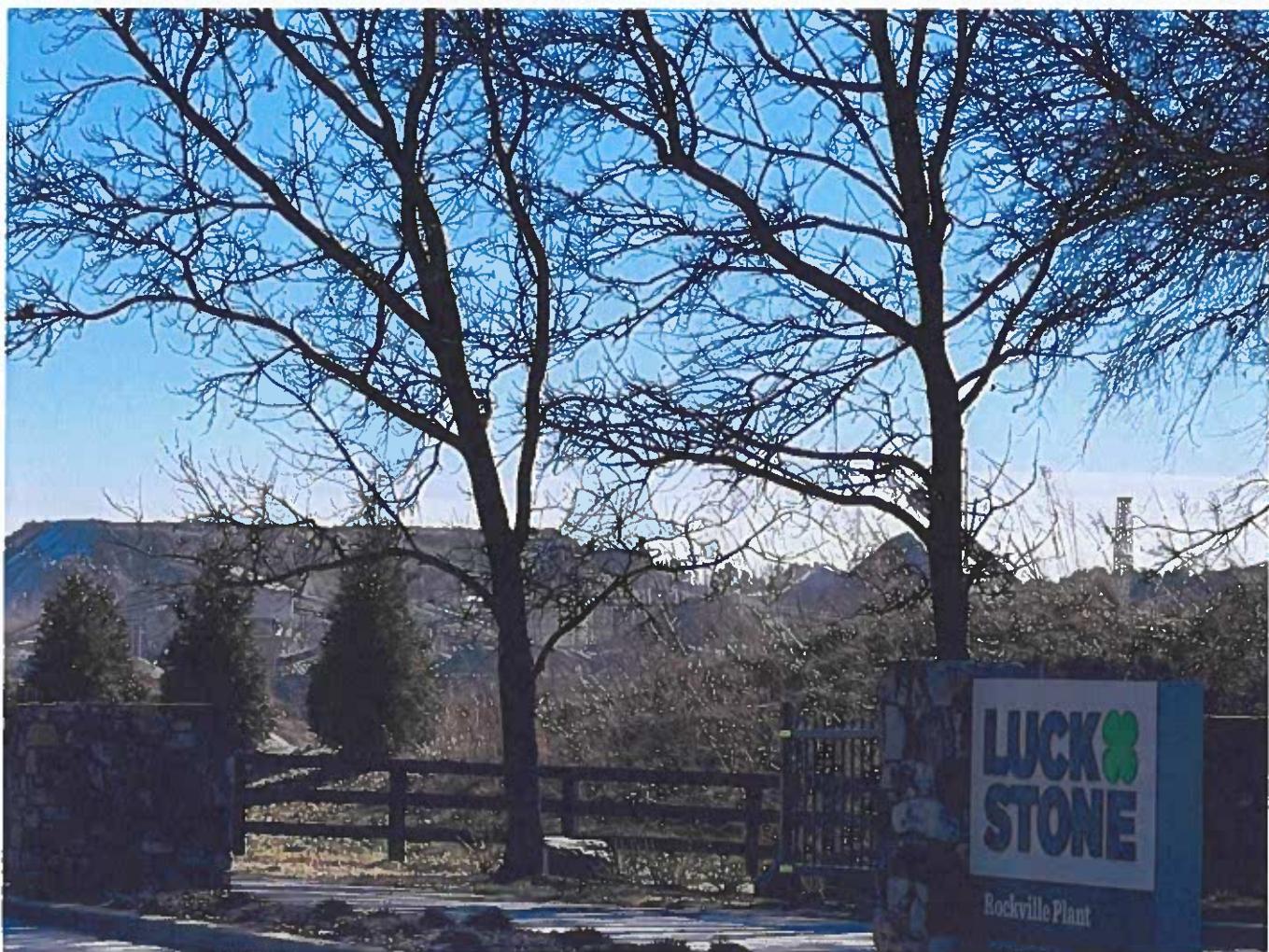
These images illustrate scale, permanence, buffer degradation, and direct views into active quarry operations.

## **Exhibit A – Page 1: Existing Luck Stone Viewshed (Ashland Road)**



Wide view from Ashland Road showing exposed quarry face rising above the landscape. This scale and permanence cannot be mitigated by tree buffers.

## Exhibit A – Page 2: Existing Luck Stone Viewshed (Ashland Road)



Industrial conveyors and structures visible through existing trees during leaf-off conditions, demonstrating that buffers do not prevent long-term viewedshed impacts.

## Exhibit A – Page 3: Existing Luck Stone Viewshed (Ashland Road)



Industrial activity and quarry operations visible beyond roadside vegetation, illustrating how industrial presence dominates the viewshed even outside formal entrance areas.

## Exhibit A – Page 4: Existing Luck Stone Viewshed (Ashland Road)



Human-scale roadside view from Ashland Road showing industrial activity visible from everyday public spaces. The real impact is far more apparent in person than in photographs.

## Property Information

### Property Names

Name Explanation	Name
Current Name	North Anna Battlefield
Historic	Battle of North Anna River
Historic	North Anna Battlefield

### Property Evaluation Status

DHR Staff: Potentially Eligible

### Property Addresses

Current - Washington Highway Route 1  
Alternate - Jefferson Davis Highway Route 1

County/Independent City(s): Caroline (County), Hanover (County)

Incorporated Town(s): *No Data*

Zip Code(s): 22546, 23015, 23047

Magisterial District(s): *No Data*

Tax Parcel(s): *No Data*

USGS Quad(s): ASHLAND, HANOVER  
ACADEMY, HEWLETT,  
RUTHER GLEN

## Additional Property Information

Architecture Setting: Rural

Acreage: *No Data*

### Site Description:

Located in northern Hanover and southern Caroline counties. Both sides of US Route 1 near Doswell, VA; 15 miles north of Richmond.

March 2010: At this time, Circa~ only surveyed two utility alignments and a one-acre pump station site within the battlefield. These areas are situated along Route 30 and just to the north of Route 30 and to the east of Interstate 95. Please see mapping for specific locations. This area of the battlefield is located on the slope or side slopes of a high, flat terrace located approximately 50 feet above the North Anna floodplain with unnamed, intermittent tributaries. Slopes shoulder these floodplains and tributaries. Elevations in the project area are at 120 feet above mean sea level (AMSL). The stream bottoms measure approximately 80 feet AMSL.

The project area flora is comprised of mixed hardwood and occasional pine forest and former grassy pasturelands now overgrown with a thick tangle of saplings, briars, and brush. Project area fauna are typical species common to the Mid-Atlantic and upper south regions.

An extensive line of earthworks is associated with this resource. See mapping for specific locations.

June 2015: At this time, D+A surveyed only the far eastern portion along a transmission line. The battlefield in this vicinity consists of a mix of privately owned land of fields and forests with light early and modern development, particularly as it approaches King's Dominion.

