

CONSOLIDATED REPORT

**HUGUENOT TRAIL
ADVISORY COMMITTEE**

COUNTY OF POWHATAN

FINAL REPORT
June 2009

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PURPOSE & ORGANIZATION

PURPOSE & ORGANIZATION

The Huguenot Trail Advisory Committee (HTAC) was established and members appointed by the Board of Supervisors of Powhatan County to explore relevant issues facing the County and its citizens in the evolution of State Route 711, Huguenot Trail / Robious Road as it traverses the County from its eastern boundary with Chesterfield to the Trail's western terminus at State Route 522. The BOS set HTAC's mission

“To pursue all necessary ends and seek any necessary resources to protect and reinforce the byway nature of Huguenot Trail, while capitalizing on its intersection with Route 288 for the benefit of the entire County now and into the future.”

The BOS further directed that

“The Committee should consider short term and intermediate term proposals that complement a long term vision and strategy for the entire corridor, including recommendations for ordinance amendments and additions/changes to the Comprehensive Plan.”

Finally, the Board stated

“The Committee is both a tactical and technical resource as well as a strategic resource to secure Huguenot Trail as a byway of which future generations will be proud to recognize as a signature corridor in Powhatan County.”

On 12 February 2008, Supervisor Joe Walton called to order a public meeting at Manakin Episcopal Church and announced the appointment of HTAC members Carson Tucker, Joe Walton, Roger Richardson, Billy Melton, Connie Harriss, Steve Harris, Teri Pruitt, David Ziletti, Lamar Brandt, Earnest Goins, and Jimmy Minter. Roger Richardson was asked by Joe Walton to serve as Chairman and upon agreement of the other HTAC members, accepted. Steve Harris was selected as Vice Chairman and agreed to serve. In the course of subsequent HTAC meetings, five subcommittees were established as a result of the overall discussions of HTAC members and input / feedback from citizens attending the meetings. The are:

SUBCOMMITTEES

Transportation

“Goals to maintain HT as safe, functional, and efficient and to maintain beauty & Byway status”

Members: E. Goins, chair
D. Ziletti
Citizens: Wayne Holland (794-1026)
Butch Cook (794-8619)
Lennie Tierney

Historic Resources

“Goals to identify, enhance, and preserve historical & cultural assets “

Members: J. Walton, chair
C. Tucker
Connie Harriss
Citizens: Ruth Doumlele (379-0777)

Economic Development

“Goals to determine sustainable, desirable and balanced development to support County’s economic growth (including tourism)”

Members: T. Pruitt, chair
S. Harris
Citizens: Tom Hancock (357-8255)
Dan Jones (403-2108)
Alan Hoover (379-1528)
Lisa Benusa
Larry Lyons
Others: Sherry Swinson

Natural Resources

“Goals to identify and protect our rivers, wetlands, forest, and open space resources in a manner that both safeguards existing biodiversity and enhances the quality of life for current and future generations.”

Members: L. Brandt, chair
B. Melton
Citizens: Dan Jones (403-2108)
Sally Aungier (379-9829)
Bob Reilly (598-7194)

Architectural Standards

Goals to preserve and create a diverse and yet complementary outlook and sense of place”

Members: R. Richardson, chair
J. Minter
Citizens: Rich Napier (598-9424)
Sandi Munari (914-5567)

In an effort to establish a basis for consensus among the members, a subcommittee was tasked with establishing a ***Vision*** for all to use in the work of HTAC and its subcommittees. The Visioning subcommittee included Connie Harriss, Lamar Brandt and Teri Pruitt and the following vision statement was approved by HTAC as a result of the subcommittee’s recommendations:

“Huguenot Trail is a beautiful and historic Virginia Byway so designated because of its frequent, consistent and varied scenic resources that meanders along the James River from Powhatan County’s northeastern border with Chesterfield County, 14 miles west to State Route 522.

This unique roadway shall remain a designated two-lane road west of State Route 288. From State Route 522 to the Chesterfield County line, the area shall be defined by the "Historic Overlay District" preserving its rural configuration of farmland, fenced horse pastures, vineyards, creeks, the James River and more than 26 historic and National Historic Landmarks along its route.

The Historic Overlay District east of State Route 288, shall be designated as the Gateway into this historic area of the County and could provide opportunities for compatible economic endeavors which would enhance its existing scenic vistas, natural resources, and historic sites."

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY - SUBCOMMITTEE REPORTS

(Full reports included in the Appendix)

Transportation

Short term recommendations:

1. Drop Speed Limit to 45 for the entire length of the byway, or at a minimum from the Chesterfield County line to the Sherwood subdivision entrance.
2. Add a regular and significant law enforcement presence on the road. Request the State and local Sherriff's department to heavily enforce the speed limits on a revolving 4 to 6 week interval.
3. The county should invest in a portable radar informing device and have it strategically posted in various locations along the road to warn drivers of their speed. Device would also be deployed county wide on a revolving basis.
4. Create multiple pull-offs along the road based on the design of the Civil War pull-off at Lee's Last Camp. Create these pull-offs at historical and/or scenic locations such as Huguenot Springs Cemetery, Monacan Farm/Manakin Episcopal Church, Norwood, Subletts Tavern, Millwood, Oak Leaf, Comotomo, etc.
5. Encourage and work with landowners on a one-to-one, case-by-case basis to improve line of sight issues at any intersection along the byway before any engineering work is suggested or begun by VDOT.
6. Tie future re-zoning requests to the impact study that should be required of VDOT prior to any approvals.
7. Widen 711 to 4 lanes from 288 east, to the Chesterfield County line. Short term, immediate efforts should be pursued to improve the width and conditions of the existing two lanes.

Long term recommendations:

1. Implement Roundabouts at intersections that warrant a control device.
2. Provide a meandering, off-road bike path following the current utilities easements.
3. Implement an alternate, parallel road to 711 to assist in transforming the byway to a road used less by commuters and more for tourists, homeowners and visitors to the northern corridor to the county.

Conclusion:

To summarize our findings, we feel that in order to maintain 711 as a scenic byway, by nature, the road should stay in its current form. The majority of the "problems" existing on the road today are incurred between the hours of 7-9 am and 4-6 pm; thus our short term suggestions (1-7) should address this issue for the foreseeable future. Once a point of more intense traffic control is warranted then option 1 under long term recommendations would be the answer into the future. The bike path suggestions falls more under a tourism aspect, but as it relates to transportation we feel it is mandatory that it meander along the roadway and not be "attached" to the vehicle travel lanes in any way.

Historic Resources

Objectives

1. Identify the significant buildings & historical sites along the 711 corridor
2. Recommend best practices & creative ideas for protecting, enhancing, & highlighting the historical attributes of the Scenic Byway

Recommendations:

1. Create a Historic Scenic Byways Overlay with southern boundary fixed on the natural watercourses as much as possible, the James River as the northern boundary, Chesterfield County as the eastern boundary, and State Route 522 to the planned State Park as the western limits.
 - A. A special Overlay District Zoning Ordinance would be created, consisting of two major subsections, viz.:
 - i. For land in the District east of 288, with zoning similar to Zoning Ordinance Article 15A, designed specifically to guide and commercial development east of 288; and
 - ii. For land in the District West of 288, with zoning that would specify (as examples):
 - Setbacks from 711 (e.g. NLT 600')
 - Reversed frontages for subdivisions
 - Large acreages for lots fronting 711 for all subdivisions (using the 5-acre averaging method, for instance, this would require large lots on 711 & thus smaller lots distant from 711, thus protecting viewsheds; Aston is an example of this)
 - B. The Architectural Standards Subcommittee would work out the appropriate standards for the Overlay.
2. Create special taxation, or tax credits, for improvements of or maintenance to historical sites within the District. The County would also support State and National Historic Register designations.
3. Institute a Transfer of Development Rights (TDR) Ordinance to mitigate development pressures in the District (and indeed, elsewhere in the county). Similarly, the County would actively support conservation easements.
4. Establish a consortium consisting of Powhatan Historical Society, the Civil Rights in Education Trail, NAACP, Civil War Trails and Roundtable, Huguenot Society, County Director of Economic Development, Economic Development Authority, Tourism Committee, Michaux-St. James Foundation et al., to continue County efforts to identify, protect, and enhance historical resources in the District.
5. Create pull-offs, erect historical markers and designate Historic Districts.
6. Make more James River accesses available enhance the usage, appearance, maintenance, and security of Watkin's Landing, Maiden's Landing and future river accesses.
7. Put in place a long-term plan to create multi-use trails (non-motorized, bicycle, pedestrian, perhaps graded trails) along 711.

Economic Development

The goal of this committee was to incorporate a vision for the future of Huguenot Trail which included enhancing and preserving its unique assets and cultural experiences and provide economic opportunities that could improve the prosperity of the county.

Members discussed the areas east of 288 and west of 288 regarding different levels of preservation and development. Members of the committee acknowledge 288 being a dividing line in their views of economic opportunities.

1. Commercial uses west of 288 to be allowed on a limited scale and only where allowed by current commercial zoning.
 - A. Deviation shall be limited to low impact commercial use of only historic buildings and structures which could include, a bed and breakfast, boutique, or a farm or vineyard related operation.
 - B. Scale shall be a major consideration for any new development.
2. Commercial uses east of 288.
 - A. No Big Boxes or large chain service stations should be allowed.
 - B. Topography and setbacks shall be addressed regarding size of the buildings.
 - C. Economic development and net tax generating opportunities should be encouraged in both the North and South quadrants.
 - D. Stringent quality standards are an important factor for the community. Architecture and landscape design standards should be established with guidance from architectural and landscape professionals. Standards could incorporate signage, landscaping, setbacks, lighting, open space, river access, multiuse trails, scale of development, and mixed use development.
3. Promotion of Tourism should be a primary goal of the Route 711 Corridor.
4. All projects should be accompanied by an economic impact analysis addressing both the direct and indirect costs and benefits to the County and its taxpayers. The analysis can be used to determine the impact and future of the potential project.
5. County ordinances should be periodically studied and revised in order to allow simple solutions for proper land planning. Ordinance revisions with input from the community are essential for coordinated and effective planning to take place.
6. Consider conducting a macro economic development study of Powhatan County with emphasis on the County's development potential as part of the greater Richmond Metropolitan Area.

Natural Resources

Objectives

1. Controlled and managed growth as per the desires of the citizens of the County.
2. Placement of large tracts into protected areas to ensure the continued rural setting.
3. Protection and expansion of river access to serve as venues for increased land and water enjoyment.
4. Multi-use trails along the river and bike lanes separate from, but parallel to, State Route 711 and extending along Old River Trail to tie areas together and to provide opportunities for the public to enjoy the Historic District.
5. Encouragement for landowners and developers to identify Greenways, including corridors for passage and linkage to the James River Heritage Trail.
6. Continued encouragement of landowners “to maintain buffered areas of existing tree cover between areas that have been clear-cut and public rights-of-way” and continued encouragement of landowners “to refrain from clear-cutting timber within 1000 feet of the James and Appomattox Rivers and within 100 feet of any actively flowing creek or stream” as per the 1998 Comprehensive Plan.
7. Support from the Planning Commission and the Board of Supervisors for the work of the Land Use and Preservation Citizen Working Group’s final report.
8. Encourage protections of riparian buffers to protect the stream bank from erosion and to filter run off.

