

**Stage I Pre-application Analysis for the Proposed Dominion Energy Virginia Charlottesville —
Dooms Lines #233 and #291 Rebuild Project, Albemarle and Augusta Counties and the City of
Charlottesville, Virginia**

Stage 1 Pre-Application Analysis Results

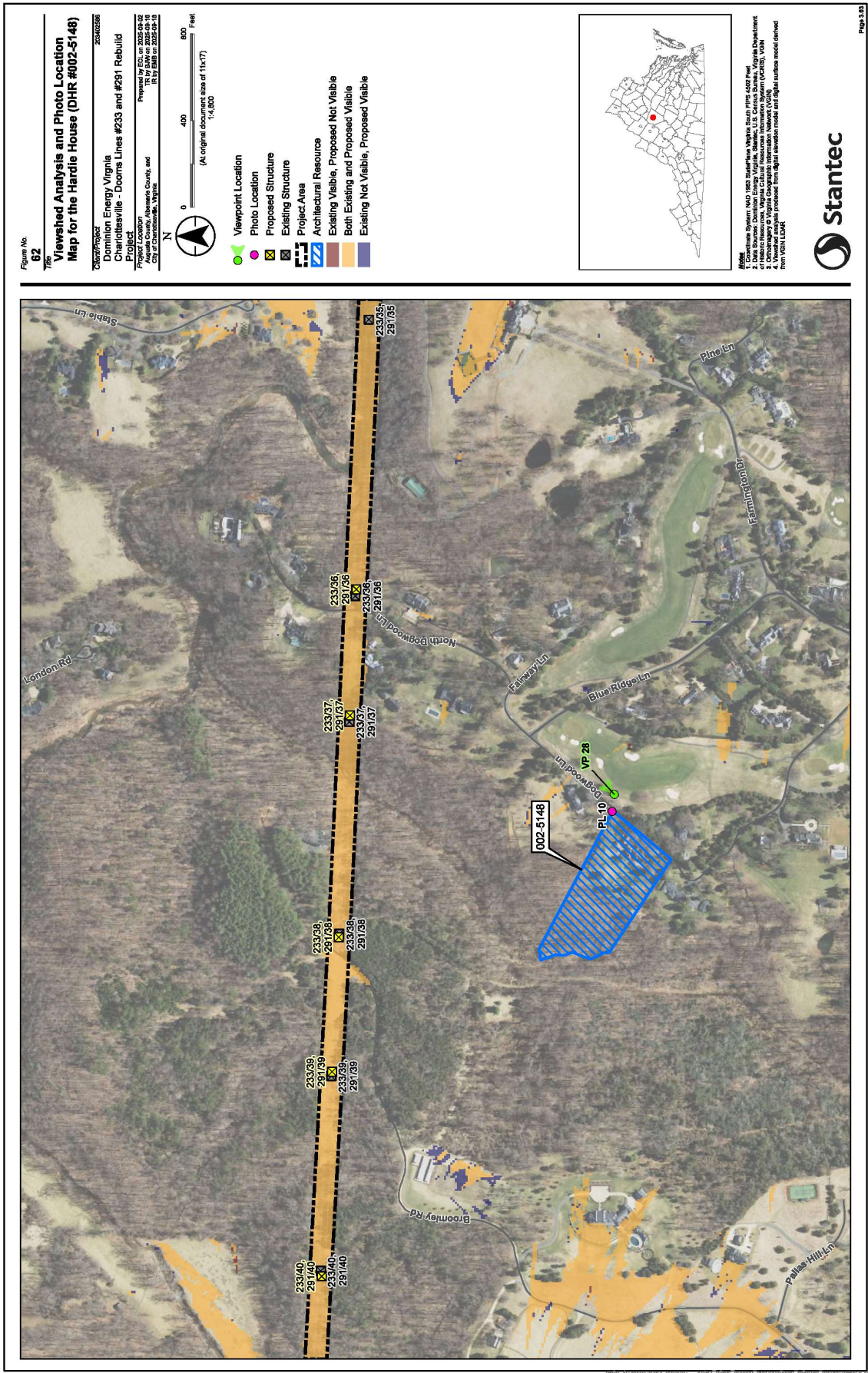


Figure 60. View of the Hardie House (DHR #002-5148), Looking West (PL 10).



Figure 61 . View from the Hardie House (DHR #002-5148) (PL 10) Looking North. Existing Transmission Line is Not Visible.





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3.2.21 Blue Ridge Swim Club (DHR #002-5178)

The Blue Ridge Swim Club is part of a 12-acre wooded property located on a small branch of Ivy Creek (Figure 63). The property's main resource is a 1913 pool that measures 100 yards long by 10 yards wide. The concrete pool is 30 inches, at its shallowest, and 10 feet at its deepest end. Filled with water from a small branch of the Ivy Creek, the water is stream-drawn via gravity from a pipe north of the pool. The water once drained through an existing 4-inch terra cotta pipe to exit the pool, but it is currently clogged. The water "leaks" out through various cracks in the bottom of the pool. A settlement tank prevents sediment from entering the pool. The non-contributing resources include a bathhouse, guard house by the entrance gate, and picnic shelter built circa 1990. The property was enclosed by a gate and was not visible from the public ROW during the site visit. The Blue Ridge Swim Club is listed in the NRHP and VLR in 2015 under Criterion A for its significance under Entertainment/Recreation and Social History. The period of significance is from 1913 until 1965 (DHR Site Files; Barnett 2015).

3.2.21.1 Visual Effects

The Blue Ridge Swim Club is located within 0.5 mile and south of the Rebuild Project (Appendix B). It was not visible from the public ROW. Photographs found online on the Blue Ridge Swim Club website show the pool is nestled into the side of a hill and surrounded by woods (Blue Ridge Swim Club 2025). The asphalt driveway leads from Owensville Road to the property.

The Blue Ridge Swim Club is approximately 158 feet south of the nearest point of the existing Line 233/291 transmission line corridor. The site visit indicates that under current conditions, there is no visibility of the existing transmission line structures (Figures 63 and 64). Visual modeling and visual simulations for the Rebuild Project also suggest that there is no visibility of the current transmission line structures and that, based on the preliminary design, there would be no visibility of the proposed Line 233/291 replacement structures (Figure 65; Appendix C; VP29). ***It is therefore anticipated that the proposed Rebuild Project would have No Visual Impact on Blue Ridge Swim Club (DHR #002-5178).***