December 2015: The North Anna Battlefield, located in Hanover County and southern Caroline County near the town of Doswell, was the location of one of the most important Civil War campaigns in the state. The core of the battlefield is centered along Route 1 and is composed of defensive earthworks and trenches, bridge remains, and other elements predating and contemporaneous with the battle. Although portions of the site have been developed in recent years, a large portion of the battlefield remains open space with surviving earthworks. The project area for the current survey, conducted by Dovetail Cultural Resource Group, encompasses only a small area along the northeast edge of the battlefield, which had an APE extending 500 feet on either side of the former tracks of the Richmond, Fredericksburg & Potomac Railroad (RF&P). The most significant resource identified within the project area were the remains of a bridge that once carried the RF&P Railroad over the North Anna River but was destroyed by troops in May of 1864. This resource was individually surveyed as part of another phase of the current project and will be described in more detail at a later date.

June 2016: At this time, D+A surveyed only the far eastern portion of the battlefield, primarily east of I-95. The battlefield in this vicinity is privately owned and consists of a mix of fields and forests with light industrial development.

March 2023: The portion of the battlefield within the APE is located within Hanover County bordering the south bank of the North Anna River. At this time, much of the portion of the battlefield in the APE is wooded with the exception of a cleared field around the site of the eighteenth century dwelling. Much more of this area was cleared during the time of the battle. Several lines of earthworks are also believed to have been built within the vicinity, several of which remain within the indirect APE, however, not within the direct APE.

August 2023: For this project, Circa~ surveyed a 45-acre portion of the battlefield. The project area is bordered by forested pine plantations to the north and south, the Richmond, Fredericksburg, and Potomac Railroad and a power line to the east, and Route 1 to the west. The project area is in eastern Virginia on the Inner Coastal Plain region. Most of the project area is located on a high, rolling terrace approximately 650 feet from the Bull Run floodplain. The project area has steep slopes along the northern border and a steep swale in the northwestern portion of the project tract. A pond is noted in the southwestern portion of the project tract. The field was planted in rye, roughly four to five feet high. The trees along the northeastern and northwestern slopes and the southeastern edges were

recently harvested. Elevations in the project area are at 225 feet above mean sea level (AMSL) in the northeastern corner and gently fall to the south to 147 feet AMSL along the northern edge. The swale bottoms measure approximately 137 feet AMSL. The project area can be accessed from a dirt farm road off Washington Highway.

**Surveyor Assessment:**

The North Anna River Campaign is one of the most important Civil War battles that occurred in Virginia. It was the culminating point of the 1864 overland campaign, which began with the battle of the Wilderness, and later the battles around Spotsylvania Courthouse. The army of Northern Virginia, commanded by General Robert E. Lee, had fought essentially a defensive struggle in both battles. Lee knew that his opponent, General Ulysses S. Grant and the Army of the Potomac, had an overwhelming superiority in numbers. Such a force could not be defeated in open battle, so Lee determined that he would fight Grant behind earthworks until an opportunity arose to crush the Union army. At some point during the campaign of May 1864, Grant would make an error, and leave himself open to attack. Until that time, Lee would conserve his army and wait., see Hanover County, Virginia, Application for Historic District Overlay Designation, Application for Zoning Map Amendment.

March 2010: A portion of the battlefield has not been heavily developed and remains rural. Although the two earthworks recently mapped by the survey efforts areas have not been defined as key elements of the battlefield, Circa~ believes that these works played a key role in the ebb and flow of the battle in this location. The locations of sewer lines near the earthworks have been changed to avoid impacts to these features. The alignment for the Gravity Sewer pipeline has been shifted to the northeast and down slope to avoid the earthworks.

For the earthwork located within the Force Main corridor, the alignment and construction easement has been shifted to the east and is now in the existing gravel road. The alignment is roughly 10 feet from the eastern end of the intact section of the earthwork. Circa~ recommends that orange safety fencing be erected around both the eastern end and the western end of the earthwork on the opposite of the road to protect the earthworks from any damage during construction. The fencing should be placed prior to any ground disturbing activity. In addition, the earthworks were surveyed in by registered land surveyors and placed on all project planning and construction maps.

The alignment and the construction easement for the Gravity Sewer pipeline have been shifted to the northeast and down slope to avoid the earthworks. The earthworks have been surveyed in by registered land surveyors and placed on all project planning and construction maps. Although, the earthwork will be at least 20 to 30 feet south of the proposed alignment, Circa~ recommends that orange safety fencing be erected on the northern side of this earthwork to protect this resource from any damage during construction. The fencing should be placed prior to any ground disturbing activity.

June 2015: The North Anna River Battlefield is potentially eligible for listing in the NRHP under themes of military and archaeology. Given the development that has occurred in the region, the potentially eligible portion should encompass the core of the battle that remains undeveloped.

December 2015: The North Anna Battlefield, located in Hanover County and southern Caroline County near the town of Doswell, was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign fought by the army of Northern Virginia, commanded by General Robert E. Lee, which began with the Battle of the Wilderness and later battles in the area of Spotsylvania Courthouse. The North Anna Battlefield is composed of defensive earthworks and trenches, bridge remains, and other elements predating and contemporaneous with the battle. Although portions of the site have been developed in recent years, a large portion of the battlefield remains open space with surviving earthworks.

Only a very small portion of the site was surveyed as part of the current project, which had an APE extending 500 feet on either side of the former tracks of the Richmond, Fredericksburg & Potomac Railroad (RF&P). On January 24, 2007, the North Anna Battlefield was determined potentially eligible for the NRHP based on preliminary survey data obtained from the American Battlefield Protection Program (ABPP). Despite recent development, the resource has not notably changed since it was determined potentially eligible in 2007. As such, it is recommended that the North Anna Battlefield remain potentially eligible for the NRHP under Criterion A for its contribution to the broad pattern of Civil War history.

June 2016: The North Anna River Battlefield is potentially eligible for listing in the NRHP under themes of military and archaeology. Given the development that has occurred in the region, the potentially eligible portion should encompass the core of the battle that remains undeveloped.

March 2023: At this time, the portion of the battlefield within the survey area for this effort generally retains those qualities and characteristics representative of the battle and it is therefore D+A's opinion that the battlefield be considered potentially eligible for listing in the NRHP.

August 2023: According to historical records, the project tract is situated on the North Anna Battlefield, where intense fighting occurred. The area around the project tract and within the core area has not been heavily developed and remains rural. This site is listed as potentially eligible for listing on the National Register of Historic Places.

The proposed development includes a berm and vegetative plantings along the western border of the project area, along Route 1, to mask the development from the surrounding residences. The Project Area falls within the National Register of Historic Places boundary and the core area of the battlefield. The project, as proposed, would construct new above-ground infrastructure within a small portion of the battlefield. On the north side of Bull Run, industrial development is built within the battlefield. No features associated with Civil War resources were identified within the Project Area. In addition, the setting has been compromised by the construction of several major roadways, including Interstate 95, thus altering the battlefield landscape from its appearance in the 1860s. Considering this, the proposed project would not adversely affect the battlefield, the battlefield landscape, or the battlefield viewshed. Therefore, Circa~ recommends no further architectural survey work for this resource associated with this project.