Recommendations

1. Designate the area defined in the “2003 Route 711 Historic Overlay District Plan,” as a Historic Scenic Overlay.
2. Develop, encourage, and support the use of a **Transfer-of-Development Rights (TDR)** program to manage and steer growth to areas properly identified for protection and development.
3. County funding with matching State funding to establish a **Purchased Development Rights (PDR)** program to assist in ensuring a smaller density structure in the Huguenot Trail corridor.
4. The County and the Monacan Soil and Water District shall act as holders for Conservation Easements that are developed by landowners.
5. Utilize the recommendations contained in the 2007 Virginia Outdoors Plan for
 - a. Trails and Greenways
 - b. Scenic Highways and Byways
 - c. Tourism
 - d. Water Access
 - e. Scenic Resources
 - f. Scenic Rivers
 - g. Historic and Landspace Resources
 - h. Watersheds

Architectural Standards

The establishment of development standards and architectural guidelines should be responsive to the objectives of the parallel subcommittees of HTAC. Standards and guidelines should also be respectful of the diversity of the “districts” included within the length and breadth of the overall Huguenot Trail impact area.

The standards developed for the “gateway district”, east of 288, may begin with the previously established village mixed use guidelines for the southeast quadrant of the intersection of 288 / 711 and included in the zoning ordinance section 15A which attempts to preserve the community scale and retain some of the character of the area’s agricultural nature. Community convenience supersedes efforts to make the area a destination for major retail and office. The implications of the mandatory development of UDA (Urban Development Area) should be considered in the context of the entire County and the gateway district standards should also consider the impact and implications of conditions included in the re-zoning of Malvern, the current development of Winterfield Place, and the pending changes (rezoning, conservation, etc.) to other properties within the northeast quadrant.

Treatment of properties to the west of 288 will require a new evaluation by the community. The current zoning allowing limited, isolated commercial development may be supported by standards and guidelines similar to those already established for “village” areas at such locations as Macon and the Courthouse to name but two. These standards and guidelines should be evaluated, supplemented, or replaced with consideration for the objectives noted by other HTAC subcommittees.

While most of the focus has been on the potential impact of commercial development, there is as much concern about residential growth and agricultural recession. Standards to guide development of the land along Huguenot Trail will be based on the current and future zoning and the identification and (positive) exploitation of historic and natural resources included therein. The success of maintaining / creating a desirable place along 711 will depend upon a great deal of collaboration among the citizens, the County and State, and the landowners who are entitled to the benefits of their ownership.

Standards & Guidelines east of 288:

1. Compatible, desirable, and sustainable uses should be identified.
2. Setbacks, landscape preservation and enhancement, lighting, and signage ordinances should be codified.
3. Traffic access and control will need study and interconnection of land parcels and independent developments should be considered.
4. Establish agile size and scale standards to guide design of buildings and site construction.
5. Create environmentally and financially sustainable site development requirements for land ownership, resource protection and parking.
6. Explore architectural standards for use of materials and design styles that encourage creativity and respect the character to be established by development within the gateway district.

Standards & Guidelines west of 288:

1. Identify short and long term road improvement needs and examine current plans for improvements.
2. Seek cooperation of landowners in providing for improved road design such as wider pavement sections and better shoulder design as well as desirable amenities like pedestrian and bike paths.
3. Determine desired traffic control methods such as signaled intersections, traffic circles (roundabouts), and speed limit changes.
4. Develop standards for landscape preservation and maintenance.
5. Identify and formalize interaction for historic places along the Trail.
6. Explore setback requirements for all uses and establish appropriately scaled relationships to the road for different uses and zoning.

SUBCOMMITTEE CONFLICTS

Each subcommittee was asked to consider the findings and recommendations of other subcommittees and identify any potential conflicts between them. The following responses were given:

Transportation

Subcommittee reviewed the other reports and could not find any direct conflicts.

One long term suggestion, a parallel road to 711, would indeed potentially create a conflict with the Natural Resources Sub-committee's findings as they relate to protection of existing wetlands, lowlands, creeks, forests and wildlife. Potential exists for conflict in this area and much greater research needs to take place to determine the direct consequences that may occur if such a road were built.

Natural Resources

Many of the conflicts with the report by Economic Development appear to be based on that subcommittee's report from its 4/22 and 5/12 meetings and not the final report dated 9 July 2008. Reference appendices for explanation. Paraphrasing the cross reference by Natural Resources: The Vision Statement has a priority to preserve the corridor and the character of this roadway which places limitations on the economic development opportunities on (the 288 / 711) intersection and along the entire corridor. In part, these limitations arise from the width of the floodplain east of Rt. 288, which leaves a relatively narrow strip of land for potential development. Acceptable setbacks further reduce the amount of developable land along that section of the roadway. Expansion of infrastructure along this roadway could only be justified if the intensity of development within this narrow strip is essentially urban and therefore unacceptably high in light of the priority to preserve the rural nature of this gateway district.

As noted in Transportation conflicts above, the Natural Resources Subcommittee identified a conflict with the recommendation for a parallel road to be developed to relieve pressure on Huguenot Trail.

Economic Development

The following was stated in the Natural Resource report:

"Consistent with the Vision Statement, the priority is to preserve the corridor and the character of this roadway along with exploring economic opportunities that are consistent and compatible with the area. That priority places limitations on the economic development opportunities on this intersection and along the entire corridor. In part, these limitations arise from the width of the floodplain east of Rt. 288, which leaves a relatively narrow strip of land for potential development. Acceptable setbacks further reduce the amount of developable land along that section of the roadway. Expansion of infrastructure along this roadway could only be justified if the intensity of development within this narrow strip is essentially urban and therefore unacceptably high in light of the priority to preserve the rural nature of the gateway district."

The Natural Resource Committee has misspoken because it did not have facts in place.

The floodplain east of 288 does not leave a relatively narrow strip of land for potential development and setbacks do not further reduce the amount of developable land along that roadway.

Fact: The distance to the floodplain from Route 711 is approximately 3510 feet at the Malvern/Carnes site. The distance to the River from the floodplain is 2857 feet.

The east side of 288 is a rare opportunity to plan for the right type of development that could produce capital for the County. The guidelines produced in the Economic Development Report provide planning for viable economic development opportunities to the County.(See Report)

Item A

1. Term Definitions: see full final report Addendum #1
2. The landowner has to plan for the development and therefore must hire professionals to present the plans to the County. At that time County staff, Planning Commission, Board of Supervisors and Powhatan residents all have the opportunity to see and comment on what is presented.
3. The term scale should be based on a case by case basis. The topography of the properties, “the lay of the land”, as well as, building designs needs to be considered with regard to scale and lay out of any improvements. This type of presentation would be presented to the County as described in item 2 above.

Item B

The Economic Development Committee believes that it would be beneficial to pursue conservation easements on any properties that **landowners** wish to apply such easements along the 711 Corridor east of 288. This could actually enhance property values and economic opportunities for landowners in the area. It is important for each landowner to have the ability to encumber their property with such easements and at the same time would allow the flexibility for landowners to pursue and conservation easements or other such programs that they felt would be beneficial to them. This would also provide for some additional green space to be intermittent along 711 east of 288.

Architectural Standards: Portions of 15A are inconsistent with the goals and recommendations of the Economic development Committee and therefore need to be revisited. The Gateway District into Powhatan needs to be consistent in the Southeast as well as the Northeast quadrants.

Scale should continue to play an important factor into the development, but the topography of the land, setbacks, and size of buildings need to be addressed on each parcel that could be developed. This type of planning would allow for planned development that would be consistent with the vision in the gateway district, but would also allow for economic opportunities that the County needs for this area.

The Economic Development Committee understands that a lot of hard work went into to planning of the Ordinance for 15A, but it could be improved now that 711 has been widened, commercial development is in and issues have been brought to the attention of the County on several issues. Independence Golf Club was built without the imposition of 15A, and would have certain problems being built today under 15A

Although the land use plan currently shows this entire area to be the Village Service Area, this committee feels that each landowner should have the ability to impose conservation or other type of “green space easements” on their properties.

Special Note

In every instance in all reports the words “bike path” should be preceded with “off-road” to prevent a misunderstanding among the public.

APPENDIX

**FULL REPORT
TRANSPORTATION**

Huguenot Trail Advisory Committee (HTAC)
Transportation Sub-Committee
Final Report
November 18, 2008

Sub-Committee Members

Earnest Goins (HTAC)

David Ziletti (HTAC)

George Cook – 711 corridor citizen

Wayne Holland – 711 corridor citizen

Lennie Tierney – 711 corridor citizen

Our initial task was to report back on suggestions for the transportation needs of the 711 byway. We approached this task as current (short term) and future (long term) suggestions and plans during our meeting on Wednesday April 2.

Our short term suggestions include the following:

1. Implement a 45 mph Truck Speed Limit immediately (very little VDOT paperwork involved). Drop Speed Limit to 45 for autos the entire length of the byway, or at a minimum from the Chesterfield County line to the Sherwood subdivision entrance. Our underlying reasoning on this is the road will be safer; the slower speed will help with site distance inefficiencies, residents and tourists will be able to enjoy the scenic and historical beauty more safely, accident involving injuries should be diminished, law enforcement citations could generate additional revenue to the county and these likely increased fines may act as a further deterrent to speeding.(see number2).
2. Add a regular and significant law enforcement presence on the road. Request the State and local Sherriff's department to heavily enforce the speed limits on a revolving 4 to 6 week interval.
3. The county should invest in a portable radar informing device and have it strategically posted in various locations along the road to warn drivers of their speed. Device would also be deployed county wide on a revolving basis.
4. Create multiple pull-offs along the road based on the design of the Civil War pull-off at Lee's Last Camp. Create these pull-offs at historical and/or scenic locations such as Huguenot Springs Cemetery, Monacan Farm/Manakin Episcopal Church, Norwood, Subletts Tavern, Millwood, Oak Leaf, Comotomo, etc. The main purpose for these would be for education and tourism, but could be utilized for police radar access as well as places citizens could pull over for cell phone use. These pull-offs would be strictly voluntary by the landowner, no purchase of rights of way needed.
5. Encourage and work with landowners on a one-to-one, case-by-case basis to improve line of sight issues at any intersection along the byway before any engineering work is suggested or begun by VDOT. An example would be the intersection of Manakintown Ferry Rd and 711. Today a bush or two to the west and a couple of the trees to the east could be removed/trimmed and the sight distance issue would be corrected for the immediate future. This suggestion also ties in very closely with number 1 above.
6. Tie future re-zoning requests to the impact study that should be required of VDOT prior to any approvals.
7. Widen 711's 2 lane section from 288 east, to the Chesterfield County line. By improving the bed of the road via wider lanes (retaining 2 lanes max.) east of 288, the road could still maintain a Scenic Byway ambience and at the same time a meandering bike path could be implemented to facilitate the connection of the Winterfield Place Village not only to Chesterfield County, but the planned Malvern Project at the intersection of 711 and 288.

Our Long Term recommendations include:

1. Implement Roundabouts at intersections that warrant a control device. We discussed at great length that if the above recommendations (1-7) are implemented now the need for immediate traffic control devices would be diminished for some time. Once conditions warrant the implementation of traffic control devices the group overwhelmingly preferred roundabouts instead of traffic lights or 4 way stop signs. According to the Virginia Secretary of Transportation, roundabouts are less expensive to build as well as less expensive to maintain.
2. A bike path that meanders along the byway, perhaps following the utilities easements currently existing today could be one of Powhatan's proudest accomplishments. This path would handle bicycling in both directions and would not interfere with travel along the road making this solution a "win-win".....A safe route for cyclists and families with children as well as vehicles driving along the byway.
3. Widen 711 to 4 lanes from 288 east, to the Chesterfield County line if future traffic patterns warrant it.
4. Implement an alternate, parallel road to 711 to assist in transforming the byway to a road used less by commuters and more for tourists, homeowners and visitors to the northern corridor to the county. The parallel road could be constructed in a way that ties north-south connectors from the parallel road to route 60, thus encouraging future growth toward utilizing the 60 corridor as the main thoroughfare to be traveled as a "commuting" route. Additionally connecting current neighborhoods south of 711 to this parallel road via north-south connectors will further encourage the alternate choice and allow the byway to remain as it is exists today.