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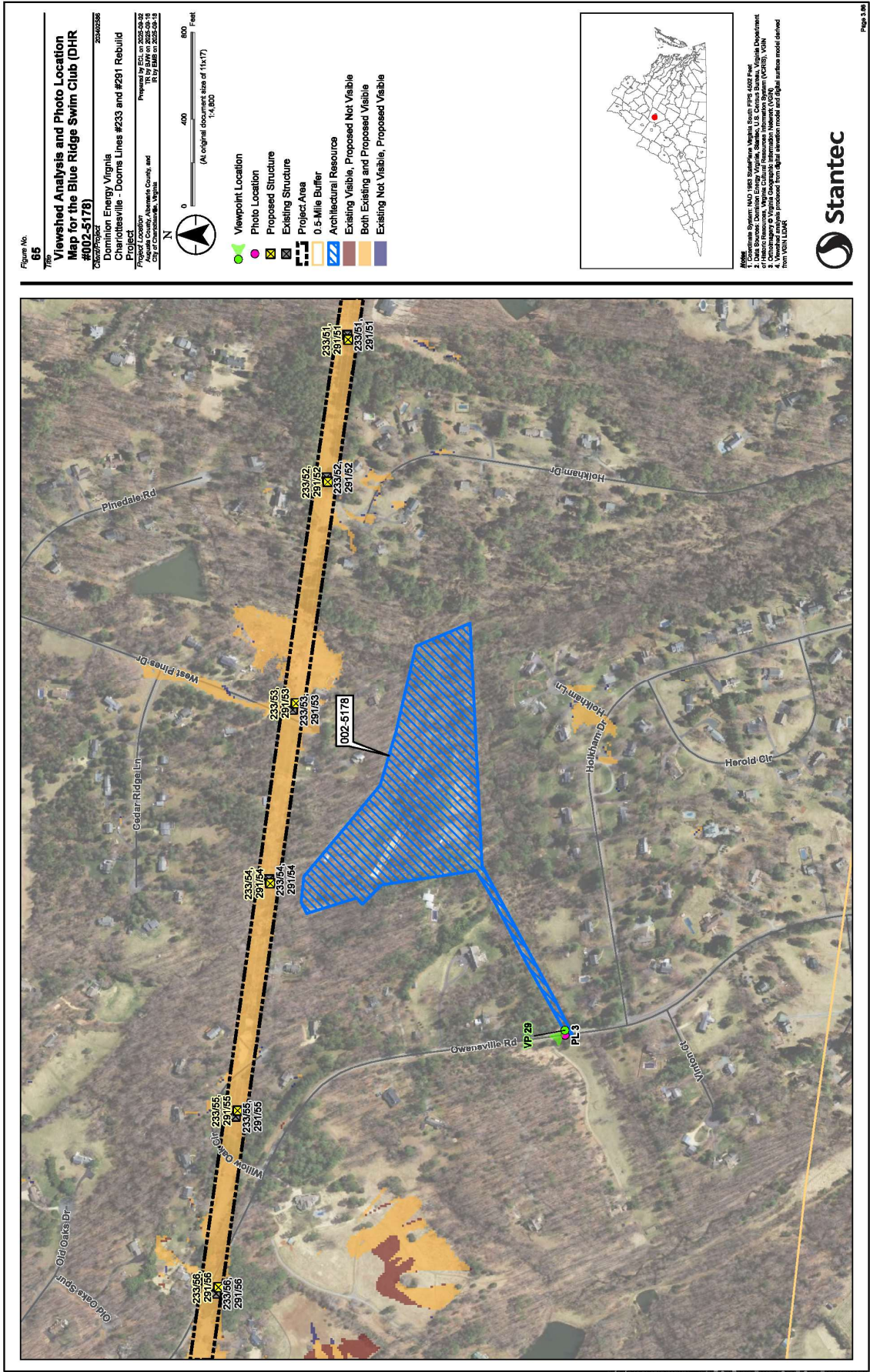


Figure 63. View of the Blue Ridge Swim Club (DHR #002-5178; PL 3), Looking Northeast. Existing Transmission Line is not Visible.



Figure 64. View from Blue Ridge Swim Club (DHR #002-5178; PL 3) Looking North. Existing Transmission Line Not Visible.





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3.2.22 Periwinkle Cottage (DHR #002-5311)

Periwinkle Cottage is located on a 1.3-acre property within the Farmington Country Club. It is a one-and-one-half story, five-bay, Colonial Revival-style house designed by Marshall Swain Wells in 1938-1939 for Birney and Irene Sims. The central core of the brick dwelling has a side-gable slate roof with hipped roof dormers and exterior-end corbelled brick chimneys. On each side of the brick core are one-story appendages clad in wooden weatherboards. The property includes an historic circa 1940 garden designed by the original owner, a circa 1830 secondary log cabin dwelling relocated to the property, and a circa 2000 stone garden chapel (Figure 66). The property was only partially visible from the public ROW. Periwinkle Cottage was listed in the NRHP and VLR in 2019 under Criterion C as a locally significant example of architecture of Marshall Swain Wells with a period of significance from 1938 to 1939. It is also part of the multiple property listing “The Work of Marshall Swain Wells, Architect” (DHR# 104-5254) and within the boundaries of Farmington Historic District (DHR #002-5153; DHR Site Files; Watts 2019).

3.2.22.1 Visual Effects

Periwinkle Cottage is located within 0.5 mile and south of the Rebuild Project (Appendix B). The relatively flat property is within the Farmington Country Club on Blue Ridge Lane. Wooded areas surround the dwelling, and the golf course is to the west, north, and east of the parcel. A residential dwelling is to the property's south.

Periwinkle Cottage is approximately 1,065 feet south of the nearest point of the existing Line 233/291 transmission line corridor. The site visit indicates that under current conditions, there is no visibility of the existing transmission line structures (Figure 67). Visual modeling for the Rebuild Project further suggests that there is no visibility of the current transmission line structures and that, based on the preliminary design, there would be no visibility of the proposed Line 233/291 replacement structures (Figure 68; Appendix C VP27). ***It is therefore anticipated that the proposed Rebuild Project would have No Visual Impact on Periwinkle Cottage (DHR #002-5311).***



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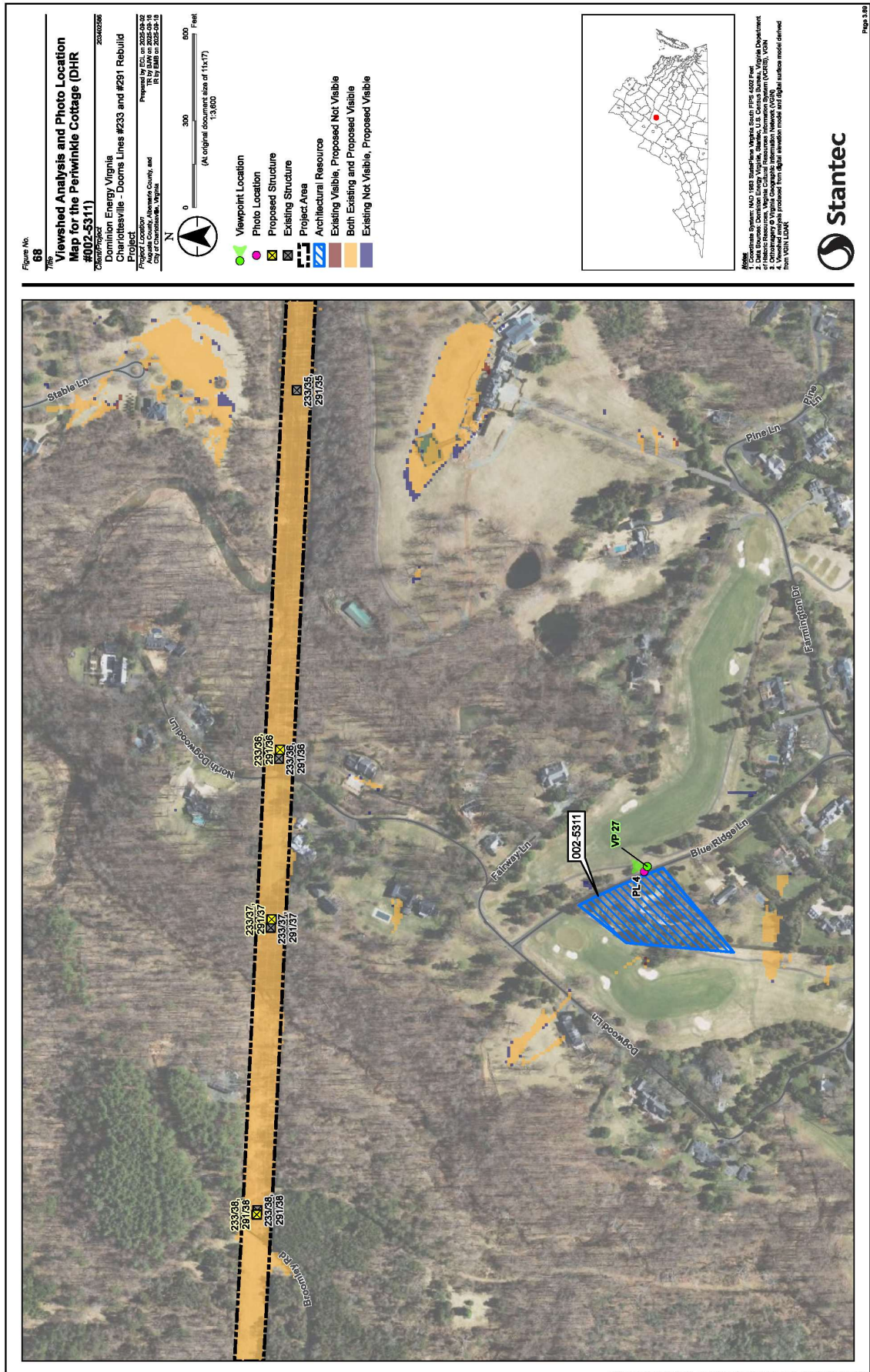


Figure 66. View of Periwinkle Cottage (DHR #002-5311), Farmington Historic District (DHR #002-5153; PL 4), Looking Southwest.