**Surveyor Recommendation:** Recommended Potentially Eligible

**Ownership**

**Ownership Category**  
Federal Govt  
Private  
Public - Local

**Ownership Entity**  
National Park Service  
No Data  
No Data

## Primary Resource Information

**Resource Category:** Defense  
**Resource Type:** Battle Site  
**NR Resource Type:** Site  
**Historic District Status:** *No Data*  
**Date of Construction:** Ca 1864  
**Date Source:** Written Data  
**Historic Time Period:** Civil War (1861 - 1865)  
**Historic Context(s):** Military/Defense  
**Other ID Number:** *No Data*  
**Architectural Style:** No Discernable Style  
**Form:** *No Data*  
**Number of Stories:** *No Data*  
**Condition:** Good  
**Threats to Resource:** Development  
**Cultural Affiliations:** Euro-American

**Cultural Affiliation Details:**

No Data

**Architectural Description:**

March 2010: The battlefield site is comprised of monuments/plaques(state), road beds, rifle pits, interpretive materials(Ox Ford only), ruins of 3 mills, a bridge and houses, prehistoric archaeological sites along the N. Anna River, a cemetery (possibly antebellum), earthworks (Henagan's Redoubt), many trenches, homes (modern and historic, including an 18th cent. house near Jericho Mill), and a "scenic river."

June 2015: Only a small portion of the far eastern section was reviewed. Though there continues to be open agricultural fields and forests, this area has experienced modern development including mid-twentieth century houses lining streets and a large amusement park.

December 2015: Only a small portion along the northeast edge of the North Anna Battlefield was surveyed during the current project, which had an APE extending 500 feet on either side of the former tracks of the RF&P. The tracks pass through a mostly rural landscape dotted with privately owned, light industrial properties that are non-contributing elements. No earthworks or other resources related to the battle site were observed.

June 2016: Only a small far eastern portion of the battlefield was reviewed. This area is privately and inaccessible to the general public. It consists of a mix of open fields and forestland with light industrial development. I-95, Route 1, and the CSX Railroad cuts through this area of the battlefield.

March 2023: Only a small portion of the northwestern edge of the battlefield is located within the APE for this project and was therefore subject to inspection, however, that portion represents the site of some of the most intense combat. Much of the portion of battlefield within the APE was part of a farm owned by the Fontaine family at the time of the battle. At that time, there was an eighteenth century dwelling built by the family within the APE and a c.1836 dwelling was located just to the east. At this time, the nineteenth century dwelling remains while the older dwelling is believed to have been destroyed during the battle.

August 2023: Only a small portion of the battlefield was surveyed at this time. According to the Civil War Sites Advisory Commission (CWSAC) update, the project area falls within the National Register of Historic Places boundary and the core area of the battlefield.

Various Civil War historic maps illustrate the APE on an open upland overlooking Bull Run to the north and the railroad track along the eastern side. Route 1 is located further west than its current alignment. The APE is north of the Confederate line. The Federal line is on the northern side of Bull Run. Circa~ noted the Confederate earthwork, consisting of a berm and ditch flanking an abandoned road in the woods just south of the project area's southern border. Circa~ noted cannon emplacements along this alignment, where a portion of the earthwork was recently cleared of timber as part of another project. An approximately 200-foot section of this earthwork crosses the southeastern portion of the project area outside the APE. Circa~ staff noted numerous previous and current metal-detecting activities from relic hunters within the timbered areas along the southern border.

Several relic hunters spoke with Circa~ about their findings on the project site and the general area. One relic hunter, "on the wrong side of 70," indicated he and others had hunted the fields and woods for decades. They stopped roughly 10 to 15 years ago as they no longer recovered any Civil War-era artifacts in the fields, only wire nails, farm equipment parts, and other modern trash. One relic hunter did note he had found a decayed wooden ammunition box filled with lead bullets across Route 1 at an old road crossing of Bull Run. Other relic hunters reported buttons, bullets, one buckle, and knapsack hardware recovered in the project area roughly 10 to 12 years ago. They noted the one recently timbered area in the southern portion of the project area and the woods off the project area behind the Confederate trench were the best locations for locating finds in the past. However, all the relic hunters concurred that the finds were not as prolific as they were and are considering other areas to hunt.

Circa~ completed a metal-detecting survey of the APE using Fisher model XB-1266 and Mine-Wolf all-metal detectors. Circa ~ archaeologists slowly walked across the project areas overlapping south-to-north and west-to-east transects at 25-foot intervals. As the archaeologists walked each transect, the head of the metal detector was slowly swung perpendicular to each transect being walked. The rye was harvested before the metal-detecting survey. The head of the unit remained roughly one to two inches above the ground surface, and the swing of the instrument was not restricted by ground cover except in the areas where the trees were recently harvested. Each time the metal detector alerted the archaeologist to the presence of a ground surface or sub-ground surface metallic object, a non-metallic pin flag was placed on the suspect location. After total transect completion, each suspect area and the ground surface immediately surrounding the suspect area were again metal detected for additional hits. Following the completion of this procedure, each suspect area was excavated using a round shovel or trowel, and all soils were screened through 1/4-inch hardware cloth until artifacts were recovered. All excavated soils and all areas surrounding the excavation were continually

surveyed using the metal detector until the unit registered no alerts as to the presence of metallic artifacts, at which point, at that location, the metal detector survey was concluded. The metal-detecting survey recorded 334 hits, with 274 artifacts classified as modern and 60 artifacts being historic. The majority of the hits were recorded within recently identified archaeological sites.

Phase I metal-detecting recovered 851 artifacts from 334 hits. Of these, none, or 0%, were associated with Native American occupation of the site, and 851, or 100%, dated to the historic period. Historic material included 423 (49.70%) metal artifacts, 419 (49.23%) architectural artifacts, five (0.58%) ceramic artifacts, and four (0.47%) domestic artifacts. No artifacts clearly associated with the Civil War were recovered from the metal-detecting survey.

## Secondary Resource Information

### Secondary Resource #1

<b>Resource Category:</b>	Defense
<b>Resource Type:</b>	Earthworks
<b>Date of Construction:</b>	1864Ca
<b>Date Source:</b>	Written Data
<b>Historic Time Period:</b>	Civil War (1861 - 1865)
<b>Historic Context(s):</b>	Landscape, Military/Defense
<b>Architectural Style:</b>	No Discernable Style
<b>Form:</b>	<i>No Data</i>
<b>Condition:</b>	Fair
<b>Threats to Resource:</b>	Deterioration, Development
<b>Cultural Affiliations:</b>	Euro-American
<b>Cultural Affiliation Details:</b>	No Data

#### Architectural Description:

March 2010: An extensive Civil War-era earthwork was recorded within in the battlefield. The earthwork consisted of a ditch and mound and had two short abutments attached to the rear of the earthwork. The earthwork faced northeast toward the North Anna river. The earthen feature ran in an arch, roughly 2,500 feet long by eight to 10 feet wide with the ditch. The earthwork was intact except for a portion where an existing entrance gravel road and ditch had cut through.

A second earthwork was also identified to the northwest of the earthwork. It is possible that these are part of the same line of earthworks. This earthwork consisted of a ditch and mound that faced northeast toward the North Anna river. The earthen feature ran along the edge of the slope at the edge of an agricultural field, roughly 500 feet long by eight to 10 feet wide with the ditch. The earthwork was intact except for a portion of the eastern end that may have been plowed out.