Conclusion:

To summarize our findings, we feel that in order to maintain 711 as a scenic byway, by nature, the road should stay in its current form. The majority of the "problems" existing on the road today are incurred between the hours of 7-9 am and 4-6 pm; thus our short term suggestions (1-7) should address this issue for the foreseeable future. Once a point of more intense traffic control is warranted then option 1 under long term recommendations would be the answer into the future. The bike path suggestions falls more under a tourism aspect, but as it relates to transportation we feel it is mandatory that it meander along the roadway and not be "attached" to the vehicle travel lanes in any way.

Huguenot Trail Advisory Committee (HTAC)
Transportation Sub-Committee
Cross Reference Report
July 17, 2008

Sub-Committee Members

Earnest Goins (HTAC)

David Ziletti (HTAC)

George Cook – 711 corridor citizen

Wayne Holland – 711 corridor citizen

Lennie Tierney – 711 corridor citizen

Our task with this report is to “cross reference” the other sub-committee’s reports to see if any conflicts occur in the findings.

Our committee has met and reviewed the other reports and could not find any direct conflicts.

Although it was subsequently brought to our attention that one of our long term suggestions, a parallel road to 711, would indeed potentially create a conflict with the Natural Resources Sub-committee’s findings as they relate to protection of existing wetlands, lowlands, creeks, forests and wildlife. We do acknowledge that the potential does exist for a conflict in this area and that much greater research would indeed need to take place to determine the direct consequences that may occur if such a road were built.

**FULL REPORT
HISTORIC RESOURCES**

**Huguenot Trail Advisory Committee
Historic Resources Subcommittee
Amended Final Report - November 16, 2008**

Meetings:

Monday April 14th, 2008 – 9am

Location: Ruth Doumlele's house

Present: Ruth, Connie, Carson, Joe

Duration: 1 hour

Initial Report Submitted

Wednesday July 2nd, 2008 – 4pm

Location: Connie Harriss' house

Present: Ruth, Connie, Carson, Joe

Duration: 1.5 hours

Final Report Submitted

Sunday November 16th, 2008 – 3pm

Duration 2.0 hours

Ammended Final Report Submitted

Present: Ruth, Connie Carson, Joe

Location: Connie Harriss' house

Charter The Historical Resources Subcommittee of the HTAC was charged with:

1. Identifying the significant buildings & historical sites along the 711 corridor (an inventory);
2. Researching and discussing best practices & creative ideas for protecting, enhancing, & highlighting the historical attributes of the Scenic Byway; and
3. Making concrete recommendations to HTAC as a whole for protecting, enhancing, and highlighting the Scenic Byway.

Recommendation #1

The bedrock recommendation, upon which almost all the following recommendations are presented, is the creation of a Scenic Byways Overlay. Exhibit 1, closely modeling the Friends of the Powhatan Scenic Byways 2003 document produced in cooperation with VCU, is our recommendation for the configuration of this Overlay.

Notes:

- C. We call this the Scenic Byways Overlay rather than the 711 Historic Overlay District because we have attempted to take into consideration the other HTAC Subcommittees' work – especially Land Use & Preservation and Transportation but also the Economic Development recommendations for east of 288.
- D. The Code of Virginia's enabling legislation is 15-2-2306. See Exhibit 2.
- E. The map itself is an attempt to capture the entirety of the Overlay from The Gateway (Chesterfield to 288) to the new State Park and to Beaumont Landing on 522 at the James River
- F. The southern boundary has been fixed on the natural watercourses as much as possible.
- G. A special Overlay Zoning Ordinance would be created, consisting of two major subsections, viz.:
 - i. For land in the Overlay east of 288 (The Gateway), with zoning similar to Zoning Ordinance Article 15A*, designed specifically to guide any commercial development east of 288; and
 - ii. For land in the Overlay west of 288, with zoning that would specify (as examples):
 - Setbacks from 711 (e.g. NLT 600')
 - Reversed frontages for subdivisions
 - Large acreages for lots fronting 711 for all subdivisions (using the 5-acre averaging method, for instance, this would require large lots on 711 & thus smaller lots distant from 711, thus protecting viewsheds; Aston is an example of this)
- H. The Architectural Standards Subcommittee would work out the appropriate standards for the Overlay, starting with item E. above.

* Now that development has occurred in the Village Service Area Overlay District, Zoning Ordinance Article 15A should be reviewed for conformity to the intent of the original zoning overlay.

Recommendation #2

The County would enhance its real estate tax code to create special taxation, or tax credits, for improvements of or maintenance to historical sites in recognition of property owners' investment in the preservation of historic sites, as identified in Exhibit 3. The County would also support State and National Historic Register designations.

Recommendation #3

The County would institute a Transfer of Development Rights (TDR) Ordinance to mitigate development pressures in the Overlay (and indeed, elsewhere in the county). Similarly, the County would actively support conservation easements.

Recommendation #4

The County would endorse and support a consortium consisting of: Powhatan Historical Society, the Civil Rights in Education Trail, NAACP, Civil War Trails and Roundtable, Huguenot Society, County Director of Economic Development, Economic Development Authority, Tourism Committee, VA DCR and Historical Society, Michaux-St. James Foundation et al., to continue County efforts to identify, protect, and enhance historical resources in the Overlay.

If a property owner of a property listed in Exhibit 3 requests the County to designate an "historic property" (per Zoning Ordinance 22), the County may (and is urged by HTAC to do so) so designate. The designated property would then be protected as specified in the Zoning Ordinance. This would include working with the owners of Malvern in The Gateway to create a tourist or welcome "center". A kiosk would also be created at the Powhatan State Park in cooperation with the Powhatan County Historical Society. The County would endorse a coffee table book on the historic, environmental, and aesthetic richness of the Overlay.

Recommendation #5

The County, cooperating with VDOT and the organizations in Rec. #4, would work with land owners and developers to set aside pull-offs and erect a limited number of historical markers (similar to what has been done at Lee's Last Camp) and to designate Historic Districts at Manakin Town, Michaux, Jefferson, Tobaccoville, Moseley and Fine Creek Mills.

Recommendation #6

The County would work with organizations, land owners, and developers to make more James River accesses available. The County would work with DCR, DGIF, VDOT to enhance the usage, appearance, maintenance and security of Watkin's Landing, Maiden's Landing and future river accesses.

Recommendation #7

Working with RRPDC and State Organizations, the County would put in place a long-term plan to create multi-use trail(s) (non-motorized, bicycle, pedestrian, equestrian, braided trail system per DCR James River Heritage Trail, graded trails) along 711. This would include working with developers who might wish to proffer appropriate frontage rights-of-way.

**Huguenot Trail Advisory Committee
Historic Resources Subcommittee
Final Comments and Cross Reference Report - November 16, 2008**

Meeting:
Sunday November 16th, 2008 – 3pm
Location: Connie Harriss' house
Present: Ruth, Connie Carson, Joe
Duration 2.0 hours
Final Comments and Cross Reference Report Submitted

Purpose

The Historical Resources Subcommittee met to do a final check on its report, consider the three questions below and review and comment on the HTAC Consolidated Report, First Draft for Review, October 2008.

The Three Questions from the October 29th Meeting of HTAC:

1. Are there any specific definitions of any words in the subcommittee's reports and Consolidated Report that needs to be specified?
2. Is there any ordinance language we would like to specify to further the intent of our subcommittee's work?
3. Are there any conflicts between our subcommittee's report and the final reports from the Transportation, Natural Resources, and Economic Development Committees?

Comment #1

We decided to amend our Final Report and submit an Amended Final Report dated Nov. 16th, 2008. These amendments were various internal consistencies, additional support documentation, additional listings for the historic resources exhibits and general corrections and clarity. The substantive changes are suggested as amendments to the Consolidated Report in our markup of that document. We feel we have the authority to amend our own report but that Consolidated Report changes should be suggestions for the full committee to review.

The changes to our report and the markups to the CR do not substantially alter our report and the other committees should not find a need for additional meetings to re-cross reference.

Changes to Hist. Res. Subcommittee Report

The most significant change to our report is an attempt to make the usage of the word District internally consistent within our report and also the full committee's work. We felt the Chesterfield to US522 area should be called the Scenic Byways Overlay (removing the word district). This gave us the ability to use District without confusion for smaller areas (Fine Creek Mills, Michaux, Village Service Area, etc.). So, our amended report reflects this change.

These are submitted as suggested edits of the Consolidated Report and should be reviewed by the full committee for consistency across all our work. No effort was made in this report to fully review all committee reports or the subcommittee sections of the Consolidated Report. Hist. Res. Sub. would be happy to help undertake that once the full committee has decided exactly how the naming and consistency of usage should be done.

Additionally we formally named the area east of 288 The Gateway in our report and suggest the same for the Consolidated Report.

We added, re-organized and expounded our Exhibits for accuracy and internal consistency.

The remaining changes to our report were grammatical, clerical and/or adding language to clarify or expound. Those changes that we felt needed to be carried up to the Consolidated Report are found in our marked up version of that report below.

Cross Reference Issues and Questions

After further review of the final reports of the other subcommittees we had three questions for the Economic Development Subcommittee:

- 1) Where or how should existing Zoning Ordinance Article 15A be reference in the subcommittee's report?
- 2) Does the Economic Development Subcommittee have any recommendations for to how to make east of 288 a Gateway per the Vision Statement?
- 3) What will the Economic Development Subcommittee recommend that will not violate the intent of the recommendations from the other committees?

Marked Up Consolidated Report

See Below. The CR is excerpted to only sections we suggest changes.

...subcommittees. The Visioning subcommittee included Connie Harriss, Lamar Brandt and Teri Pruitt and the following vision statement was approved by HTAC as a result of the subcommittee's recommendations:

“Huguenot Trail is a beautiful and historic Virginia Byway so designated because of its frequent, consistent and varied scenic resources that meanders along the James River from Powhatan County’s northeastern border with Chesterfield County, 14 miles west to State Route 522.

This unique roadway shall remain a designated two-lane road west of State Route 288. From State Route 522 to the Chesterfield County line, the area shall be defined by the “Historic Scenic Byways Overlay District” preserving its rural configuration of farmland, fenced horse pastures, vineyards, creeks, the James River and more than 26 historic and National Historic Landmarks along its route.

The Historic Scenic Byways Overlay District east of State Route 288, shall be designated as the Gateway into this historic area of the County and could provide opportunities for compatible economic endeavors which would enhance its existing scenic vistas, natural resources, and historic sites.”

We proposed a heading for the subcommittee sections like this:

Executive Summary of Subcommittee Reports

(Full reports, maps, details and exhibits included in Appendix)

Historic Resources

Objectives

1. Identify the significant buildings & historical sites along the 711 corridor
2. Recommend best practices & creative ideas for protecting, enhancing, & highlighting the historical attributes of the Scenic Byway

Recommendations:

1. Create a Scenic Byways Overlay District with southern boundary fixed on the natural watercourses as much as possible, the James River as the northern boundary, Chesterfield County as the eastern boundary, and State Route 522 to the planned State Park as the western limits.
 - A. A special Overlay District Zoning Ordinance would be created, consisting of two major subsections, viz.:
 - i) For land in the District Overlay east of 288, with zoning similar to Zoning Ordinance Article 15A*, designed specifically to guide and any commercial development east of 288; and
 - ii) For land in the District Overlay West west of 288, with zoning that would specify (as examples):

- (1) Setbacks from 711 (e.g. NLT 600')
 - (2) Reversed frontages for subdivisions
 - (3) Large acreages for lots fronting 711 for all subdivisions (using the 5-acre averaging method, for instance, this would require large lots on 711 & thus smaller lots distant from 711, thus protecting viewsheds; Aston is an example of this)
- B. The Architectural Standards Subcommittee would work out the appropriate standards for the ~~District~~ **Overlay**.