Figure 67. View from Periwinkle Cottage (DHR #002-5311), Farmington Historic District (DHR #002-5153; PL 4) Looking Northeast. Existing Transmission Line Not Visible.





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3.2.23 Appalachian National Scenic Trail/West Virginia and Virginia Segment (DHR #021-5012)

The Appalachian National Scenic Trail (DHR #021-5012) extends from Maine to Georgia running through Virginia. Approximately one-quarter of the entire length of the Appalachian Trail is in Virginia and extends across 27 counties for about 548 miles (Figure 69 and 70). The trail is within approximately 1,000 feet wide protected corridor and is graded to mitigate steep rises. Portions of the trail are rugged, and other sections follow old roads and rail beds. It follows the Blue Ridge Mountains, but it bypasses minor summits that do not possess year-round views. In 2009, DHR determined the trail as eligible for listing in the NRHP. The 2018 NRHP nomination recommended the trail as eligible under Criterion A as significant at the national level in the area of Entertainment and Recreation for its associations with the outdoor recreation movement of the late nineteenth and early twentieth centuries (DHR Site File).

3.2.23.1 Visual Effects

The Appalachian National Scenic Trail is crossed by the existing ROW of the Rebuild Project (Appendix B). The trail is on top of a high cliff bank and the existing transmission line is visible while it crosses over the trail (see Figure 75). Low bushes are found within the existing ROW of the Rebuild Project with wooded areas on either side of the ROW. Skyline Drive Historic District (DHR # 076-5160/069-0234) runs along the western side of the trail and the Appalachian Trail/Shenandoah State Park (DHR #021-5012) surrounds the resource.

The trail has 3,074 acres within the state of Virginia and crosses the existing ROW of the Rebuild Project (Appendix B). Only approximately 0.41 acres of the trail corridor are within the ROW. Structure #233/124, 291/124 to Structure #233/125, 291/125 are the closest existing structures to the trail and are within the boundaries of the resource. The structures are 110 feet weathering steel DC tower type (Appendix A). Based on preliminary design, the proposed structures, Structures # 233/124, 291/124 is 120 feet and will be 10 feet taller than the existing structure. The proposed Structure #233/125, 291/125 will be 110 feet, the same height as the existing. The average change in height would be 5 feet. The proposed structures will be weathering steel and a DC monopole type (Appendix A).

Viewshed modeling and visual simulations prepared for the Rebuild Project indicate that both the existing and proposed Line #233/291 structures in proximity to the resource would be visible (see Figure 75; Appendix C VP33). Field photography captured at the ROW shows the existing transmission line is visible; however, the existing transmission line is not visible at various other locations within the trail (see Figures 69, 70, 72, and 73).

The proposed structures will be weathering steel DC monopoles instead of weathering steel DC tower structures. Although the structure type is different than the existing, the overall impact to the viewshed would be minimal. DC monopoles are a single tower and narrower compared to the steel frame DC tower structures and would be less noticeable in the landscape. Although the proposed structures will be slightly taller and a different structure type, it is anticipated that the overall change in the visual impact will be minimal. As such it is anticipated that the proposed Rebuild Project will have a **Minimal Visual Impact on the Appalachian National Scenic Trail (DHR #021-5012)**.



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Figure 69. View of Appalachian National Scenic Trail from Sawmill Run Overlook (DHR #021-5012) Appalachian Trail/Shenandoah State Park (DHR #093-5043), and Skyline Historic District (DHR #069-0234; PL 11a) Looking West.



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Figure 70. View from Beagle Gap Trail parking lot of Appalachian National Scenic Trail (DHR #021-5012), Appalachian Trail (DHR #093-5043), and Skyline Historic District (DHR #069-0234; PL 6) Looking Southwest.



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Figure 71. View from Appalachian National Scenic Trail (DHR #021-5012), Appalachian Trail/Shenandoah State Park (DHR #093-5043), and Skyline Historic District (DHR #069-0234; PL 6), Looking North Toward Project. Existing Transmission Line is Not Visible.



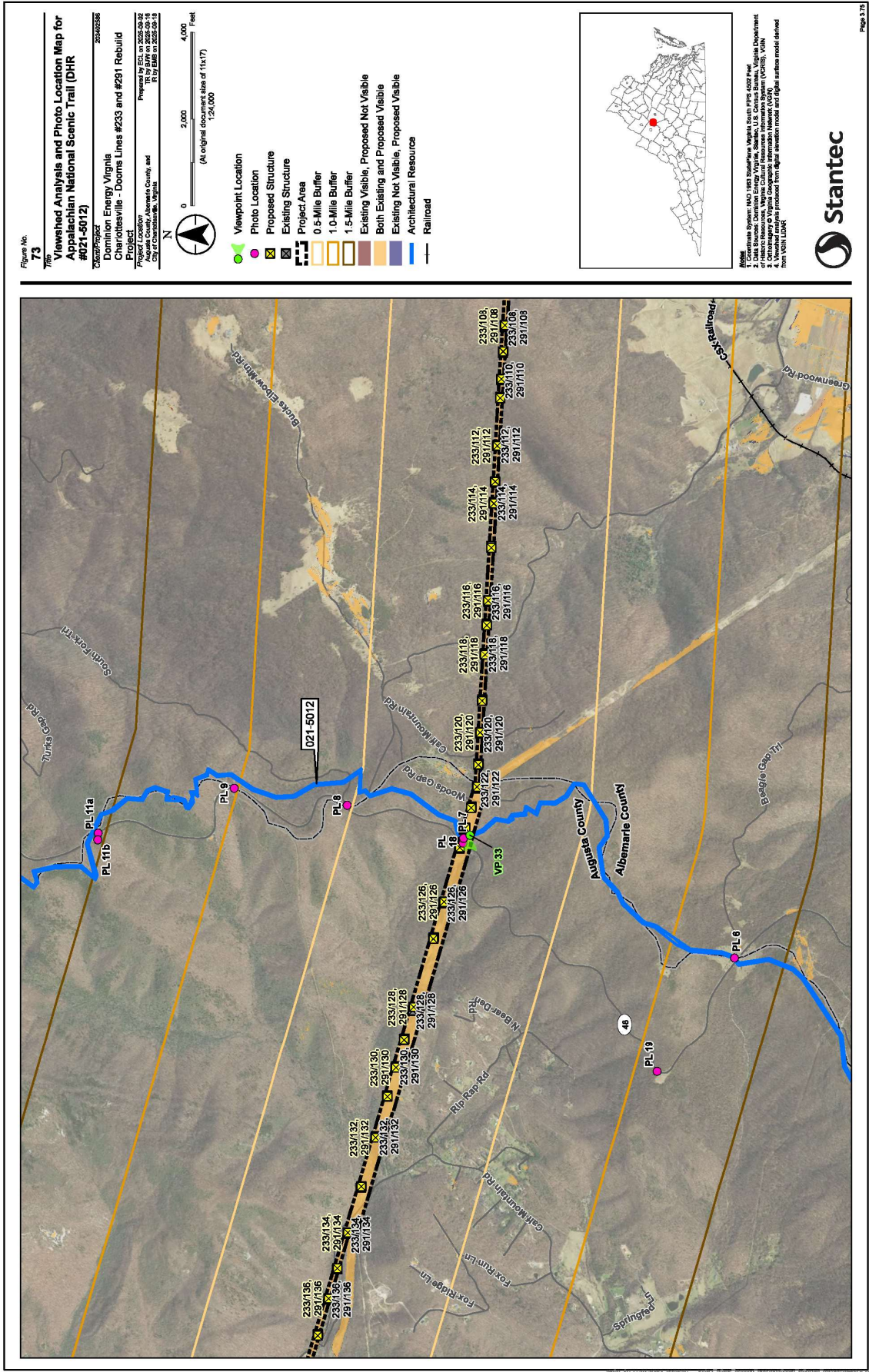
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Figure 72. View from Appalachian National Scenic Trail from Sawmill Run Outlook (DHR #021-5012) Appalachian Trail/Shenandoah State Park (DHR #093-5043), and Skyline Historic District (DHR #069-0234; PL 11b) Looking South towards Project. Existing Transmission Line Not Visible.