Circa~ completed a metal-detecting survey of the 100-foot wide Force Main and Gravity Sewer corridors, the Gravity Sewer re-routes, and the Pump Station tract within the battlefield and recovered no artifacts that dated to the Civil War. Circa~ staff did not notice any previous metal-detecting activities from relic hunters. However, the sampling and results of the metal-detecting survey was skewed due to the dense vegetative conditions of the project tract. The head of the unit remained roughly one to two feet above the ground surface most of the time and the swing of the instrument was severely restricted by the denseness of the sapling and the ground cover. No finds were recovered from around the earthworks; however, this is probably due to the heavily vegetative conditions of the search area.

June 2015: The earthworks were not observed as part of this project.

December 2015: Only a small portion along the northeast edge of the North Anna Battlefield was surveyed during the current project, which had an APE extending 500 feet on either side of the former tracks of the RF&P. The tracks pass through a mostly rural landscape dotted with privately owned, light industrial properties that are non-contributing elements. No earthworks were observed.

June 2016: The earthworks were not observed as part of this project.

March 2023: A line of earthworks was observed on both sides of the Dominion ROW just south of the North Anna River, including some of which that are located with NPS property, however, the earthworks have been graded away within the cleared transmission line ROW.

August 2023: Circa~ noted the Confederate earthwork, consisting of a berm and ditch flanking an abandoned road in the woods just south of the project area's southern border. Circa~ noted cannon emplacements along this alignment, where a portion of the earthwork was recently cleared of timber as part of another project. An approximately 200-foot section of this earthwork crosses the southeastern portion of the project area outside the APE.

## Historic District Information

<b>Historic District Name:</b>	<i>No Data</i>
<b>Local Historic District Name:</b>	<i>No Data</i>

**Historic District Significance:** *No Data*

## CRM Events

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2023-3250

**Investigator:** Dawn Muir

**Organization/Company:** Circa~ Cultural Resource Management, LLC

**Photographic Media:** Digital

**Survey Date:** 5/23/2023

**Dhr Library Report Number:** HN-177

**Project Staff/Notes:**

August 2023: In May and June 2023, Circa~ Cultural Resource Management, LLC (Circa~) conducted a Phase I cultural resources survey of the Unilock tract in Hanover County, Virginia. The project area, which encompasses approximately 49 acres, is bordered by forested pine plantations to the north and south, the Richmond, Fredericksburg, and Potomac Railroad, a power line to the east, and Route 1 to the west.<sup>1</sup> The developer plans to construct a 75,000-square-foot manufacturing area and 10,500-square-foot office area.<sup>2</sup> The total site development includes roughly 45 acres of site work and improvements for a laydown and material storage yard, a septic field, retention ponds, and a hardscape and landscaped outdoor show space for Unilock's paver and wall products. The U. S. Army Corps of Engineers (Corps) defined the Area of Potential Effect (APE) for archaeological and architectural resources as the 45-acre development limits within the 49-acre project area.

At Circa~, Carol D. Tyrer, Registered Professional Archaeologist (RPA), served as Project Manager and the Principal Investigator for the project. Dawn M. Muir, RPA, served as the Architectural Historian for the project and completed the architectural survey and historical context. Skye Hughes, RPA, completed the graphics and assisted with the background research. Carol D. Tyrer, Dawn M. Muir, and Skye Hughes prepared the report. The successful completion of the Phase I survey for the proposed development was made possible by the contribution of many individuals. Jay Lemire and Brian Kallmeyer with Unilock ensured that project information and maps were always available for the study.

**Project Bibliographic Information:**

Circa~  
2023 Phase I Cultural Resources Survey of the Unilock Tract Hanover County, Virginia.  
DHR Report No. HN-177  
DHR Project No. 2023-3250

Advisory Council on Historic Preservation  
198636 CFR Part 800: Protection of Historic Properties. Regulations of the Advisory Council on Historic Preservation Governing the Section 106 Review Process.

Anonymous  
1859Lloyd's official map of the state of Virginia: from actual surveys by order of the executive, 1828 & 1859.

1864Col. William Allen's map of the vicinity of Hanover Junction.

1864Map of Henrico, Hanover and Caroline counties.

1861-1865 Map of country between Fredericksburg and Richmond, Virginia, showing roads, railroads, and some place names.

1860sMap of the northern portion of Hanover County, Va., showing fortifications on the South Anna River near Taylorsville.

1860sMap of Hanover County, Va.

1860sMap of parts of Caroline, Hanover, and Henrico counties, Va., west of the Mattaponi River and the Richmond, Fredericksburg, and Potomac Railroad, 1860s.

Blanton, Dennis B.  
1992Phase II Archaeological Evaluations of Twenty-three Sites along the Proposed Eastern Henrico Lateral Pipeline, Hanover, Chesterfield and Henrico Counties, Virginia. William and Mary Center for Archaeological Research, Williamsburg, Virginia.

Blanton, Dennis B., and Don Linebaugh  
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Dent, Richard J., Jr  
1995Chesapeake Prehistory: Old Traditions, New Directions.

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1977 "Flint Run Paleoindian Complex, its Implication for Eastern North American Prehistory." In "Amerinds and Their Paleoenvironment in Northeastern North America." edited by W. S. Newman and B. Salwen, Annals of the New York Academy of Sciences.

1981 "Paleoindian Settlement Pattern and Site Distribution in the Middle Atlantic." Anthropological Careers, edited by R. H. Landmine, L. A. Bennett, A. Brooks, and P. P. Chock.

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Gilmer, J. F.  
1863Map of the counties of Charles City, Goochland, Hanover, Henrico, King William, New Kent, and part of the counties of Caroline and Louisa, Virginia.

Gould, W. Reid  
1862Hare's map of the vicinity of Richmond, and Peninsular campaign in Virginia. Showing also the interesting localities along the James, Chickahominy and York Rivers.

Grant, M. B.  
1861Map of the seat of war: [Virginia and Maryland].

Henry, John  
1770Virginia.

Hodges, Mary Ellen N., and Charles T. Hodges, editors  
1994Paspahegh Archaeology: Data Recovery Investigations of Site 44JC308 at The Governor's Land at Two Rivers, James City County, Virginia.

Hotchkiss, Jed  
1871Preliminary map of Hanover County by Jedediah Hotchkiss. Top. Eng., Staunton, Va., 1871.

Jones, Joe B., and Dennis B. Blanton  
1993Phase III Archaeological Data Recovery for Mitigation of Adverse Effects to Site 44HN204 Associated with the VNG Mechanicsville to Kingsmill Lateral Pipeline, Hanover County, Virginia. College of William and Mary Center for Archaeological Research, Williamsburg, Virginia.

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1976A Sketch of the Early History of Hanover County, Virginia.

Manarin, Louis H., and Clifford Dowdey  
1984The History of Henrico County.

McAvoy, Joseph M.  
1974"A Probable Paleo-Indian Site in Hanover County, Virginia." Quarterly Bulletin Archeological Society of Virginia 29(2).

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1997 "Archaeological Investigations of Site 44SX202, Cactus Hill, Sussex County, Virginia." Research Report Series No. 8, Virginia Department of Historic Resources.