*** Now that development has occurred in the Village Service Area Overlay District, Zoning Ordinance Article 15A should be reviewed for conformity to the intent of the original zoning overlay.**

2. Create special taxation, or tax credits, for improvements of or maintenance to historical sites within the ~~District~~ **Overlay**. The County would also support State and National Historic Register designations.
3. Institute a Transfer of Development Rights (TDR) Ordinance to mitigate development pressures in the ~~District~~ **Overlay** (and indeed, elsewhere in the county). Similarly, the County would actively support conservation easements.
4. Establish a consortium consisting of Powhatan **County** Historical Society, the Civil Rights in Education Trail, NAACP, Civil War Trails and Roundtable, Huguenot Society, County Director of Economic Development, Economic Development Authority, Tourism Committee, **VA DCR and Historical Society**, Michaux-St. James Foundation et al., to continue County efforts to identify, protect, and enhance historical resources in the ~~District~~ **Overlay**.
5. Create pull-offs, erect historical markers and designate ~~Historic Districts~~ **Manakin Town, Michaux, Fine Creek Mills, et al. per Historic Resources Subcommittee Report, Exhibit #2.**
6. Make more James River accesses available enhance the usage, appearance, maintenance, and security of ~~Watkin's~~ **Watkins' Landing, Maiden's (Maidens'?) Landing** and future river accesses.
7. ~~Put in place a long-term plan to create multi-use trails (non-motorized, bicycle, pedestrian, perhaps graded trails) along 711.~~ **Put in place a long-term plan to create multi-use trail(s) (non-motorized, bicycle, pedestrian, equestrian, braided trail system per DCR James River Heritage Trail, graded trails) along 711.**

Note: The Historical Resources Subcommittee Appendix Item contains Exhibits including a full map and a detailed listing of Historical Resource districts and sites throughout the county.

Architectural Standards

The establishment of development standards and architectural guidelines should be responsive to the objectives of the parallel subcommittees of HTAC. Standards and guidelines should also be respectful of the diversity of the "districts" included within the length and breadth of the overall Huguenot Trail impact area.

The standards developed for the ~~"gateway district~~ **The Gateway**", east of 288, may begin with the previously established village mixed use guidelines for the southeast quadrant of the intersection of 288 / 711 and included in the zoning ordinance section 15A which attempts to preserve the community scale and retain some of the character of the area's agricultural nature. Community convenience supersedes efforts to make the area a destination for major retail and office.

Standards & Guidelines east of 288:

1. Compatible, desirable, and sustainable uses should be identified.
2. Setbacks, landscape preservation and enhancement, lighting, and signage ordinances should be codified.
3. Traffic access and control will need study and interconnection of land parcels and independent developments should be considered.
4. Establish agile size and scale standards to guide design of buildings and site construction.
5. Create environmentally and financially sustainable site development requirements for land ownership, resource protection and parking.
6. Explore architectural standards for use of materials and design styles that encourage creativity and respect the character ~~to be established by development within the gateway district~~ **of The Gateway as defined by the HTAC Vision Statement.**

**Huguenot Trail Advisory Committee
Historic Resources Subcommittee
Ammended Final Report Exhibits**

Exhibit #1

Scenic Byway Overlay Map – contains features per Natural Resources Subcommittee with historic resources per Historic Resources Subcommittee Exhibits #2 and #3 below

Exhibit #2

Historic District Recommendations, information and Virginia Code citation

Exhibit #3

Listing of Resources

Exhibit #4

Preservation concerns per Tracerics, Inc. 1991 report

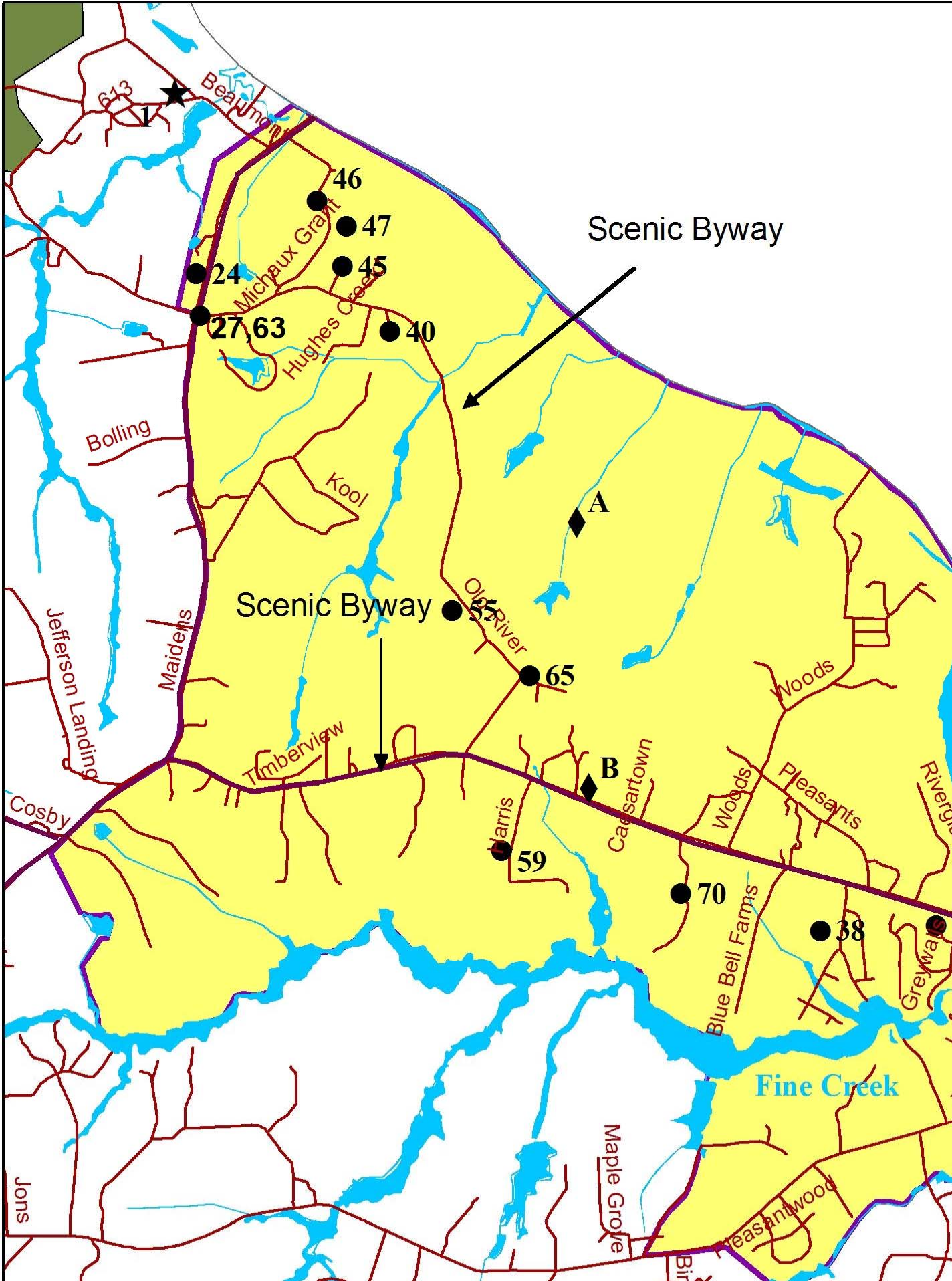


Exhibit #2 Historic Districts

Article 22 of the Powhatan County zoning ordinance sets forth the intent, designation, and demolition provisions for historic districts, under 15.2-2306 of the Code of Virginia.

The implementation of the ordinance does not require participation in the Certified Local Government program in Virginia.

However, participation in the program and the appointment of a review board to administer the ordinance would help protect “properties meeting local government criteria for historic, architectural, archeological, or cultural interest, generally called ‘historic districts.’”*

In addition to the three districts already established, the Traceries Report suggests that the following be considered for designation:

Jefferson

Served as an entry port for goods coming into Powhatan from across the James River. The Jefferson Ferry crossed to Goochland. It was laid out in 32 lots in blocks of 4 squares. Huguenot Trail at Route 522

Manakin Town

Influenced by the French Huguenots beginning in 1700. There are no remains but the site has historical significance to the county’s development. Huguenot Trail

Michaux

Closest settlement to the Michaux Ferry Crossing of the James River. LaPrade maps indicates the village included Michaux Mill, Antioch Church and numerous residential structures. Old River Trail

Tobaccoville

A bridge on Clement Farm Road provided a crossing over the Appomattox River and access to the Clement Mills. The bridge predates 1880 since records indicate that the Confederate Army crossed here in April 1865. Old Buckingham Road

Moseley

Was situated on the Richmond and Danville Rail Road line, tracks were located across Moseley Road. Evidence of 19th century commercial development along the corridor. Moseley Road
Fine Creek Mills (Listed on the National Register of Historic Places)
The mill building was originally three stories tall, originally constructed shortly after 1735, Later construction dates from the mid-nineteenth century. Site of General Robert E. Lee’s last bivouac.
Huguenot Trail

The Virginia Department of Historic Resources also nominates potential historic districts to the Virginia Landmarks Register and the National Register of Historic Places (Fine Creek Mills). Application must be made by filing a preliminary information form for consideration of eligibility.

This registration does not provide for protection of the district.

For more information about the Certified Local Government program:

<http://www.dhr.virginia.gov/clg/clg.htm>

§ 15.2-2306. Preservation of historical sites and architectural areas.

A. 1. Any locality may adopt an ordinance setting forth the historic landmarks within the locality as established by the Virginia Board of Historic Resources, and any other buildings or structures within the locality having an important historic, architectural, archaeological or cultural interest, any historic areas within the locality as defined by § [15.2-2201](#), and areas of unique architectural value located within designated conservation, rehabilitation or redevelopment districts, amending the existing zoning ordinance and delineating one or more historic districts, adjacent to such landmarks, buildings and structures, or encompassing such areas, or encompassing parcels of land contiguous to arterial streets or highways (as designated pursuant to Title 33.1, including § [33.1-41.1](#) of that title) found by the governing body to be significant routes of tourist access to the locality or to designated historic landmarks, buildings, structures or districts therein or in a contiguous locality. An amendment of the zoning ordinance and the establishment of a district or districts shall be in accordance with the provisions of Article 7 (§ [15.2-2280](#) et seq.) of this chapter. The governing body may provide for a review board to administer the ordinance and may provide compensation to the board. The ordinance may include a provision that no building or structure, including signs, shall be erected, reconstructed, altered or restored within any such district unless approved by the review board or, on appeal, by the governing body of the locality as being architecturally compatible with the historic landmarks, buildings or structures therein.

2. Subject to the provisions of subdivision 3 of this subsection the governing body may provide in the ordinance that no historic landmark, building or structure within any district shall be razed, demolished or moved until the razing, demolition or moving thereof is approved by the review board, or, on appeal, by the governing body after consultation with the review board.