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3.2.24 Appalachian Trail/Shenandoah State Park (DHR #093-5043)

The Appalachian Trail/Shenandoah State Park boundary is defined by a twenty-foot corridor, with ten-feet on either side of the trail's centerline (Figure 74). The trail follows much of the same route as it was originally developed from 1928 to 1942. It covers the North District, Central District, and South District in Shenandoah National Park along the ridgeline of the Blue Ridge Mountains in Virginia. The highest elevation in the North District is the second peak of Hogback Mountain at 3,475 feet and the lowest elevation is at the junction of Jeremy's Run Trail at 2,100 feet. In the South District, Hightop Mountain is the highest elevation at 3,587 feet and the lowest elevation is at Rockfish Gap at 1,900 feet. The trail is significant as a pedestrian greenway and recreational corridor on the East Coast and is associated with the national movement to develop national parks for public enjoyment under Criterion A. The trail's design and method of construction complements the natural environment, and it is significant under Criterion C. In 2007, DHR determined the Appalachian Trail/Shenandoah State Park eligible for listing on the NRHP under Criteria A and C for community planning and architecture. The period of significance is 1928 to 1942 (DHR Site File).



Figure 74. View from Beagle Gap Trail Parking lot of Appalachian Trail (DHR #093-5043), Skyline Historic District (DHR #069-0234), and Appalachian National Scenic Trail (DHR #021-5012; PL 6). Looking Northeast Towards Project. Existing Transmission Line Not Visible.



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3.2.24.1 Visual Effects

The Appalachian Trail/Shenandoah State Park has 7,676 acres within the state of Virginia and is crossed by the existing ROW of the Rebuild Project (Appendix B). Only approximately six acres of the trail are within the ROW. The trail is located on top of a high cliff bank and the existing transmission line is visible as it crosses over the trail (Figure 75). Low bushes are found within the existing ROW of the Rebuild Project flanked by wooded areas. Skyline Drive Historic District (DHR #076-5160/069-0234) extends along the western side of the trail and the Appalachian National Scenic Trail (DHR #093-5043) travels through the center of the resource.

Structure #233/124, #291/124 to Structure #233/125, #291/125 are the closest existing structures to the Appalachian Trail/Shenandoah State Park and are within the boundaries of the resource and the existing transmission line ROW. The structures are 110 feet weathering steel DC tower type (Appendix A). Based on preliminary design, the proposed structure, Structure # 233/124, # 291/124 would be 120 feet, 10 feet taller than the existing, and the weathering steel DC monopole type. The proposed Structures #233/125, #291/125 would be 110 feet, and the weathering steel DC monopole type. The average change in height would be 5 feet (Appendix A).

Viewshed modeling and visual simulations prepared for the Rebuild Project indicate that both the existing and proposed Line #233/291 structures in proximity to the resource at the ROW would be visible (see Figure 75; Appendix C VP33). Field photography captured at the ROW shows the existing transmission line is visible; however, the existing transmission line is not visible at various other locations along the trail (Figures 76, 77, and 78). The proposed structures would be weathering-steel, DC monopoles instead of weathering steel DC tower structures. Although the structure type is different than the existing, the overall impact to the viewshed would be minimal. DC monopoles are a single tower and slenderer compared to the steel frame DC tower structures and would be less noticeable in the landscape. Although the proposed structures will be slightly taller and a different structure type, it is anticipated that the overall change in the visual impact will be minimal. As such it is anticipated that the proposed Rebuild Project will have a ***Minimal Visual Impact on the Appalachian Trail House/Shenandoah State Park (DHR #093-5043).***



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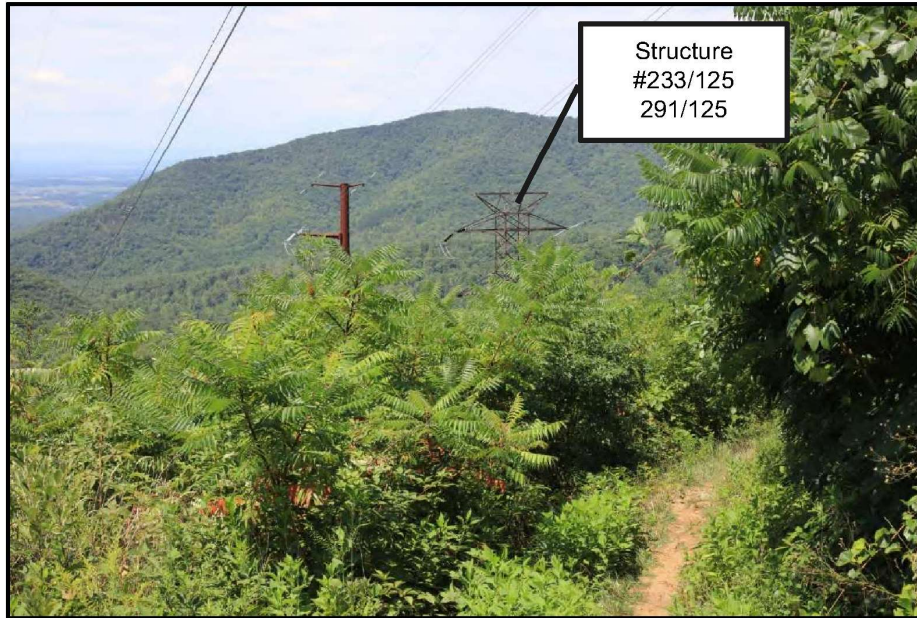


Figure 75. View from ROW at Appalachian Trail/Shenandoah State Park (DHR #093-5043) Skyline Historic District (DHR #069-0234), and Appalachian National Scenic Trail (DHR #021-5012; PL 7) Looking West. Existing Transmission Line is Visible.



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Figure 76. View of Appalachian Trail/Shenandoah State Park from Jarman Gap Parking Lot (DHR #093-5043) Skyline Historic District (DHR #069-0234), and Appalachian National Scenic Trail (DHR #021-5012; PL 8) Looking South.



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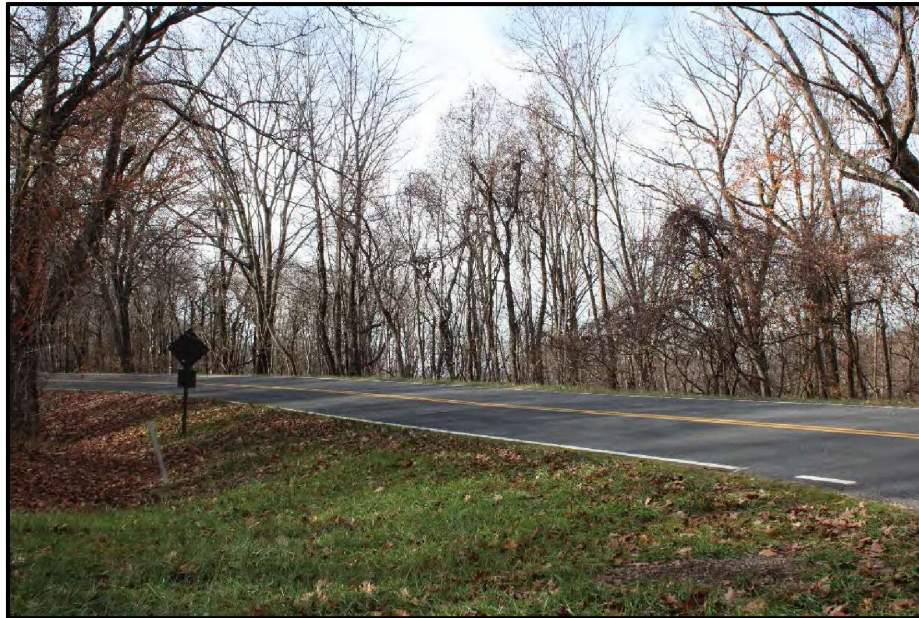


Figure 77. View from Appalachian Trail/Shenandoah State Park from Jarman Gap Parking Lot (DHR #093-5043) Skyline Historic District (DHR #069-0234), and Appalachian National Scenic Trail (DHR #021-5012; PL 8) Looking West. Existing Transmission Line Not Visible.