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McLearn, Douglas C., and L. Daniel Mouer  
1989Middle Woodland II Typology and Chronology in the Lower James River Valley of Virginia. Paper presented at the Middle Atlantic Archaeological Conference, Rehoboth Beach, Delaware.

1993Jordan's Journey II. Prepared by Virginia Commonwealth University Archaeological Research Center.

1994Jordan's Journey III. Prepared by Virginia Commonwealth University Archaeological Research Center.

Mouer, L. Daniel  
1986aArchaeology in Henrico. Volume 2.

1986bArchaeology in Henrico. Volume 3.

1986cArchaeology in Henrico. Volume 4.

1991"The Formative Transition in Virginia. In Late Archaic and Early Woodland Research in Virginia: A Synthesis," edited by Theodore R. Reinhart and Mary Ellen N. Hodges. Special Publication No. 23 of the Archeological Society of Virginia.

Mouer, L. Daniel, Douglas C. McLearen, and Martha W. McCartney  
1989Archaeology in Henrico Volume 6.

Mouer, L. Daniel, Douglas C. McLearen, R. Taft Kiser, Christopher P. Egghart, Beverly J. Binns, and Dane T. Magoon  
1992Jordan's Journey: A Preliminary Report on Archaeology at Site 44PG302, Prince George County, Virginia. Prepared by Virginia Commonwealth University Archaeological Research Center.

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No date North Anna Battlefield brochure.

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O. N. Snow and Company  
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Page, Rosewell  
1926Hanover County: Its History and Legends.

Pullins, Steven C., and Joseph Schuldenrein  
1993Phase III Archaeological Data Recovery for Mitigation of Adverse Effects to Site 44HN203 Associated with the VNG Mechanicsville to Kingsmill Lateral Pipeline, Hanover County, Virginia.

Sears, Stephen  
1992To the Gates of Richmond: The Peninsula Campaign.

Shalf, Roseanne, and Virginia Historic Landmarks Commission Staff  
1982National Register of Historic Places Inventory-Nomination Form: Ashland Historic District. Available at <http://www.dhr.gov>.

Smith, John  
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1989Paleoindian Settlement Patterns and Population Distribution in Virginia. In Paleoindian Research in Virginia: A Synthesis. edited by J. Mark Wittkofski and Theodore R. Reinhart, Special Publication No. 19 of the Archeological Society of Virginia.

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Yarnell, Richard A.  
1976"Early Plant Husbandry in Eastern North America." In Cultural Change and Continuity: Essays in Honor of James Bennett Griffin, edited by Charles E. Cleland.

**Surveyor's NR Criteria**      A - Associated with Broad Patterns of History  
**Recommendations:**

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2023-3304  
**Investigator:** Robert Taylor  
**Organization/Company:** Dutton + Associates, LLC  
**Photographic Media:** Digital  
**Survey Date:** 3/21/2023  
**Dhr Library Report Number:** HN-165

**Project Staff/Notes:**  
Survey and reporting prepared by D+A Architectural Staff

### Project Bibliographic Information:

Robert J. Taylor, Jr., David H. Dutton, Michael Lundberg, Dara Friedberg  
June 2023 Phase I Cultural Resources Survey of the Line# 574 (Elmont-Ladysmith) 500kV Rebuild and Related Projects, Carolina and Hanover Counties, Virginia  
Dutton + Associates for Dominion Energy  
DHR Project No. 2023-3304 (formerly 2021-0103)  
DHR Report No. HN-165

**Surveyor's NR Criteria**      A - Associated with Broad Patterns of History  
**Recommendations:**

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2014-0666  
**Investigator:** M. Chris Manning  
**Organization/Company:** Dovetail CRG  
**Photographic Media:** Digital  
**Survey Date:** 7/22/2016  
**Dhr Library Report Number:** CE-168  
**Project Staff/Notes:**

M. Chris Manning conducted the survey in December 2015. Note: the survey data for data entry purposes.

DHR Project No. 2014-0666

M. Chris Manning, Michelle Salvato

Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Crossroads to Guinea (XRGU),

Guinea to Milford (GUMD), and Milford to North Doswell (MDND) Segments Spotsylvania, Caroline, and Hanover Counties

Dovetail Cultural Resource Group

July 2016

CE-168

#### Project Bibliographic Information:

Manning, M. Chris, and Michelle Salvato  
2016 Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Crossroads to Guinea (XRGU), Guinea to Milford (GUMD), and Milford to North Doswell (MDND) Segments, Spotsylvania, Caroline, and Hanover Counties.  
Dovetail Cultural Resource Group, Fredericksburg, Virginia.

**Surveyor's NR Criteria** A - Associated with Broad Patterns of History  
**Recommendations:**

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2016-3176  
**Investigator:** Dara Friedberg  
**Organization/Company:** Dutton + Associates, LLC  
**Photographic Media:** Digital  
**Survey Date:** 6/2/2016  
**Dhr Library Report Number:** HN-127  
**Project Staff/Notes:**

David H. Dutton, Cara Metz  
Phase I Cultural Resource Survey of the ±5.84-Hectare (14.4-Acre) TL47 Pinewood Tap Extension Project, Hanover County, Virginia  
Dutton + Associates, LLC  
June 2016  
HN-127

#### Project Bibliographic Information:

Hanover County real estate records

**Surveyor's NR Criteria** A - Associated with Broad Patterns of History  
**Recommendations:**

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2016-3176  
**Investigator:** Dara Friedberg  
**Organization/Company:** Dutton + Associates, LLC  
**Photographic Media:** Digital  
**Survey Date:** 6/10/2015  
**Dhr Library Report Number:** CE-164  
**Project Staff/Notes:**

David Dutton, Robert J. Taylor, Jr., Arthur Striker  
Phase I Cultural Resources Survey of the Line 47 Transmission Line Rebuild, Hanover, Caroline, and Spotsylvania Counties, and the City of  
Fredericksburg, Virginia  
Dutton + Associates  
March 2016  
CE-164

#### Project Bibliographic Information:

Hanover County Real Estate Assessments

**Surveyor's NR Criteria** A - Associated with Broad Patterns of History  
**Recommendations:**

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** *No Data*  
**Investigator:** Circa~  
**Organization/Company:** Circa~ Cultural Resource Management, LLC  
**Photographic Media:** Film  
**Survey Date:** 3/1/2010  
**Dhr Library Report Number:** *No Data*  
**Project Staff/Notes:**

March 2010: Circa~ conducted a Phase I survey on behalf of Hanover County for a sewer line improvement project that ran through this resource. At this time, Circa~ only surveyed those areas where the sewer line ran, not the entire battlefield.

**Surveyor's NR Criteria** A - Associated with Broad Patterns of History  
**Recommendations:**

### Event Type: DHR Staff: Potentially Eligible

**DHR ID:** 042-0123  
**Staff Name:** ABPP  
**Event Date:** 1/24/2007  
**Staff Comment**

Preliminary survey data from American Battlefield Protection Program (ABPP) indicates that this historic Civil War battlefield is likely eligible for listing in the National Register of Historic Places and likely deserving of future preservation efforts. This survey information should be reassessed during future Section 106/NEPA compliance reviews.