3. The governing body shall provide by ordinance for appeals to the circuit court for such locality from any final decision of the governing body pursuant to subdivisions 1 and 2 of this subsection and shall specify therein the parties entitled to appeal the decisions, which parties shall have the right to appeal to the circuit court for review by filing a petition at law, setting forth the alleged illegality of the action of the governing body, provided the petition is filed within thirty days after the final decision is rendered by the governing body. The filing of the petition shall stay the decision of the governing body pending the outcome of the appeal to the court, except that the filing of the petition shall not stay the decision of the governing body if the decision denies the right to raze or demolish a historic landmark, building or structure. The court may reverse or modify the decision of the governing body, in whole or in part, if it finds upon review that the decision of the governing body is contrary to law or that its decision is arbitrary and constitutes an abuse of discretion, or it may affirm the decision of the governing body.

In addition to the right of appeal hereinabove set forth, the owner of a historic landmark, building or structure, the razing or demolition of which is subject to the provisions of subdivision 2 of this subsection, shall, as a matter of right, be entitled to raze or demolish such landmark, building or structure provided that: (i) he has applied to the governing body for such right, (ii) the owner has for the period of time set forth in the same schedule hereinafter contained and at a price reasonably related to its fair market value, made a bona fide offer to sell the landmark, building or structure, and the land pertaining thereto, to the locality or to any person, firm, corporation, government or agency thereof, or political subdivision or agency thereof, which gives reasonable assurance that it is willing to preserve and restore the landmark, building or structure and the land pertaining thereto, and (iii) no bona fide contract, binding upon all parties thereto, shall have been executed for the sale of any such landmark, building or structure, and the land pertaining thereto, prior to the expiration of the applicable time period set forth in the time schedule hereinafter contained. Any appeal which may be taken to the court from the decision of the governing body, whether instituted by the owner or by any other proper party, notwithstanding the provisions heretofore stated relating to a stay of the decision appealed from shall not affect the right of the owner to make the bona fide offer to sell referred to above. No offer to sell shall be made more than one year after a final decision by the governing body, but thereafter the owner may renew his request to the governing body to approve the razing or demolition of the historic landmark, building or structure. The time schedule

for offers to sell shall be as follows: three months when the offering price is less than \$25,000; four months when the offering price is \$25,000 or more but less than \$40,000; five months when the offering price is \$40,000 or more but less than \$55,000; six months when the offering price is \$55,000 or more but less than \$75,000; seven months when the offering price is \$75,000 or more but less than \$90,000; and twelve months when the offering price is \$90,000 or more.

4. The governing body is authorized to acquire in any legal manner any historic area, landmark, building or structure, land pertaining thereto, or any estate or interest therein which, in the opinion of the governing body should be acquired, preserved and maintained for the use, observation, education, pleasure and welfare of the people; provide for their renovation, preservation, maintenance, management and control as places of historic interest by a department of the locality or by a board, commission or agency specially established by ordinance for the purpose; charge or authorize the charging of compensation for the use thereof or admission thereto; lease, subject to such regulations as may be established by ordinance, any such area, property, lands or estate or interest therein so acquired upon the condition that the historic character of the area, landmark, building, structure or land shall be preserved and maintained; or to enter into contracts with any person, firm or corporation for the management, preservation, maintenance or operation of any such area, landmark, building, structure, land pertaining thereto or interest therein so acquired as a place of historic interest; however, the locality shall not use the right of condemnation under this subsection unless the historic value of such area, landmark, building, structure, land pertaining thereto, or estate or interest therein is about to be destroyed.

B. Notwithstanding any contrary provision of law, general or special, in the City of Portsmouth no approval of any governmental agency or review board shall be required for the construction of a ramp to serve the handicapped at any structure designated pursuant to the provisions of this section.

(1973, c. 270, § 15.1-503.2; 1974, c. 90; 1975, cc. 98, 574, 575, 641; 1977, c. 473; 1987, c. 563; 1988, c. 700; 1989, c. 174; 1993, c. 770; 1996, c. 424; 1997, cc. 587, 676.)

Exhibit #3
Historic Resources

Powhatan County has 19 properties listed on the Virginia Historic Landmarks and the National Register of Historic Places. In addition to the landmarks listed below, there are many other landmarks not on the register but considered places of historical importance by the Powhatan County Historical Society. The Society has created a file of historic buildings and homes in the county, including both those extant and other sites of historical interest.

In 1991, the county contracted with Traceries, a consulting firm, to complete a survey of historic resources in the county. This survey identified 395 property records and 473 resource records.

Many of the county's historic building and features are being threatened by development or neglect. The Traceries study suggested that the county should undertake further study to identify those features and propose ways to protect them.

In addition to the Virginia Historic Landmarks and National Register of Historic Places, other sites of historical interest have been marked.

The Michaux-St. James Foundation has placed a sign at St. James Chapel on Old River Trail, noting the site of the Monacan Indians and the French Huguenot settlements. The Foundation has also placed a sign at Michaux Grant Cemetery, burial site of a number of the Huguenots; Shiloh Baptist Church, formed by former slaves; and Mohemenco, a place where three races, Indians, whites and freed slaves came together.

The Powhatan County Historical Society has introduced the practice of placing a sign annually at a historical site. The first of these was placed in 2007 at the Muddy Creek Church Schoolhouse, and in 2008 another was placed at Mosby Tavern Farm, site of Powhatan's first courthouse.

The Virginia Civil War Trails has placed markers at Appomattox River, Route 610/604, at First Genito Presbyterian Cemetery; at Powhatan Courthouse; Derwent; Lee's Last Bivouac on Huguenot Trail; and at Huguenot Springs Cemetery.

The listing below includes places now on the registers, a list of places potentially eligible for the landmark register category as designated by the Traceries report, a list comprising places potentially eligible but that require further study, and a list of places that are threatened, and a list of sties, structures and buildings that merit consideration.

Sites on Virginia Landmarks Register and National Register of Historic Places

1. Beaumont
 A two-story frame and brick house located on the site of the Beaumont Learning Center. The original central part was built by William Walthall in 1811, with a rear brick wing added in 1839. It is a rare example in Virginia of a two-story, central-passage plan house. Maidens Road

2. Belmead
 Designed by New York architect Alexander Jackson Davis. The house was built in 1854 and includes components of various architectural styles. It is the last large plantation on the James River between Richmond and Lynchburg. Off Cartersville Road

3. Belnemus
 Palladian-style house with full two-story center and side wings. The original part was constructed in the early 1700s. Route 60

4. Blenheim
 Simple frame house located on part of a land grant. House constructed in 1730 with later additions. Hand carved woodwork. Blenheim Road

5. **Elmington**
Gothic Revival farmhouse with the general massing and symmetry of the Federal style, designed by Alexander Jackson Davis. Maidens Road
6. **Emmanuel Church**
Designed by Alexander Jackson Davis. Constructed in 1843. An excellent example of the Gothic Revival style. Emmanuel Church Road and Old Buckingham Road
7. **Fine Creek Mills Historic District**
The mill building was originally three stories tall, originally constructed shortly after 1735, Later construction dates from the mid-nineteenth century. Site of General Robert E. Lee's last bivouac. Huguenot Trail
8. **French's Tavern**
On Old Buckingham Road between Ballsville and Tobaccoville, served as an important stage stop on the road from Richmond to Farmville. Old Buckingham Road
9. **Huguenot Memorial Chapel**
Constructed in 1895, originally known as Manakin church, it is a simple frame building located on the Manakin church grounds. The original building on the site was constructed in the 1700s, but was destroyed by fire. Huguenot Trail
10. **Keswick**
Original manor house dates to the early 1700s and was built by Charles Clarke on a 1500-acre grant from King James. Huguenot Trail
11. **Mosby Tavern**
Circa 1740. Used as Cumberland County's courthouse prior to 1777. Route 60
12. **Norwood**
Antebellum mansion originally known as Greenyard. The site has been a working farm for nearly 200 years, with nine generations of the Kennon family having lived there. Huguenot Trail
13. **Paxton**
Partially built in 1776 by Josiah Skelton, the house was completed by his son in 1823. Federal style with unusual mantels and wainscoting. Genito Road
14. **Powhatan Courthouse Historic District**
Originally called Scottville, the county seat was conceived in the late eighteenth century in accord with the 1777 act that divided Cumberland County into two counties to form Powhatan County. The town was designed to measure 1300 feet by 900 feet with streets 100 feet wide and six squares deep for county buildings. The courthouse was designed by Alexander Jackson Davis. Old Buckingham Road
15. **Provost**
Original portion constructed c. 1783, wing was added c. 1858. Used as a stage stop, post office, telephone exchange and general store. Bell and Cartersville roads.
16. **Red Lane Tavern**
Also known as Red Hill. Circa late 1700s. House framed with logs. Extensive artifact collection on grounds. Route 60 west of Red Lane.
17. **Rosemont**
Circa 1895. Gothic Revival house illustrates influence of Alexander Jackson Davis on county architecture. Colonial Revival barn. Cosby Road

18. St. Luke's Church
Originally constructed in 1843. A one-story brick church with detail associated with the classical Revival style. Huguenot Trail
19. Somerset
Constructed c. 1770. Unusual vernacular form with saltbox roof at the rear. Cemetery bordered by a stone wall on grounds. Ballsville Road near Route 60.

Sites Considered By Traceries to Be Potentially Eligible

20. Ballsville Historic District
Located on Old Buckingham Road (Rt. 13) just east of Tobaccoville. the Village of Ballsville once contained some of the most important businesses in the county during the nineteenth and early twentieth centuries. Old Buckingham Road
21. Birdland Farm
Once the residence of Miss Birdie May Baugh, who was instrumental in having the cardinal designated as the state bird of Virginia. The construction of the house is attributed to the builder C. B. Walthall, who signed the back of a door molding. Walthall is credited with several other dwellings in the county. Old Buckingham Road
22. Goodwyn Farm
Gothic Revival style c.1810-1842, illustrates the influence of the work of Alexander Jackson Davis. Complex includes significant buildings which retain their integrity of design and material. Goodwyn Road
23. Huguenot Springs
A large hotel and several cottages for house guests visiting the natural springs on the site. A Victorian summer retreat to Virginia's elite. Huguenot Springs Road
24. Hunters Fare
The house illustrates the influence of the Huguenot immigrants with the use of two front entrances, a characteristic attributed to the Huguenot architecture. Maidens Road

Sites Potentially Eligible That Require Further Study

25. Bienvenue
Constructed 1810-1825. One-story pedimented porch may be original. Old Buckingham Road
26. Calais
Circa 1780 on Huguenot land grant, unusual cabinetry in dining room Parlors or either side of hall. Calais Trail off Jude's Ferry Road
27. Center Hill
Constructed c. 1820-1850, is a good example of a one-story, side-passage plan. Front and back built alike. Huguenot Trail
28. Courthope
Circa 1809, in original Pineville area, early tavern, similar in design to Courthouse Tavern. Maidens Road and Old River Trail.
29. Derwent
Early example of an I-house. General Robert E. Lee lived here with his family summer of 1865. Derwent Road off Trenholm Road.