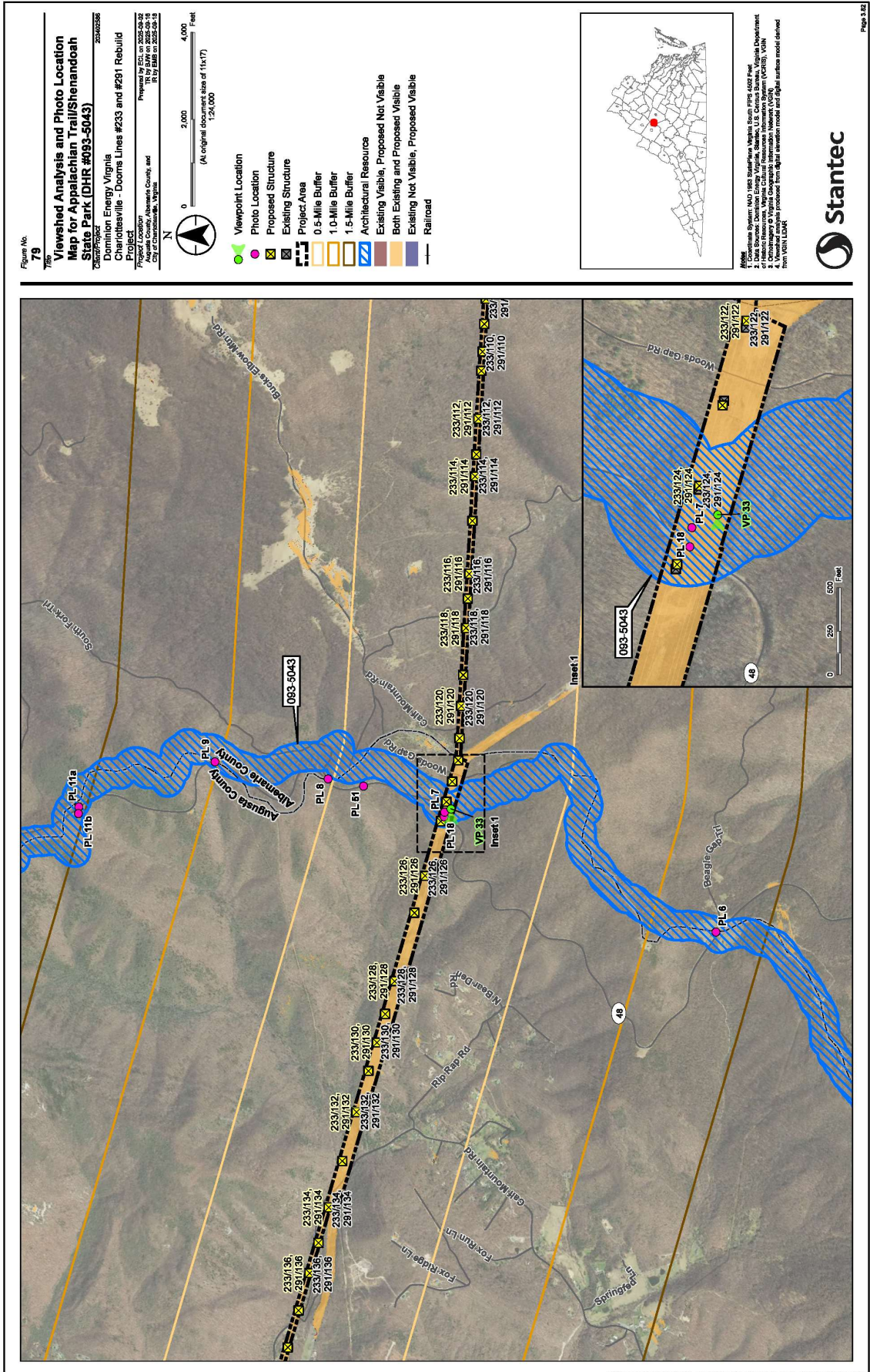
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**Figure 78. View from Appalachian Trail/Shenandoah State Park from 1.0 mile North of
Transmission Line (DHR #093-5043) Skyline Historic District (DHR #069-0234; PL 9)
Looking South. Existing Transmission Line Not Visible.**





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3.3 Historic Districts Considered

The following historic districts were considered for visual effects per DHR guidelines. One NHL, the Skyline Drive Historic District (DHR #069-0234), is located within 1.5 mile of the Rebuild Project's centerline. Four NRHP-listed historic districts, the Crozet Historic District (DHR #002-5087), Charlottesville and Albemarle County Courthouse Historic District (DHR # 104-0072), Martha Jefferson Historic District (DHR #104-5144), and Woolen Mills Village Historic District (DHR #002-1260) are located within 1.0 mile of the Rebuild Project. The Meadowbrook Hills Historic District (DHR #104-5394) is within 0.5 mile of the Rebuild Project. The four historic districts intersected by the Rebuild Project's ROW are the Farmington Historic District (DHR #002-5153), Greenwood-Afton Rural Historic District (DHR #002-5075), Skyline Drive Historic District (DHR 076-5160/069-0234), and Rugby Hills-Barracks Road Historic District (DHR #104-5393). The resources are further described below and include a recommendation of potential visual impacts that may occur as a result of the Rebuild Project.

3.3.1 Charlottesville and Albemarle County Courthouse Historic District (DHR #104-0072)

The Charlottesville and Albemarle County Courthouse Historic District centers around the commercial core pedestrian mall. The pedestrian mall is on Main Street between 7th Street NE and 2nd Street NW. Commercial buildings surrounding the pedestrian mall are two-story late nineteenth century storefronts. City, County, and Federal buildings are near High Street and residential sections are in the north and west sides of the district. Residences and churches are on the north side of the historic district (Figures 80 and 81). The district was listed on the VLR in 1980 and on the NRHP in 1982. In 1995, the nomination was amended to include the Confederate Memorial of Charlottesville and Albemarle County and include the Criteria A, C, and D to the district. The district is significant in the areas of architecture, community planning, exploration/settlement, military, politics/government, and transportation. Architectural styles in the district are Federal, Gothic Revival, Greek Revival, Queen Anne, Colonial Revival, classical Revival, and Bungalow. The period of significance is from 1700 to 1900 (DHR Site Files; Virginia Landmarks Commission 1980).

3.3.1.1 Visual Effects

The Charlottesville and Albemarle County Courthouse Historic District is southwest of Rebuild Project and within the project's 1.0-mile radius. Park Street travels from the 250 Bypass towards downtown Charlottesville (Appendix B). Mature, large bushes, trees, and hedges with fences and stone retaining walls line Park Street. The section closest to the Rebuild Project is characterized by residential dwellings and churches with deep setbacks.

The historic district is approximately 3,237 feet southwest of the nearest point of the existing Line 233/291 transmission line corridor. The site visit indicates that under current conditions, there is no visibility of the existing transmission line structures (Figure 82).



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Figure 80. View of Charlottesville and Albemarle County Courthouse Historic District (DHR #104-0072; PL 41) at Lyons Court and Park Street, Looking West.



Figure 81. View of Charlottesville and Albemarle County Courthouse Historic District (DHR #104-0072; PL 41) at Lyons Court and Park Street, Looking West.