### Event Type: Other

**Project Review File Number:** *No Data*  
**Investigator:** CWSAC  
**Organization/Company:** National Park Service  
**Photographic Media:** *No Data*  
**Survey Date:** 9/13/2005  
**Dhr Library Report Number:** *No Data*  
**Project Staff/Notes:**

The American Battlefield Protection Program and the Virginia Department of Historic Resources agree that where a joint undertaking is to be located within or near a Civil War battlefield surveyed by the Civil War Sites Advisory Commission (1991-1993), the ABPP and the VDHR will recommend that the Federal agency (or its designee or the designee's consultant) take into account lands within the Study Areas of those battlefields when identifying the historic property and assessing effects to the historic property in Section 106 reviews. Both the ABPP and the VDHR will recommend systematic metal detector surveys and other field methods appropriate to battlefields for Phase I work where a proposed undertaking may have a direct effect on the historic property/battlefield.

Please see also the CWSAC data within the file for the battlefield. The VDHR GIS includes the full boundaries of the CWSAC study areas for battlefields recorded within the VDHR architectural inventory, unless VDHR has refined the boundary by evaluation of integrity and eligibility, or unless the battlefield is listed in the National Register. The ABPP asks that the full study area be evaluated, even in cases where a National Register boundary exists. Many National Register boundaries were drawn to exclude eligible areas for political reasons or owner objections, and therefore do not represent the entire eligible battlefield. In cases where VDHR has refined the boundaries of a battlefield to lands eligible for the National Register, the study area is presumed by both the VDHR and the ABPP to be obsolete.

#### Project Bibliographic Information:

Name: United States Geological Survey  
Record Type: Map  
Bibliographic Notes: 1932Dowell Virginia USGS quad map, surveyed in 1917 and 1918, reprinted 1932.

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Name: Smith, John  
Record Type: Map  
Bibliographic Notes: 1606Virginia discovered and described.

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Name: Shalf, Roseanne  
Record Type: NRHP Form  
Bibliographic Notes: 1982National Register of Historic Places Inventory-Nomination Form: Ashland Historic District. Available at <http://www.dhr.gov>.

-----  
Name: Sears, Stephen  
Record Type: Book  
Bibliographic Notes: 1992To the Gates of Richmond: The Peninsula Campaign.

-----  
Name: Page, Rosewell  
Record Type: Book  
Bibliographic Notes: 1926Hanover County: Its History and Legends.

Name: O. N. Snow and Company  
Record Type: Map  
Bibliographic Notes: 1861New county map of Virginia.

Name: National Park Service  
Record Type: Brochure/Pamphlet  
Bibliographic Notes: No date North Anna Battlefield brochure.

Name: Manarin, Louis H.  
Record Type: Book  
Bibliographic Notes: 1984The History of Henrico County.

Name: Lancaster, Robert Bolling  
Record Type: Book  
Bibliographic Notes: 1976A Sketch of the Early History of Hanover County, Virginia.

Name: Jones, Joe B.  
Record Type: Report  
Bibliographic Notes: 1993Phase III Archaeological Data Recovery for Mitigation of Adverse Effects to Site 44HN204 Associated with the VNG Mechanicsville to Kingsmill Lateral Pipeline, Hanover County, Virginia. College of William and Mary Center for Archaeological Research, Williamsburg, Virginia.

Name: Hotchkiss, Jed  
Record Type: Map  
Bibliographic Notes: 1871Preliminary map of Hanover County by Jedediah Hotchkiss. Top. Eng., Staunton, Va., 1871.

Name: Henry, John  
Record Type: Map  
Bibliographic Notes: 1770Virginia.

Name: Grant, M. B.  
Record Type: Map  
Bibliographic Notes: 1861Map of the seat of war: [Virginia and Maryland].

Name: Gould, W. Reid  
Record Type: Map  
Bibliographic Notes: 1862Hare's map of the vicinity of Richmond, and Peninsular campaign in Virginia. Showing also the interesting localities along the James, Chickahominy and York Rivers.

Name: Gilmer, J. F.  
Record Type: Map  
Bibliographic Notes: 1863Map of the counties of Charles City, Goochland, Hanover, Henrico, King William, New Kent, and part of the counties of Caroline and Louisa, Virginia.

Name: Gallagher, Gary W.  
Record Type: Book  
Bibliographic Notes: 1989Fighting for the Confederacy: The Personal Recollection of General Edward Porter Alexander.

Name: Fry, Joshua  
Record Type: Map  
Bibliographic Notes: 1751A map of the most inhabited part of Virginia containing the whole province of Maryland with part of Pensilvania, New Jersey and North Carolina.

Name: Civil War Sites Advisory Commission  
Record Type: Map  
Bibliographic Notes: 1993. North Anna Battlefield.

Name: Boye, Herman  
Record Type: Map  
Bibliographic Notes: 1825A map of the state of Virginia, constructed in conformity to law from the late surveys authorized by the legislature and other original and authentic documents.

Name: Blanton, Dennis B.  
Record Type: Article  
Bibliographic Notes: 1991"Eastern Henrico Lateral Pipeline." Virginia Archaeologist 8(2).

Name: Blanton, Dennis B.  
Record Type: Report  
Bibliographic Notes: 1992Phase II Archaeological Evaluations of Twenty-three Sites along the Proposed Eastern Henrico Lateral Pipeline, Hanover, Chesterfield and Henrico Counties, Virginia. William and Mary Center for Archaeological Research, Williamsburg, Virginia.

Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1860sMap of parts of Caroline, Hanover, and Henrico counties, Va., west of the Mattaponi River and the Richmond, Fredericksburg, and Potomac Railroad, 1860s.

Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1860sMap of Hanover County, Va.

Name: Anonymous

Record Type: Map  
Bibliographic Notes: 1860sMap of the northern portion of Hanover County, Va., showing fortifications on the South Anna River near Taylorsville.

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Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1861-1865 Map of country between Fredericksburg and Richmond, Virginia, showing roads, railroads, and some place names.

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Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1864Map of Henrico, Hanover and Caroline counties.

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Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1864Col. William Allen's map of the vicinity of Hanover Junction.

-----

Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1859Lloyd's official map of the state of Virginia: from actual surveys by order of the executive, 1828 & 1859.

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Name: Circa~  
Record Type: Report  
Bibliographic Notes: 2010 Phase I Cultural Resources Survey of North Doswell Sewer Improvements Hanover County, Virginia.

**Surveyor's NR Criteria** A - Associated with Broad Patterns of History  
**Recommendations:**

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:**

*No Data*

**Investigator:**

Ronald Thomas

**Organization/Company:**

Unknown (DSS)

**Photographic Media:**

*No Data*

**Survey Date:**

2/10/1988

**Dhr Library Report Number:**

*No Data*

**Project Staff/Notes:**

Cultural Resource Management Review for Proposed Development Projects, MAAR Associates, Inc. MAI-V-51A

**Project Bibliographic Information:**

Name: United States Geological Survey

Record Type: Map

Bibliographic Notes: 1932Doswell Virginia USGS quad map, surveyed in 1917 and 1918, reprinted 1932.