30. Dispatch
Constructed c. 1780-1830 is an early example of double-pile, side passage plan. The residence is also significant for functioning as an early post office and store. Three Bridge Road
31. Edgemont
The architecture of Edgemont, constructed between 1764 and 1794, illustrates the transition from the Georgian to the Federal style. Birthplace of Colonel John Singleton Mosby, "Grey Ghost of the Confederacy." Ballsville Road
32. Erin Hill
An early example of the Federal style. It was constructed between 1800-1820. Two one-story wings were added in 1948. Old Buckingham Road.
33. Fighting Creek
A blend of elements associated with both the Italianate and Roman classical Revival styles. The symmetry of massing and fenestration, and the pedimented portico are clearly classical; the semi-circular arched openings are Italianate. Mill Quarter Road
34. Foundry
The musket factory is the only architectural remnant related to the militia. The building was constructed soon after the War of 1812 to serve as the U. S. Armory. Huguenot Trail
35. Genito Ordinary
Genito Ordinary was constructed during the late 18th century and illustrates an important building type in the history of Powhatan County. Genito road at Appomattox River
36. Glebe
The Glebe, constructed c. 1750, served as an Episcopal Rectory after the House of Burgesses granted authority to the Southam Parish to purchase land and build there. Route 60
37. Grace Episcopal Church
Was constructed in 1842 in Greek Revival style, distinguished by its simplicity of detail. Surrounded by graves dating from 1885. Rocky Ford Road
38. Hickory Hill
Constructed c. 1813 in I-house form. Additions date from 1830 and 1968. May have been Windsor's overseer's home. Owned by Charles Carter Lee. Significant because of its connection to Robert E. Lee. Huguenot Trail
39. Hobson's Memorial Chapel
Constructed c. 1841, it is designed in Classical Revival style, with brick laid in Flemish bond and five-course American bond. Similar in style to a Friend's meeting house. Route 60
40. Holly Hill
Built in 1814, one-and-a-half story later raised to two. Wing added in 1874. Formerly Clifton. Huguenot Trail
41. Homestead
Circa 1817-1821, excellent example of Federal style. Fifteen rooms, heart pine flooring, 19th century graveyard. Scottsville Road
42. Hughes Creek
Constructed c. 1833 on land granted to Charles Flemming in 1714. The Federal style residence retains its original form with no additions and few alterations. Old River Trail

43. Huguenot Springs Confederate Cemetery
Soldiers from nearby Huguenot Springs Hospital were buried here. Monument erected Huguenot Springs Road
44. Kelona
An unusual example of a Greek Revival style residence with a temple-form facade. Facade. Original part dates from c. 1797, built of logs, with additions in late 19th and 20th centuries. Old River Trail
45. Laurel Springs
Circa 1754. Built on an original English land grant to the Swann family. Has been restored. Swan road
46. Macon Tavern
Oldest known tavern building in Powhatan County. Constructed during 1720s. A three-bay I-house wing, added to the tavern in 1903, changed the frontal emphasis. Old Buckingham Road
47. Malvern
Circa 1780 by Francis Harris on 1716 land grant. Double chimneys, solid heart pine stairs. Restored in 1956. Huguenot Trail
48. Massinacack
Circa 1714. House built 1810 on part of the original land grant. Dependencies and 200 year-old trees. Once called Lazy Oaks. Old River Trail
49. Michaux Grant
Illustrates a series of building campaigns and the prevailing architectural style associated with each addition. The addition dating from 1870-85 illustrates the influence of Alexander Jackson Davis. Old River Trail
50. Michaux Grant Cemetery
18th century burial site of French Huguenots. Huguenot Trail
51. Midway
Circa 1886. Built of logs. Capeway Road
52. Mill Quarter
An excellent example of a Federal double-hall residence. The original portion was constructed in the 1740s, and the main block was added in 1840s. Property included a mill and slave quarters. Mill Quarter Road
53. Millwood
Acquired through grant and purchase. Was constructed during early 19th century. House is L-shaped with central hall, original kitchen is connected to the main house by a one-story hyphen. Huguenot Trail
54. Millview
Circa 1811. Vernacular country farmhouse. Original two over two, wing added in 1970. Three Bridge and Red Lane Roads.
55. Monacan
Circa 1725. Built on first tract of land survey surveyed by Huguenot settlers. Frame with brick additions. Ancient boxwood. Huguenot Trail

56. Morewood
Constructed c. 1820, excellent example of a Federal dwelling using a double-pile, side passage plan. Retains original ice house, smoke house and barn. Original house now used as kitchen. Morewood Drive and Rocky Ford Road
57. Mulberry Hill
Originally a one-room log structure, built by Peter Sublett. Main house dates from 1825 with a 1958 addition. A designated Bicentennial Farm. Jude's Ferry Road
58. Pleasant Oak
Circa mid-1700s. Numerous unmarked graves, believed to slaves'. Insured in 1802 by Mutual Assurance Society for \$1450. Also known as Hideaway and Cedar Grove. Old River Trail
59. Poland
Circa 1850s. Twin enterear chimneys. General Lee often visited there while living at Derwent. Trenholm Road
60. Red Hill
Circa 1799, two-story brick, two over two, English basement. Federal period style. Originally a Presbyterian manse. Old Buckingham Road
61. Roseneath
Constructed c. 1859, excellent example of a Federal, hall-parlor residence. Wing added in 1970. Retains original smokehouse, well, ice house, tobacco barn and guest house. Indian artifacts on property. Huguenot Trail
62. Rudd House
Originally constructed c. 1840 with subsequent additions and alterations. Original portion is of logs, west wing has Vernacular Victorian details. Now called Longforgan. Old Buckingham Road
63. Rural Shade
Circa 1801, Built by Bennett Goode. Said to have been pulled apart and section added in middle. Maidens Road near Michaux.
64. St. Helens
Circa 1760, center section of log framework. 1800 and 1892 additions. Huguenot Trail at Jude's Ferry Road
65. St. James Chapel and parsonage.
Built circa 1889. Significant for a frame church typical of late 19th century. Gothic Revival, central front bell tower. Old River Trail
66. Shady Oaks
Circa late 1700s. Has old wine cellar, HL hinges. Roof has no nails, joined by mortise and tenon joints. Urbine Road
67. Shiloh Baptist Church
Congregation formed in 1866. Carpenter Gothic, stained glass windows. Has Julien Binford mural "The River Jordan." Off Old River Trail
68. Spring Valley
Circa 1840. Edmund Pendleton returned here after resigning as editor of Richmond paper. Also known as Pendhurst. Huguenot Trail

69. Stratton
Original house circa mid-1700s, burned and rebuilt 1890, originally Chapel Hill. Route 60
70. Sublett's Tavern
A mid-18th century residence, has several 19th century additions. Is well-preserved example of transportation history of county. Post office from 1826-1946. Huguenot Trail
71. Terre Haute
Circa early 1700s original land grant. House built circa 1800, 1852 additions. Cemetery dates to 1772. Also known as Bagby Tavern. Huguenot Springs Road
72. Whitewood
Circa mid-1800s. outbuilding later attached to house. Also known as Green Pastures. Has slaves' quarters. Off Huguenot Trail.
73. Windsor
Owned by Charles Lee, brother of General Robert E. Lee. Property historically significant because of association with General Lee. Huguenot Trail.

Sites That Are Critically Threatened Or Ruins

74. Elioeh
Constructed 1784. Excellent example of Georgian H-plan residence. One-time owner William Wood Finney later helped establish the Pony Express. Elioeh Trace off Huguenot Trail
75. Jefferson Landing
Village remains at north end of Jefferson Landing Road. During 18th and 19th centuries a shipping point for tobacco crops, with houses, shops and warehouse. At one time belonged to Thomas Jefferson's family.
76. Jude's Ferry Crossing
Bennett Goode established the ferry, at the north end of Jude's Ferry Road, in 1740 and sold it to Benjamin Goode in 1752. During the Civil War, Dahlgren's Raiders made an unsuccessful attempt to cross into Powhatan to strike Richmond.
77. New Castle Farm
Original dates from early 18th century, wing added in mid-to-early 19th century. Stylistic details, interesting study of building form and style. Petersburg Road off Genito Road.
78. Peterville Cemetery
Related to demolished Peterville Church, site used as a meeting place as early as 1723, became mother church of Southam Parish in 1774. Graves of Confederate soldiers and prominent Powhatan families. Private road off Route 60.
79. St. Francis de Sales High School for Colored Girls – Chapel
Gothic Revival, 1895. Chapel was designed by C. L. Dodd. Bell and Cartersville Roads
80. School – 3172 Huguenot Trail at Routes 711 and 617. 1910-1930, early 20th century
81. School – Huguenot Trail west of Subletts, constructed 1889-1920. Two entrances protected by the extension of the gable roof supported by brackets.
82. School – Huguenot Trail west of Subletts. One room – circa 1886.

These schools are important because they contribute to the understanding of the development of school buildings in Powhatan County.

83. Woodberry Mill
Ruins remain of historic mill that burned. Off Jude's Ferry Road

Sites, structures or buildings that may have significance to Powhatan's past, but have not been classified

84. Corinth Christian Church and Cemetery
Country Gothic 1890, pews of solid pine made by Samuel Sublett, two designed for black visitors. Prominent Huguenots buried in adjoining cemetery. Judes Ferry Road
85. Farmington
Owned in 1746 by Peter Jefferson. Vernacular, original floors and staircase. Farmington Lane at Judes Ferry Road
86. Muddy Creek School
One-room log school building moved to the grounds of Muddy Creek Church. Trenholm Road
87. Rocky Oak Church
1814, oldest extant church in Powhatan, Greek Revival Original Southam parish of the Church of England. Cemetery has graves of Randolphs, Harrises and Skipwiths. Rocky Oak Road
88. Cherry Row
Behind St. Luke's Church off Three Bridge Road
89. Sherwood
Behind St. Luke's Church off Three Bridge Road.
90. Woodlawn
Frame one-and-a-half story home behind St. Luke's Church off Three Bridge Road

Exhibit #4

This exhibit consists of excerpts from a Traceries, Inc.* report resulting from a study commissioned by the County of Powhatan and the Powhatan County Historical Society. The study was done to inventory the historical and cultural resources of Powhatan County as they existed at the time. The report was completed in 1991.

The following paragraph and pages are from that Traceries Report, pages 113-117:

“Preservation Concerns. Powhatan County will need a broader approach toward planning for the preservation of its Historic Architecture in order to address some of the current conditions which threaten its historic resources and take advantage of some of the current opportunities which are available. The following concerns have been identified based on observations during the field survey, analysis of the data collected, and research into other areas of county policy and long-range planning goals:”

* EHT Traceries, Inc. is a women-owned research and consulting firm specializing in architectural history and historic preservation. For more than twenty-five years, the firm has provided its clients with a range of professional services related to historic and cultural resources, including research, documentation, survey, evaluation, and preservation consultation. EHT Traceries manages projects involving historic preservation certification applications; Section 106 review and documentation; Historic American Building Survey documentation; National Register, National Historic Landmark, and historic district nominations; and other preservation strategies and compliance issues. EHT Traceries works throughout the United States, with a special focus on projects in the District of Columbia, Maryland, and Virginia.

(www.traceries.com, 11/16/08)

**FULL REPORT
NATURAL RESOURCES**

HTAC - Natural Resources Subcommittee

November 19, 2008.

HTAC Members: Lamar Brandt and Billy Melton

Citizen Volunteers: Sally Aungier, Bob Reilly, Dan Jones, Betsy Brandt, Patrick McSweeney.

Assignment: Make final adjustments to our report.

Note: changes to the document are *italicized*. Also, we think it is important to include all parts of our document, along with the appendices, as presented here.

Goal: *to identify and protect our rivers, wetlands, forest, and open space resources in a manner that both safeguards existing biodiversity and enhances the quality of life for current and future generations.*

What do we have?