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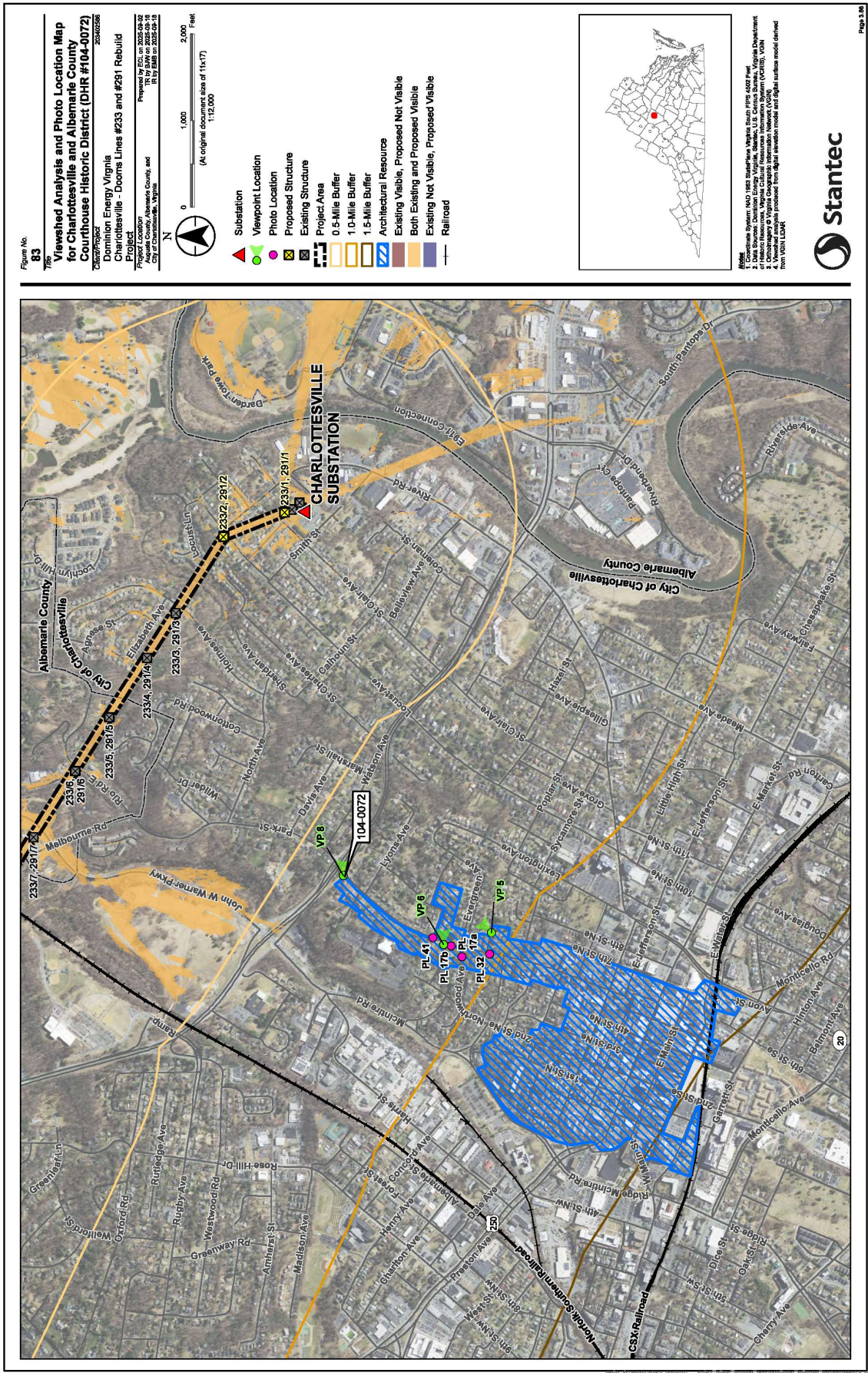
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Figure 82. View from Charlottesville and Albemarle County Courthouse Historic District (DHR #104-0072; PL 41) at Riverview Cemetery, Looking Northeast. Existing Transmission Line is Not Visible. Transmission Line in Foreground is Not the Subject Project.

Visual modeling and simulations for the Rebuild Project further suggest that there is no visibility of the current transmission line structures and that, based on the preliminary design, there would be no visibility of the proposed Line 233/291 replacement structures (Figure 83; Appendix C VP5, VP6 and VP8). ***It is therefore anticipated that the proposed Rebuild Project would have No Visual Impact on Charlottesville and Albermarle County Courthouse Historic District (DHR #104-0072).***





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3.3.2 Martha Jefferson Historic District (DHR #104-5144)

The Martha Jefferson Historic District is a neighborhood that developed as a residential subdivision for white, middle and upper-middle-class residents in the late nineteenth and early twentieth centuries. The property was originally part of the Locust Grove Plantation in the mid-nineteenth century and Locust Grove (DHR #104-0005/104-0074/104-5144-0105) is a contributing resource to the historic district. Architectural Styles include Late Victorian, Colonial Revival, Bungalow Craftsman, and Greek Revival-style dwellings (Figure 84). The city's first private hospital was established in the southern portion of the neighborhood in 1903. DHR determined the Martha Jefferson Historic District eligible in 2007 and listed in the NRHP and VLR in the same year under Criteria A and C with a period of significance of 1827-1957. The areas of significance are Community Planning and Development and Architecture. An addendum in 2011 expanded the district's boundaries to include the neighborhood of Locust Grove and the area of significance of Health/Medicine (DHR Site Files).

3.3.2.1 Visual Effects

The Martha Jefferson Historic District is southwest of Rebuild Project and within the project's 1.0-mile radius (Appendix B). Locust Avenue runs from the 250 Bypass towards downtown Charlottesville. The street is lined with large, mature trees and sidewalks. The section closest to the Rebuild Project is characterized by residential dwellings set back from the street.

The historic district is approximately 2,674 feet southwest of the nearest point of the existing Line 233/291 transmission line corridor. The site visit indicates that under current conditions, there is no visibility of the existing transmission line structures (Figure 85). Visual modeling for the Rebuild Project further suggests that there is no visibility of the current transmission line structures and that, based on the preliminary design, there would be no visibility of the proposed Line 233/291 replacement structures (Figure 86; Appendix C VP3 and VP4). ***It is therefore anticipated that the proposed Rebuild Project would have No Visual Impact on Martha Jefferson Historic District (DHR #104-5144).***



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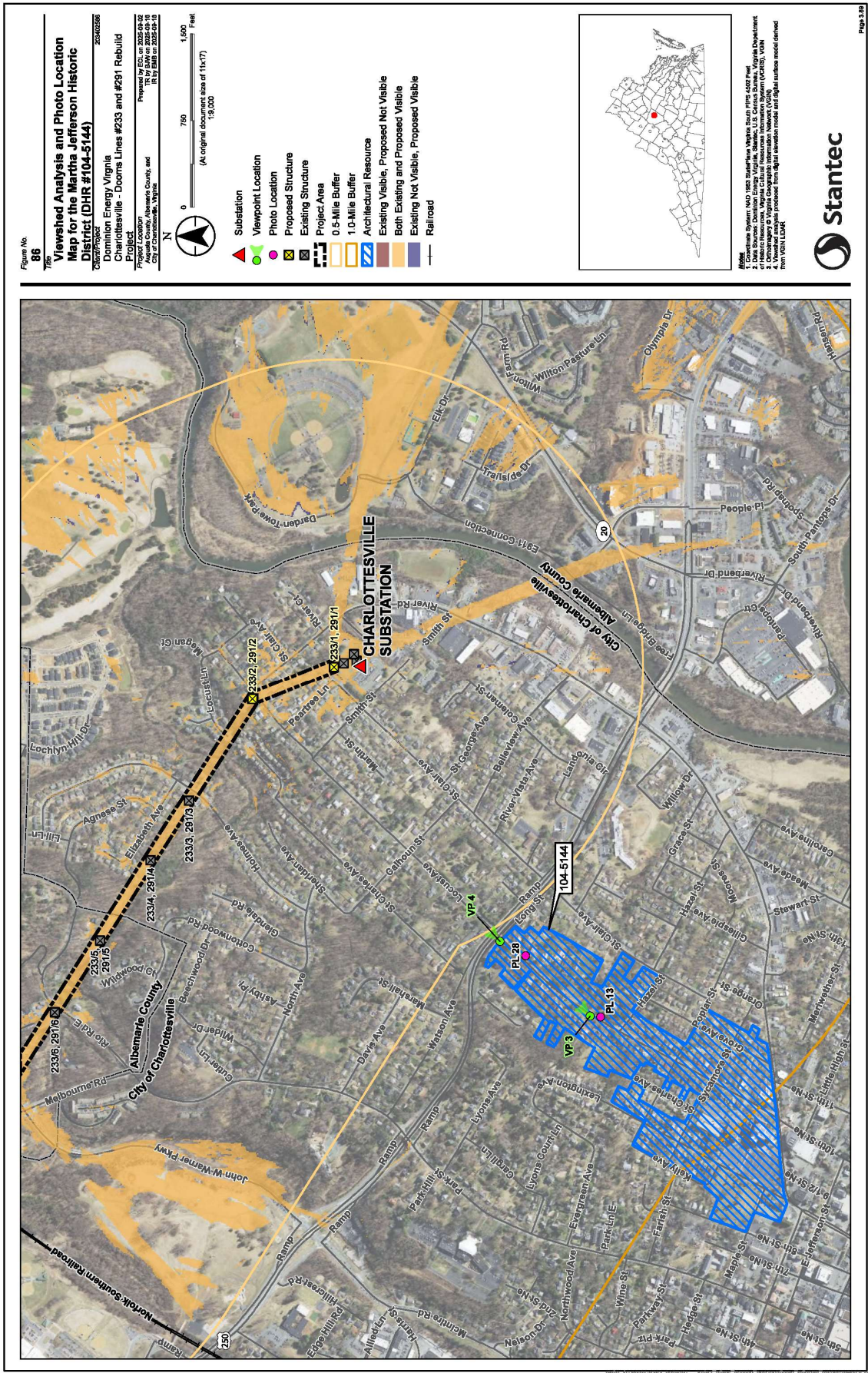