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Name: Smith, John

Record Type: Map

Bibliographic Notes: 1606Virginia discovered and described.

-----

Name: Shalf, Roseanne

Record Type: NRHP Form

Bibliographic Notes: 1982National Register of Historic Places Inventory-Nomination Form: Ashland Historic District. Available at <http://www.dhr.gov>.

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Name: Sears, Stephen

Record Type: Book

Bibliographic Notes: 1992To the Gates of Richmond: The Peninsula Campaign.

-----

Name: Page, Rosewell

Record Type: Book

Bibliographic Notes: 1926Hanover County: Its History and Legends.

-----

Name: O. N. Snow and Company

Record Type: Map

Bibliographic Notes: 1861New county map of Virginia.

-----

Name: National Park Service

Record Type: Brochure/Pamphlet

Bibliographic Notes: No date North Anna Battlefield brochure.

-----

Name: Manarin, Louis H.

Record Type: Book

Bibliographic Notes: 1984The History of Henrico County.

-----

Name: Lancaster, Robert Bolling

Record Type: Book

Bibliographic Notes: 1976A Sketch of the Early History of Hanover County, Virginia.

Name: Jones, Joe B.  
Record Type: Report  
Bibliographic Notes: 1993Phase III Archaeological Data Recovery for Mitigation of Adverse Effects to Site 44HN204 Associated with the VNG Mechanicsville to Kingsmill Lateral Pipeline, Hanover County, Virginia. College of William and Mary Center for Archaeological Research, Williamsburg, Virginia.

-----  
Name: Hotchkiss, Jed  
Record Type: Map  
Bibliographic Notes: 1871Preliminary map of Hanover County by Jedediah Hotchkiss. Top. Eng., Staunton, Va., 1871.

-----  
Name: Henry, John  
Record Type: Map  
Bibliographic Notes: 1770Virginia.

-----  
Name: Grant, M. B.  
Record Type: Map  
Bibliographic Notes: 1861Map of the seat of war: [Virginia and Maryland].

-----  
Name: Gould, W. Reid  
Record Type: Map  
Bibliographic Notes: 1862Hare's map of the vicinity of Richmond, and Peninsular campaign in Virginia. Showing also the interesting localities along the James, Chickahominy and York Rivers.

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Name: Gilmer, J. F.  
Record Type: Map  
Bibliographic Notes: 1863Map of the counties of Charles City, Goochland, Hanover, Henrico, King William, New Kent, and part of the counties of Caroline and Louisa, Virginia.

-----  
Name: Gallagher, Gary W.  
Record Type: Book  
Bibliographic Notes: 1989Fighting for the Confederacy: The Personal Recollection of General Edward Porter Alexander.

-----  
Name: Fry, Joshua  
Record Type: Map  
Bibliographic Notes: 1751A map of the most inhabited part of Virginia containing the whole province of Maryland with part of Pensilvania, New Jersey and North Carolina.

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Name: Civil War Sites Advisory Commission  
Record Type: Map  
Bibliographic Notes: 1993. North Anna Battlefield.

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Name: Boye, Herman  
Record Type: Map  
Bibliographic Notes: 1825A map of the state of Virginia, constructed in conformity to law from the late surveys authorized by the legislature and other original and authentic documents.

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Name: Blanton, Dennis B.  
Record Type: Article  
Bibliographic Notes: 1991"Eastern Henrico Lateral Pipeline." Virginia Archaeologist 8(2).

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Name: Blanton, Dennis B.  
Record Type: Report  
Bibliographic Notes: 1992Phase II Archaeological Evaluations of Twenty-three Sites along the Proposed Eastern Henrico Lateral Pipeline, Hanover, Chesterfield and Henrico Counties, Virginia. William and Mary Center for Archaeological Research, Williamsburg, Virginia.

-----  
Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1860sMap of parts of Caroline, Hanover, and Henrico counties, Va., west of the Mattaponi River and the Richmond, Fredericksburg, and Potomac Railroad, 1860s.

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Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1860sMap of Hanover County, Va.

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Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1860sMap of the northern portion of Hanover County, Va., showing fortifications on the South Anna River near Taylorsville.

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Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1861-1865 Map of country between Fredericksburg and Richmond, Virginia, showing roads, railroads, and some place names.

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Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1864Map of Henrico, Hanover and Caroline counties.

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Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1864Col. William Allen's map of the vicinity of Hanover Junction.

-----  
Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1859Lloyd's official map of the state of Virginia: from actual surveys by order of the executive, 1828 & 1859.

-----  
Name: Circa~  
Record Type: Report  
Bibliographic Notes: 2010 Phase I Cultural Resources Survey of North Doswell Sewer Improvements Hanover County, Virginia.

**Surveyor's NR Criteria**      A - Associated with Broad Patterns of History  
**Recommendations:**

## Bibliographic Information

### Bibliography:

Name: United States Geological Survey  
Record Type: Map  
Bibliographic Notes: 1932Doswell Virginia USGS quad map, surveyed in 1917 and 1918, reprinted 1932.

-----  
Name: Smith, John  
Record Type: Map  
Bibliographic Notes: 1606Virginia discovered and described.

-----  
Name: Shalf, Roseanne  
Record Type: NRHP Form  
Bibliographic Notes: 1982National Register of Historic Places Inventory-Nomination Form: Ashland Historic District. Available at <http://www.dhr.gov>.

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-----  
Name: Anonymous  
Record Type: Map  
Bibliographic Notes: 1859 Lloyd's official map of the state of Virginia: from actual surveys by order of the executive, 1828 & 1859.

-----  
Name: Circa~  
Record Type: Report  
Bibliographic Notes: 2010 Phase I Cultural Resources Survey of North Doswell Sewer Improvements Hanover County, Virginia.

-----  
Name: Joseph R. Blondino, Mical Tawney  
Record Type: Report (CE-200)  
Bibliographic Notes: 2019 Phase IB Cultural Resource Survey of Potential Water Intake and Treatment Plant Sites, Caroline County, Virginia  
Dovetail Cultural Resource Group  
DHR Report No: CE-200  
DHR Project No. 2020-4784