- | The James River on our northern border.
- | Open land in mixed agricultural, equine, and forested uses.
- | Important stands of old growth woodlands representing a significant percentage of the County's remaining resources and serving as important habitats. (Dutoy Creek and Jones Creek Environmental Protection areas.) See Appendix.
- | Wildlife habitats with high quality species contiguous to defined wetlands.
- | Important wetlands serving as recharge points for groundwater and filters for the local watershed, the James River and the Chesapeake Bay.
- | Two boat landings providing for river access for fishing, boating, and canoeing.
- | Important viewsheds serving to reflect the rural and scenic setting as well as to enhance the historic resources.

What do we want?

- | Controlled and managed growth as per the desires of the citizens of the County.
- | Placement of large tracts into protected areas to ensure the continued rural setting.
- | Protection and expansion of river access to serve as venues for increased land and water enjoyment.
- | Multi-use trails along the river and bike lanes separate from, but parallel to, State Route 711 and extending along Old River Trail to tie areas together and to provide opportunities for the public to enjoy the Historic District.
- | Encouragement for landowners and developers to identify Greenways, including corridors for passage and linkage to the James River Heritage Trail.
- | Continued encouragement of landowners "to maintain buffered areas of existing tree cover between areas that have been clear-cut and public rights-of-way" and continued encouragement of landowners "to refrain from clear-cutting timber within 1000 feet of the James and Appomattox Rivers and within 100 feet of any actively flowing creek or stream" as per the 1998 Comprehensive Plan.
- | Support from the Planning Commission and the Board of Supervisors for the work of the Land Use and Preservation Citizen Working Group's final report.
- | Encourage protections of riparian buffers to protect the stream bank from erosion and to filter run off.

How do we get there?

- 1 Designation of the area defined in the “2003 Route 711 Historic Overlay District Plan,” as a Historic Overlay District.
- 2 *Encourage the County to aggressively pursue the co-holding of conservation easements with private sector land trusts under the authority granted by the General Assembly.*
- 3 The County of Powhatan shall develop, encourage, and support the use of a **Transfer-of-Development Rights (TDR)** program to manage and steer growth to areas properly identified for protection and development. See Appendix A.
- 4 The County of Powhatan shall fund, along with matching dollars from the State of Virginia, a **Purchased Development Rights (PDR)** program to assist in ensuring a smaller density structure in the Huguenot Trail corridor.
- 5 The County of Powhatan and the Monacan Soil and Water District shall act as holders for Conservation Easements that are developed by landowners.
- 6 Utilize the recommendations contained in the 2007 Virginia Outdoors Plan. Those guidelines address areas such as
 - Trails and Greenways
 - Scenic Highways and Byways
 - Tourism
 - Water Access
 - Scenic Resources
 - Scenic Rivers
 - Historic and Landscape Resources
 - Watersheds

Benefits to the Citizens of Powhatan County

- 1 Protection of a unique area that is unprecedented in the quantity and quality of historic homes, archeological sites, and properties that span not only the development of the County and our Country, but also the history of the Native peoples. See Appendix B
- 2 Protection and expansion of the pastoral qualities of the landscape/viewshed that continues to draw those seeking an opportunity to experience the rural nature of the County.
- 3 Protection of existing and encouragement of future agricultural and equine opportunities in the area.
- 4 Protection and expansion of opportunities for the citizens to enjoy the natural resources by increasing access to the James river, providing for hiking/biking trails, and supporting the development of our State Park.
- 5 Decreased demands on the taxpayers for monies to support infrastructures normally needed in higher density settings.
- 6 Controlled and managed residential growth while supporting compatible and modest community scaled economic opportunities.
- 7 Protection of habitats and wildlife for the enjoyment of the citizens and as opportunities for potential tourism. See Appendices C and D.

Appendix A

Understanding the Incentives to Protect under a Well-designed TDR program

A Transfer-of-Development-Rights (TDR) program requires:

1. **the designation of sending areas** (areas to be preserved) in which sellable development rights are allocated to owners of undeveloped land at a County-specified rate per acre
2. **the designation of receiving areas** in which TDRs purchased by developers from sending area landowners at market-determined (negotiated) prices can be used to obtain higher development densities in the receiving area than the receiving area's baseline density would otherwise allow
3. In the sending area, a landowner who sells any of the development rights off a property (often of a specified minimum acreage) agrees to place the entire parcel into a non-development conservation easement, but retains ownership of the property
4. In the receiving area, each dwelling unit that a developer builds above the baseline density requires a County-specified number of TDRs to be presented to the County.

The incentives under a well-designed TDR program

Consider the following illustrative example:

- (a) A collection of 10-acre or larger parcels of forested, undeveloped land in a County-designated **sending area which is zoned A-1**. The owners of these parcels are allocated 1 TDR for each 2 acres that they own. **Thus a 10-acre parcel is allocated 5 TDRs. The A-1 zoning permits 1 dwelling unit to be built on each 10 acres of land. Assume the landowner is willing to sell acreage at a price of \$10,000 per acre.**
- (b) **A receiving area, also with baseline A-1 zoning**, has been designated by the County. The developer may build additional dwelling units beyond the baseline density of 1 dwelling unit per 10 acres by turning in 1.5 TDRs for each such dwelling unit built above the baseline density, up to a limit of an R-2 zoning density (1 dwelling unit per 2 acres of land).
- (c) **A developer who builds \$300,000 homes (on average) on which he makes a 10% profit margin.** (A November 2005 report from the National Association of Home Builders placed the profit margin on new homes at 9.8%.) **Thus the builder makes approximately \$30,000 per home. Assume that home selling prices adjust to reflect differences in included acreage so that the \$30,000 average profit per home is maintained.**
- (d) **Suppose the developer acquires 100 acres in the receiving area on which to build a subdivision. He can choose between**

the **non-TDR plan**: He builds the 10 homes permitted by the baseline zoning and realizes a total profit of $(10)(\$30,000)=\$300,000$.

or

the **TDR plan**: He purchases 60 TDRs from sending area landowners to permit 40 additional homes to be built on the 100 acres in the receiving area (1.5 TDRs per home), thus bring the zoning with TDRs to R-2. This requires that TDRs to be sold from 120 acres in the sending area, because each 2 acres in the sending area was allocated 1 TDR. The 120 acres are then protected in conservation easements.

(1) **What is the maximum amount the developer is willing to pay for those 60 TDRs?**

It is \$1,200,000, i.e., the difference between the $(\$30,000)(50)=\$1,500,000$ profit he will receive from the 50 homes built in the receiving area using TDRs and the $(\$30,000)(10)=\$300,000$ profit from the 10 homes built in the receiving area without TDRs. Thus the developer is willing to pay sending area landowners a maximum of

$\frac{\$1,200,000}{60} = \mathbf{\$20,000 \text{ per TDR}}$ (or equivalently, $\frac{\$1,200,000}{120} = \mathbf{\$10,000 \text{ per acre placed in an easement.}}$)

(2) **What is the minimum price a sending area landowner would require to sell a TDR?**

If we place the residual value to the landowners of the 80 acres (placed under easement) at \$5000 (a 50% reduction in value), then they would require minimum compensation of \$5000 per acre (\$600,000 total) from the developers. That is an implied minimum price of

$\frac{\$600,000}{60} = \mathbf{\$10,000 \text{ per TDR}}$ (or equivalently, $\frac{\$600,000}{120} = \mathbf{\$5,000 \text{ per acre placed in easement.}}$)

Thus any TDR price between \$10000 and \$20,000 (i.e., any implied payment between \$5,000 and \$10,000 per acre placed in easement) would make both the landowner and the developer better off than under the non-TDR plan.

From the County's standpoint, 120 acres in the sending area are protected by easements without any direct expenditure of County funds. Each one acre developed

in the receiving area has resulted in $\frac{120}{100} = 1.2$ acres protected in the sending area.

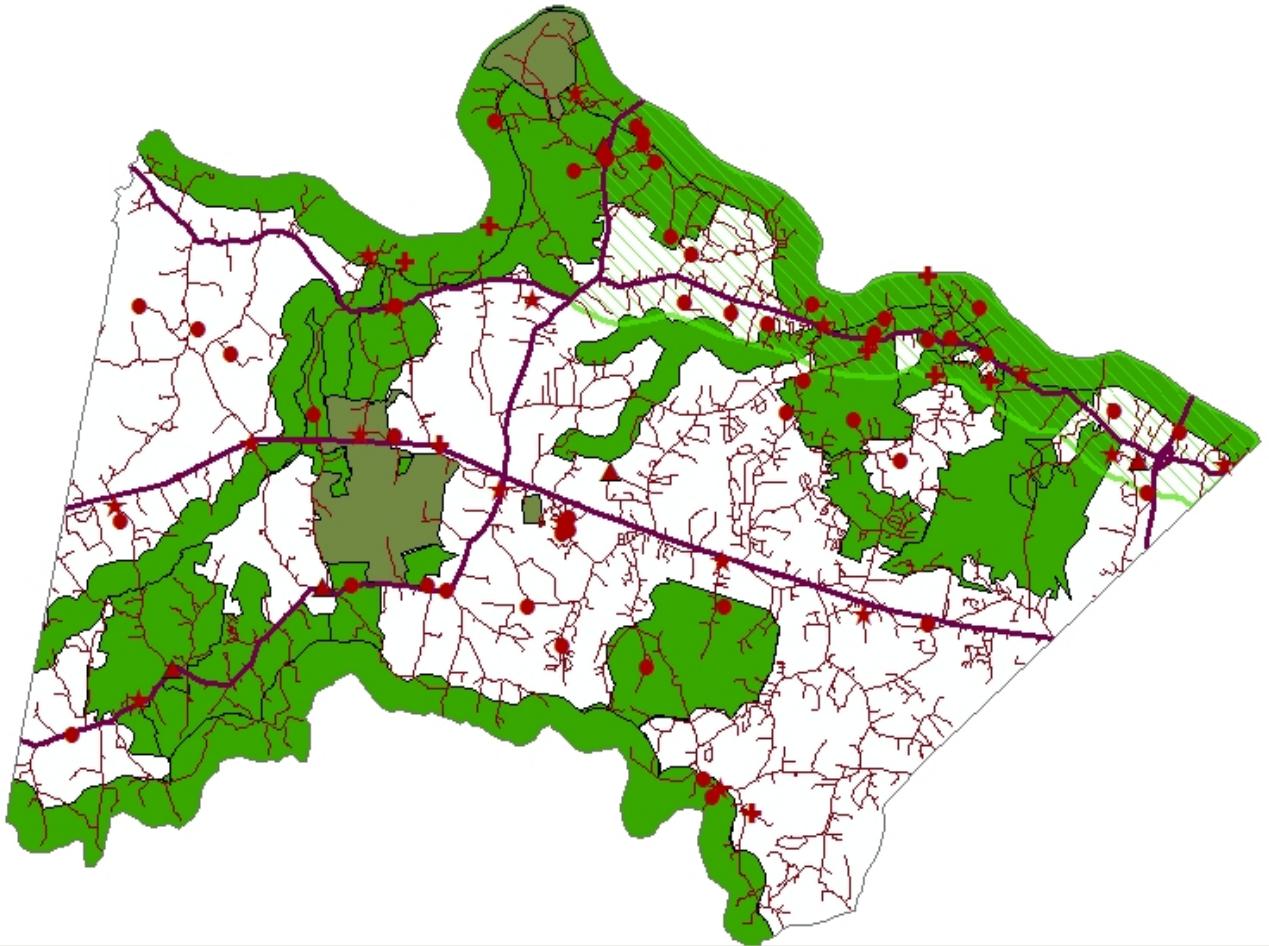
Lastly, it is interesting to note, by way of comparison, that if we take the total acreage involved in the transaction (the 100 acres that the 50 dwelling units were built on in the receiving area plus the 120 acres that are protected in the sending area) the developer has achieved effective R-4.4 average zoning

$$\left(\frac{100+120}{50} = \frac{220}{50} = 4.4 \text{ acres per dwelling unit} \right).$$

The following are several additional characteristics of a well-designed TDR program:

1. New density increases beyond A-1 zoning are only available through the TDR program, and only in the designated receiving areas.
2. The use of TDRs is by-right for the developer in the designated receiving areas.
3. The easement specifications in designated portions of the sending areas may require public trail or other desired public access. Alternatively sending area landowners who agree to such public access may be accorded additional TDRs for their property.
4. Sending area landowners that sell the TDRs off their property will benefit not only by the sales price to the developer, but also by the permanent reduction in property taxes.
5. **Lastly, the reduction in the market value of sending area land, following the sale of TDRs from it, may enable the County to purchase some of this land for public Parks, for trail systems, or for any other targeted public benefit consistent with the land's preservation status.**

Appendix C
Appendix B



Historical sites in relation to the current CWG-proposed preservation areas (in green).