Figure 84. View of Martha Jefferson Historic District (DHR #104-5144), Looking Northwest (PL 28).



Figure 85. View from Martha Jefferson Historic District (DHR #104-5144) (PL 28) Looking Northeast. Existing Transmission Line is Not Visible.





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3.3.3 Rugby Hills-Barracks Road Historic District (DHR #104-5393)

The Rugby Hills-Barracks Road Historic District was a planned residential development begun circa 1930. The district is characterized by the Colonial Revival, Dutch Revival, Tudor Revival, Ranch style dwellings as well vernacular types (Figure 87). The district is located on Rugby Road, northern Preston Avenue, Barracks Road, and Meadowbrook area of Charlottesville. Large dwellings are set back from Rugby and Barracks Road to create large front and year yards. Fendall and Winston Roads have smaller setbacks and more modest dwellings. DHR determined the Rugby Hills-Barracks Road Historic District as eligible for listing on the NRHP in 2019 (DHR Site Files).



Figure 87. View of Rugby Hills-Barracks Road Historic District (DHR #104-5393; PL 42) at Westview Road and Field Road, Looking Southwest.

3.3.3.1 Visual Effects

The Rugby Hills-Barracks Road Historic District is southwest of the Rebuild Project and within the project's 0.5-mile radius (Appendix B). The suburban-style subdivision's streets are laid on a curvilinear path surrounded by large, mature trees and rock walls. Rugby Road and Barracks Road are the main streets through the development. Individual residences have large lots with mature trees, hedges, and bushes. It is adjacent to the Meadowbrook Hills Historic District (DHR #104-5394). The historic district is approximately 1,817 feet southwest of the nearest point of the existing Line 233/291 transmission line corridor. The site visit indicates that under current conditions, there is no visibility of the existing transmission line structures (Figures 88 and 89). Visual modeling for the Rebuild Project further suggests that there is no visibility of the current transmission line structures and that, based on the preliminary design, there would be no visibility of the proposed Line 233/291 replacement structures (Figure 90; Appendix C VP17). ***It is therefore anticipated that the proposed Rebuild Project would have No Visual Impact on Rugby Hills-Barracks Road Historic District (DHR #104-5393).***



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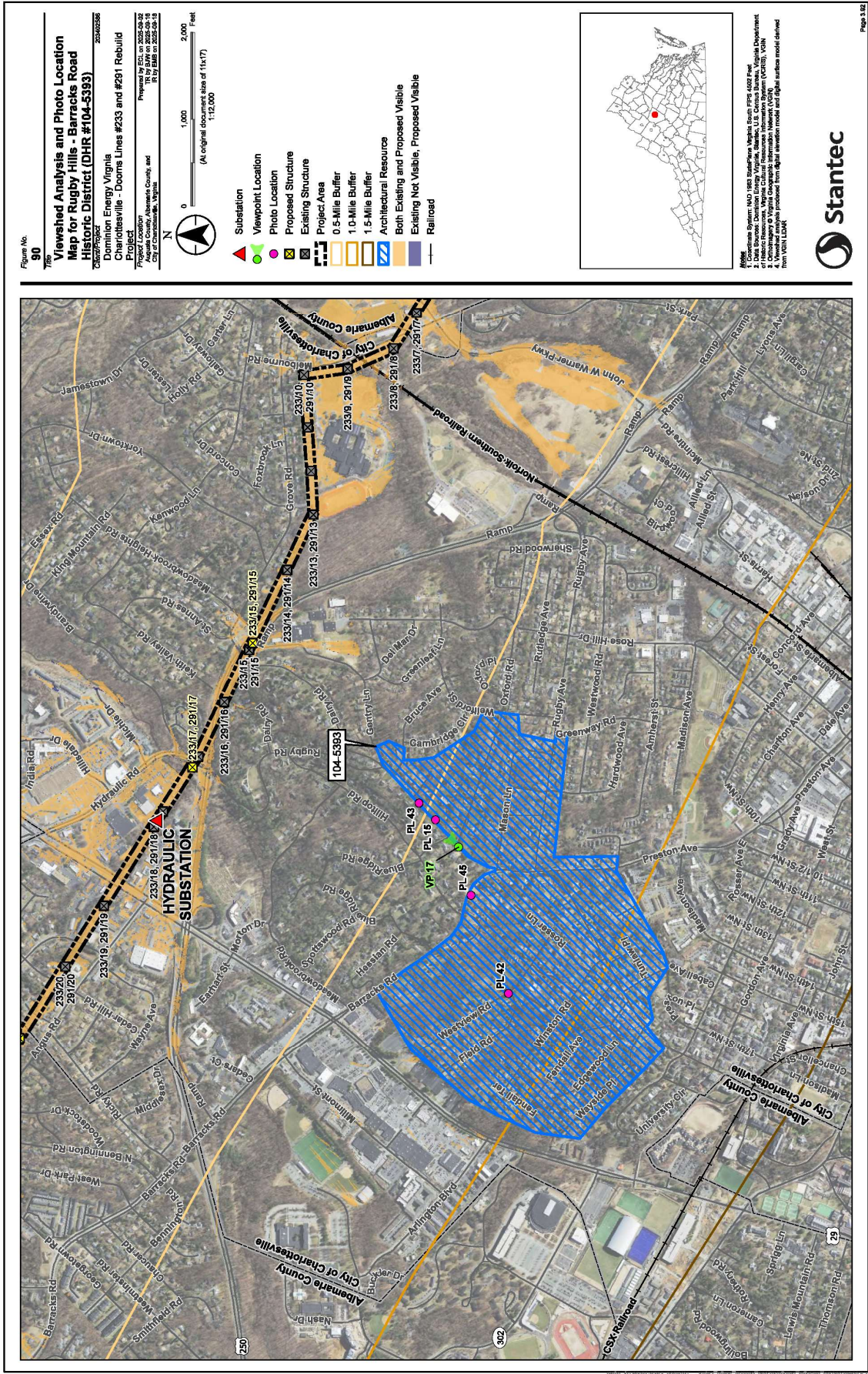


Figure 88. View from Rugby Hills-Barracks Road Historic District (DHR #104-5393; PL 42) at Westview Road and Field Road, Looking North. Existing Transmission Line is Not Visible.



Figure 89. View from Rugby Hills-Barracks Road Historic District (DHR #104-5393) Meadowbrook Hills Historic District (DHR #104-5394; PL 45) on Barracks Road, Looking North. Existing Transmission Line is Not Visible.





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3.3.4 Meadowbrook Hills Historic District (DHR #104-5394)

The Meadowbrook Hills Historic District is a suburban-style neighborhood characterized by large lots set within a hilly terrain and plotted in 1914. Many of the dwellings are architect-designed and are in the Colonial Revival, Ranch, and Tudor Revival styles, or vernacular types. Architects that designed within the neighborhood included Eugene Bradbury, and the firm Grigg and Hale (Figure 91). DHR determined Meadowbrook Hills Historic District as eligible for listing on the NRHP in 2019 (DHR Site Files).