**Property Notes:**

No Data

**Legend**

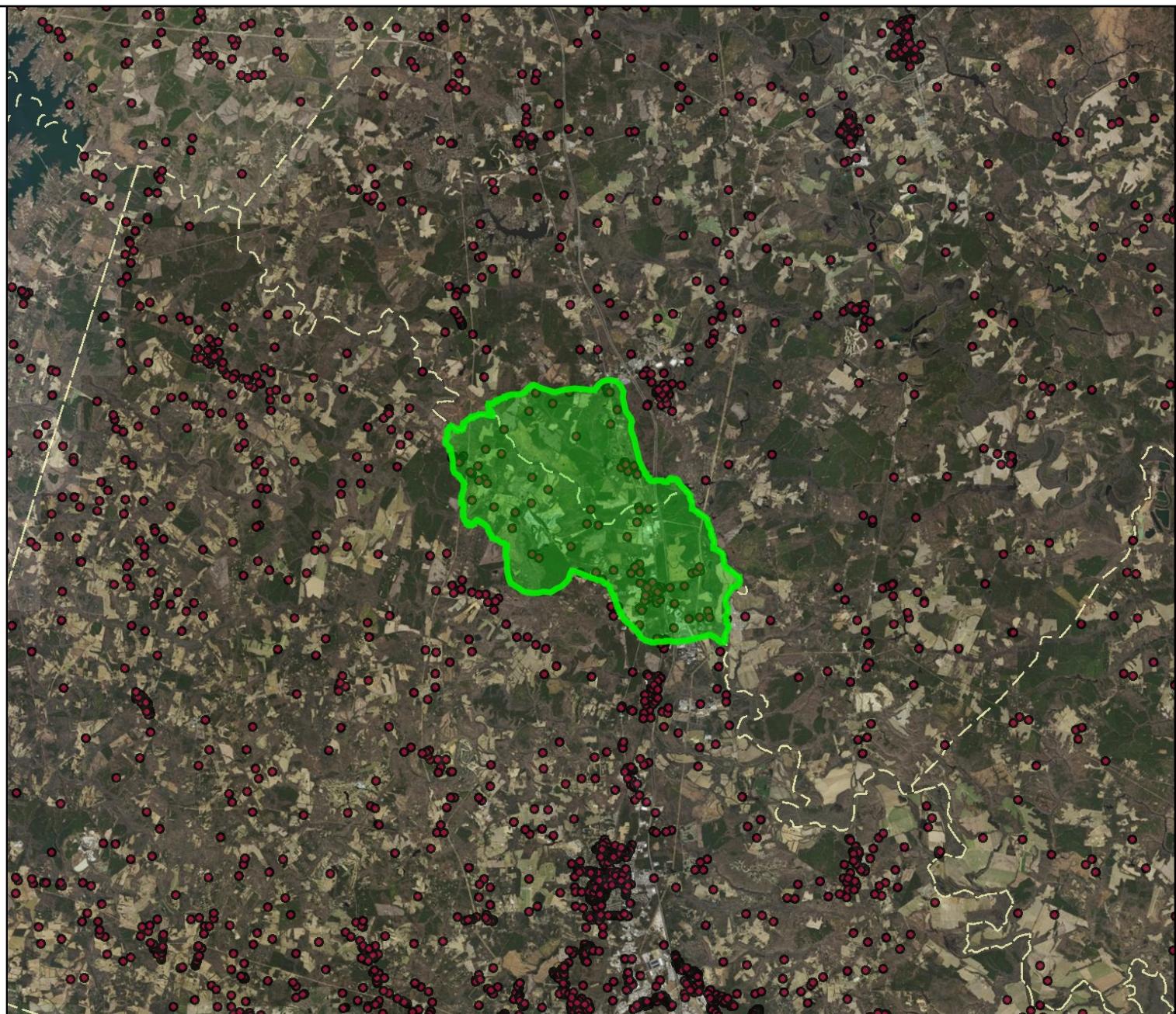
- Architecture Points
- Archaeology Points
- County Boundaries



Miles

0 1 2 3 4

1:288,895 / 1"=5 Miles

**Title: Architecture Labels****Date: 4/10/2024**

**DISCLAIMER:**Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

**Notice if AE sites:**Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.



## Historic Roadside Marker Program

### Application for the Placement of Proposed Marker or Plaque

Last Revised: August 2025

#### Topic of Proposed Marker/Plaque

Identify and briefly describe the historical significance of the proposed site/topic:

- Markers may commemorate a person, place, or event that attained significance at least 50 years ago. Markers may not commemorate a living person.
- Plaques may commemorate a structure that is at least 50 years old and determined to have historical significance by the Historical Commission.

The Brown Grove School was one of the early schools built for African-American students in Hanover County, VA. Funds were allocated in 1925 and the school was open from 1927 to 1941 when it was destroyed by fire. This school was located on Ashcake Road across from the recently nationally recognized Brown Grove Baptist Church.

#### Proposed Text for the Marker/Plaque

Include possible text for the marker/plaque:

- Space constraints require text to be limited to approximately 100 words (not exceeding 700 characters)
- Space constraints limit the title to approximately 15 characters

Additional details regarding appropriate text are included the program guidelines.

The **Brown Grove School** was built on land acquired by the Hanover County School Board. For nearly two decades, it served as the center of education for children in the Brown Grove community. The two-room schoolhouse educated students from 1927 until 1941, when the building was destroyed by fire and never reopened. The left classroom housed students in grades 1–3, while grades 4–7 were taught in the right classroom. The school day began at 9:00 a.m., and the academic year ran from September through May. After the fire, children from Brown Grove either discontinued their formal education or walked to the Hanover County Training School in the Berkleytown area of Ashland, VA. As of 2025, three surviving former students of Brown Grove School remain, carrying forward its legacy and history.

<b>Bibliographic Sources Consulted</b>	
<ul style="list-style-type: none"> <li>• List sources used to develop the proposed text below <ul style="list-style-type: none"> <li>○ Include author, title, publisher, publisher's location, and date of publication</li> </ul> </li> <li>• Attach copies of supporting documents used to develop the proposed text</li> </ul>	
<p>Sources used included the work of the Brown Grove Preservation Group and A HISTORY OF EDUCATION IN HANOVER COUNTY, VIRGINIA 1778-2008, Authors-Rebecca Bray and Dr. Lloyd Jones, Copyright 2010, Published by the Hanover County Public Schools, Ashland, VA</p>	
<b>Proposed Location</b>	
<p>Attach a map showing the proposed location and describe the location below.</p>	
Physical Address of Marker/Plaque Location	Ashcake Road; across from Brown Grove Baptist Church located at 9328 Ashcake Road, Ashland, VA 23005
Distance of Proposed Marker/Plaque from Location Being Commemorated	Approximately 100 feet from the structure.
If the marker/plaque will not be placed on the site of the place or event being commemorated, why will the marker/plaque be located off-site from the topic being commemorated?	
<b>Unveiling/Dedication Ceremony</b>	
Is an unveiling/dedication planned?	Yes

If an unveiling/dedication is planned, what is the tentative date?	Spring of 2026
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Application: Historic Roadside Marker Program

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<b>Sponsor Information</b>	
Name (Contact Person)	Roger Brown
Organization	Brown Grove Baptist Church
Address	9328 Ashcake Road, Ashland
Phone Number	804 307 2216
Email Address	vpgovernor2@aol.com
<b>Author Information</b>	
If the author of the text is someone other than sponsor, provide the information below.	
Name	
Organization	
Address	
Phone Number	
Email Address	
<b>Property Owner Information</b>	
Provide information for the owner of the property where the marker/plaque will be located.	
Name	Brown Grove Baptist Church
Organization	

Address	9328 Ashcake Road Ashland, VA 23005
Phone Number	(804) 798-5010
Email Address	bgbcashland@gmail.com
<b>Signatures</b>	
<p>Note: As the sponsor signing the agreement, you confirm that you have funding to pay for the historical marker (currently \$2,180 – subject to change). In certain situations, the sponsor may be responsible for the expenses associated with installing the marker. The marker itself is the property of Hanover County.</p>	
Sponsor	Brown Grove Baptist Church
Property Owner	Brown Grove Baptist Church

Application: Historic Roadside Marker Program

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