•VADGIF Tier II: Species of Very High Conservation Need

- * Northern Saw-whet Owl (*Aegolius acadicus*) – winter resident
- * Winter wren (*Troglodytes troglodytes*) – winter resident
- * Cerulean Warbler (*Dendroica cerulea*) – potential breeding record

VADGIF Tier IV: Species of Moderate Conservation Need

- * Green heron (*Butorides striatus*) – breeding
- * American woodcock (*Scolopax minor*) – breeding
- * Yellow-billed cuckoo (*Coccyzus americanus*) – breeding
- * Whip-poor-will (*Caprimulgus vociferus*) – breeding
- * Eastern kingbird (*Tyrannus tyrannus*) – breeding
- * Eastern wood-pewee (*Contopus virens*)
- * Wood thrush (*Hylocichla mustelina*) - breeding
- * Yellow-throated vireo (*Vireo flavifrons*) - breeding
- * Prothonotary warbler (*Protonotaria citrea*) -breeding
- * Ovenbird (*Seiurus aurocapillus*) - breeding
- * Louisiana waterthrush (*Seiurus motacilla*) - breeding
- * Kentucky warbler (*Oporornis formosus*) - breeding
- * Scarlet tanager (*Piranga olivacea*) – breeding
- Brown creeper (*Certhia americana*) - migrant
- * Canada warbler (*Wilsonia canadensis*) - migrant
- * Yellow warbler (*Dendroica petechia*) - migrant
- * Worm-eating warbler (*Helmitheros vermivorus*) - migrant

Appendix D

Powhatan County Bird Species Banded or Observed in the Proposed Jones Creek Environmental Protection Zone (153 species)

Warblers	Flycatchers	Orioles, Blackbirds, Grackles & Cowbirds	Woodpeckers	Osprey, Eagles, Hawks, Accipiters & Falcons
Bay-breasted Warbler	Acadian Flycatcher	Baltimore oriole	Downy Woodpecker	Osprey
Black-and-White Warbler	Eastern Kingbird	Orchard Oriole	Hairy Woodpecker	Bald Eagle
Blackpoll Warbler	Eastern Phoebe	Eastern Meadowlark	Pileated Woodpecker	Broad-winged Hawk
Black-throated Blue Warbler	Eastern Wood-Pewee	Red-winged Blackbird	Red-bellied Woodpecker	Northern Harrier
Black-throated Green Warbler	Great Crested Flycatcher	Rusty Blackbird	Red-headed Woodpecker	Red-shouldered Hawk
Blackburnian Warbler	Least Flycatcher	Common Grackle	Yellow-bellied Sapsucker	Red-tailed Hawk
Blue-winged Warbler	Trill's Flycatcher	Brown-headed Cowbird	Yellow-shafted Flicker	Cooper's Hawk
Canada Warbler	Yellow-bellied Flycatcher			Sharp-shinned Hawk
Cape May Warbler		Swallows & Swifts	Sparrows, Towhees & Juncos	American Kestrel
Cerulean Warbler	Thrushes & Mimics	Barn Swallow	Chipping Sparrow	Merlin
Chestnut-sided Warbler	American Robin	Cave Swallow	Field Sparrow	
Connecticut Warbler	Eastern Bluebird	Purple Martin	Fox Sparrow	Vultures
Hooded Warbler	Bicknell's thrush	Tree Swallow	House Sparrow	Black Vulture
Kentucky Warbler	Gray-cheeked Thrush	Chimney Swift	Lincoln's Sparrow	Turkey Vulture
Louisiana Waterthrush	Hermit Thrush	Common Nighthawk	Savannah Sparrow	
Magnolia Warbler	Swainson's Thrush		Song Sparrow	Turkeys & Quail
Mourning Warbler	Veery		Swamp Sparrow	Northern Bobwhite
Nashville Warbler	Wood Thrush	Kingfishers	White-throated Sparrow	Wild Turkey
Northern Parula	Brown Thrasher	Belted Kingfisher	Eastern Towhee	
Northern Waterthrush	Gray Catbird	Hummingbirds	Slate-colored Junco	Grebes
Ovenbird	Northern Mockingbird	Ruby-throated Hummingbird		Pied-billed Grebe
Palm Warbler (Yellow and Western)	Starling		Jays, Crows & Ravens	
Pine Warbler	Cedar Waxwing	Chickadees, Titmice, Nuthatches, Kinglets, Gnatcatchers, Titmice, Creepers & Wrens	Blue Jay	
Prairie Warbler		Carolina Chickadee	American Crow	Swans, Geese & Ducks
Prothonotary Warbler	Tanagers, Cardinal, Grosbeaks & Buntings	Eastern Tufted Titmouse	Fish Crow	Tundra Swan
Wilson's Warbler	Scarlet Tanager	White-breasted Nuthatch	Common Raven	Canada Goose
Worm-eating Warbler	Summer Tanager	Golden-crowned Kinglet		Bufflehead
Yellow Warbler	Northern Cardinal	Ruby-crowned Kinglet	Doves & Cuckoos	Mallard
Yellow-breasted Chat	Blue Grosbeak	Blue-gray Gnatcatcher	Mourning Dove	Blue-winged Teal
Yellow-rumped Warbler (Myrtle)	Evening Grosbeak	Brown Creeper	Yellow-billed Cuckoo	Green-winged Teal
Yellow-throated warbler	Rose-breasted Grosbeak	House Wren		Hooded Merganser
	Indigo Bunting	Carolina Wren	Finches	Wood Duck
Vireos		Winter Wren	American Goldfinch	Ring-necked Duck
Blue-headed Vireo			House Finch	
Red-eyed Vireo			Purple Finch	Hérons, Shorebirds & Marsh Birds
White-eyed Vireo				Green-backed Heron
Yellow-throated Vireo			Owls	Great Blue Heron
			Barred Owl	Great Egret
			Eastern Screech Owl	Solitary Sandpiper
			Great-horned owl	Spotted Sandpiper
			Northern Saw-whet Owl	American Coot
				American Woodcock
				Common Snipe

Appendix E

Route 711 Historic Overlay District with Zoning notes.

QuickTime™ and a
TIFF (LZW) decompressor
are needed to see this picture.

Appendix F

Northeast Quadrant of the Route 711 Historic Overlay District with specific property notes and wetlands designations.

QuickTime™ and a
TIFF (LZW) decompressor
are needed to see this picture.

**FULL REPORT
ECONOMIC DEVELOPMENT**

From: Teri Pruitt
Sent: Monday, January 19, 2009 9:26 AM
To: Teri Pruitt; teripruitt@comcast.net
Subject: Economic Development Report1-16-09

Economic Development Report

Cross Reference subcommittee reports

Re: Natural Resource –Comments by Economic Development Committee

The following was stated in the Natural Resource report:

“Consistent with the Vision Statement, the priority is to preserve the corridor and the character of this roadway along with exploring economic opportunities that are consistent and compatible with the area. That priority places limitations on the economic development opportunities on this intersection and along the entire corridor. In part, these limitations arise from the width of the floodplain east of Rt. 288, which leaves a relatively narrow strip of land for potential development. Acceptable setbacks further reduce the amount of developable land along that section of the roadway. Expansion of infrastructure along this roadway could only be justified if the intensity of development within this narrow strip is essentially urban and therefore unacceptably high in light of the priority to preserve the rural nature of the gateway district.”

The Natural Resource Committee has misspoken because it did not have facts in place.

The floodplain east of 288 does not leave a relatively narrow strip of land for potential development and setbacks do not further reduce the amount of developable land along that roadway.

Fact: The distance to the floodplain from Route 711 is approximately 3510 feet at the Malvern/Carnes site. The distance to the River from the floodplain is 2857 feet.

The east side of 288 is a rare opportunity to plan for the right type of development that could produce capital for the County. The guidelines produced in the Economic Development Report provide planning for viable economic development opportunities to the County.(See Report)

Item A

1. Term Definitions attached separately as Addendum 1
2. The landowner has to plan for the development and therefore must hire professionals to present the plans to the County. At that time County staff, Planning Commission, Board of Supervisors and Powhatan residents all have the opportunity to see and comment on what is presented.
3. The term scale should be based on a case by case basis. The topography of the properties, “the lay of the land”, as well as, building designs needs to be considered with regard to scale and lay out of any improvements. This type of presentation would be presented to the County as described in item 2 above.

Item B

The Economic Development Committee believes that it would be beneficial to pursue conservation easements on any properties that **landowners** wish to apply such easements along the 711 Corridor east of 288. This could actually enhance property values and economic opportunities for landowners in the area. It is important for each landowner to have the ability to encumber their property with such easements and at the same time would allow the flexibility for landowners to pursue and conservation easements or other such programs that they felt would be beneficial to them. This would also provide for some additional green space to be intermittent along 711 east of 288.

Architectural Committee- Comments by Economic Development

Portions of 15A are inconsistent with the goals and recommendations of the Economic development Committee and therefore need to be revisited. The Gateway District into Powhatan needs to be consistent in the Southeast as well as the Northeast quadrants.

Scale should continue to play an important factor into the development, but the topography of the land, setbacks, and size of buildings need to be addressed on each parcel that could be developed. This type of planning would allow for planned development that would be consistent with the vision in the gateway district, but would also allow for economic opportunities that the County needs for this area.

The Economic Development Committee understands that a lot of hard work went into to planning of the Ordinance for 15A, but it could be improved now that 711 has been widened, commercial development is in and issues have been brought to the attention of the County on several issues. Independence golf club was built without the imposition of 15A, and would have certain problems being built today under 15A

Although the land use plan currently shows this entire area to be the Village Service Area, this committee feels that each landowner should have the ability to impose conservation or other type of "green space easements" on their properties.

Special Note

In every instance in all reports the words "bike path" should be preceded with "off-road" to prevent a misunderstanding among the public.

Addendum 1

Term Definitions:

Eatery: A place where people can be served food that is compatible with the community standards

Bed and Breakfast (B&B): An establishment that offers sleeping accommodations and breakfast, but does not offer other meals. Typically, bed and breakfasts are private homes with one or two bedrooms available for commercial use. The owners must live on the premises.

Inn: An establishment that offers sleeping accommodations and breakfast and perhaps other meals. The owners may live off-premises. We suggest that the premises be principally the existing buildings as opposed to new construction. Some improvements may be needed to meet existing codes --such as kitchens, handicap access, parking.

Boutique: A small store selling fashionable clothing or accessories, or serves a specialized or sophisticated clientele.

Big Box Store, Superstore, Megastore: A term that refers to a style of physically large chain store that usually anchors a center with other small stores (ie: Target)