3.3.4.1 Visual Effects

The Meadowbrook Hills Historic District is southwest of Rebuild Project and crosses into the ROW. The suburban-style subdivision is set within a hilly landscape with curvilinear streets that are surrounded by large, mature trees with large lots (Appendix B). Barracks Road is the southern boundary, U.S. 250 Bypass forms the northern boundary, while Rugby Road is a main corridor through the development. It is adjacent to the Rugby Hills-Barracks Road Historic District (DHR #104-5393).

The historic district is comprised of approximately 173 acres of which, only 0.36 acres are within the project ROW. Existing Structure # 233/16, 291/16, is 135 feet and painted steel and will not be replaced. It is approximately 13 feet northeast of the nearest point of the historic district boundary. Existing Structure # 233/15, 291/15 is a painted steel DC monopole that has a height of 135 feet. The average existing height is 135 feet and the average increase in height is 2.5 feet. Structure # 233/15, 291/15 was visible from the ROW during the site visit (Figure 92). The site visit indicates that under current conditions, there is visibility of the existing transmission line structures within the ROW but not within other areas of the historic district (Figure 93).

Visual modeling for the Rebuild Project shows that there is limited visibility of the current transmission line structures at the ROW and small areas near the northern side of the historic district. The dense tree cover and rolling hills screen most of the transmission line from the historic district. Based on the preliminary design, there would be minimal visibility of the proposed Line 233/291 replacement structures (Figure 94; Appendix C VP16 and VP17). ***It is therefore anticipated that the proposed Rebuild Project would have Minimal Impact on Meadowbrook Hills Historic District (DHR #104-5394).***



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Figure 91. View of Meadowbrook Hills Historic District (DHR #104-5394; PL 49) at Hilltop Road, Looking West.



Figure 92. View from Meadowbrook Hills Historic District (DHR #104-5394; PL 52) at ROW on St. Anne's Road, Looking Northeast. Existing Transmission Line is Visible.



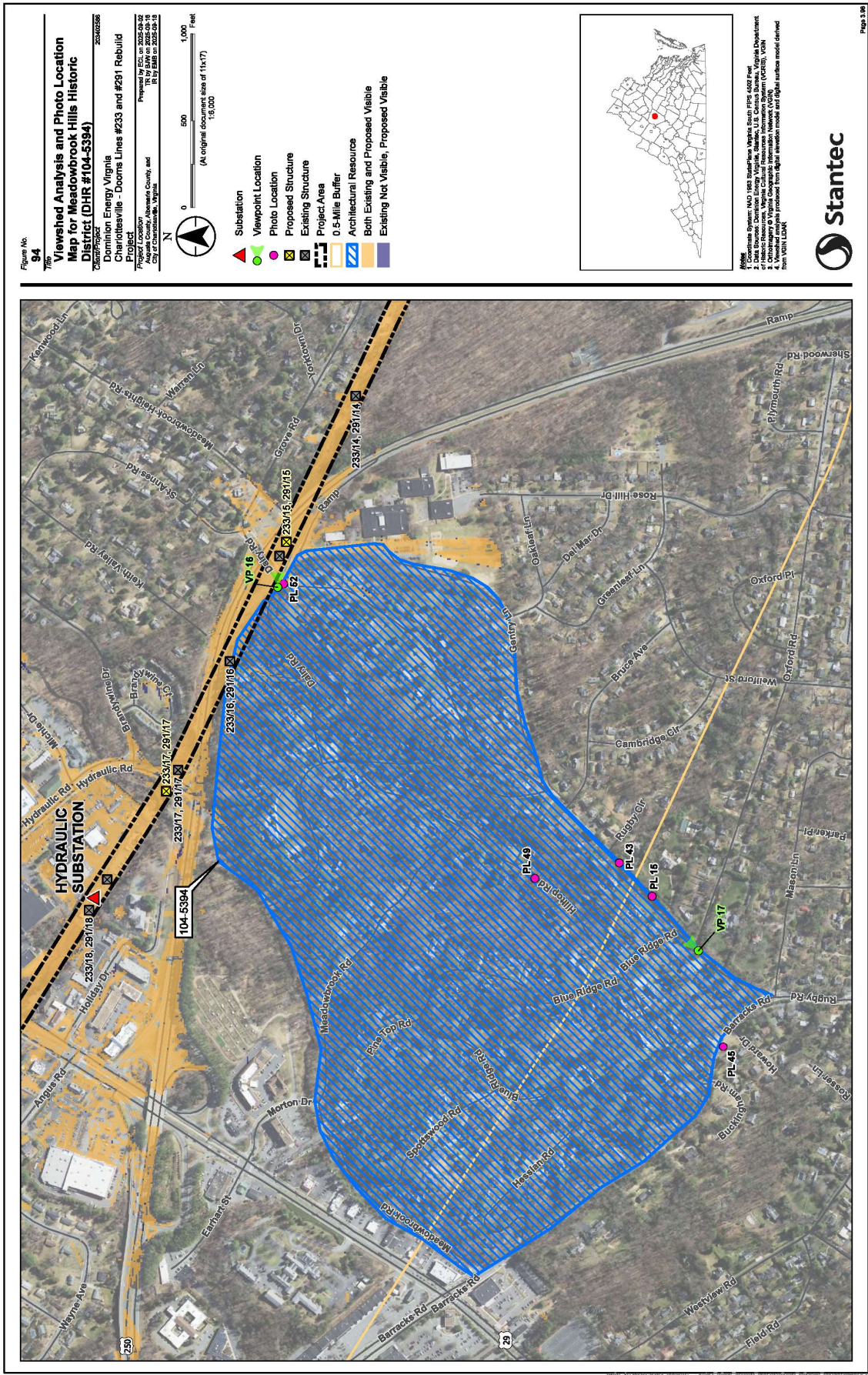
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Figure 93. View from Meadowbrook Hills Historic District (DHR #104-5394), Rugby Hills-Barracks Road Historic District (DHR #104-5393; PL 43) on Rugby Road, Looking Northwest. Existing Transmission Line is Not Visible.





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3.3.5 Woolen Mills Village Historic District (DHR #002-1260)

The Woolen Mills Village Historic District is located on the east side of Market Street in Charlottesville and Albemarle County. It began as a mill village on the Rivanna River and Moore's Creek with a small village of worker housing. The mill was one of the nation's leaders in cloth utilized for uniforms during the mid-nineteenth century. Prior to the civil war, the mill produced lumber, cotton, flour, and a cheap grade of cotton cloth. The factory furnished material for uniforms for the Confederate army and was burnt to the ground by Union forces in 1864. Henry Clay Marchant rebuilt the factory in the 1870s with 26 different types of cloth sold all over the United States. The resources in the district are primarily single or multiple dwellings, several industrial resources, general store, transportation resources, a chapel, and a cemetery (Figure 95). DHR determined the Woolen Mills Historic District eligible in 1983 and listed in the NRHP and VLR in 2010. It is listed under Criterion A in the areas of industry and social history and Criterion C in the area of architecture with the period of significance of 1847 to 1962 (DHR Site Files; Brandt 2009).

3.3.5.1 Visual Effects

Woolen Mills Village Historic District is an approximate 80-acre historic district on the southeast side of the city of Charlottesville with portions of the district in Albemarle County and within 1.0 mile of the Rebuild Project (Appendix B). The district's main corridor is East Market Street, which acts like a spine through the residential and industrial resources and large cemetery. The eastern boundary is where Moore's Creek meets the Rivanna River and the southern boundary is formed by the railroad tracks.

The historic district is approximately 4,823 feet southwest of the nearest point of the existing Line 233/291 transmission line corridor. The site visit indicates that under current conditions, there is no visibility of the existing transmission line structures (Figures 96 and 97). Visual modeling for the Rebuild Project further suggests that there is no visibility of the current transmission line structures and that, based on the preliminary design, there would be no visibility of the proposed Line 233/291 replacement structures (Figure 98; Appendix C VP1). ***It is therefore anticipated that the proposed Rebuild Project would have No Visual Impact on Woolen Mills Village Historic District (DHR #002-1260).***



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Figure 95. View of Woolen Mills Village Historic District (DHR #002-1260; PL 29) at Riverview Cemetery, Looking Northeast.

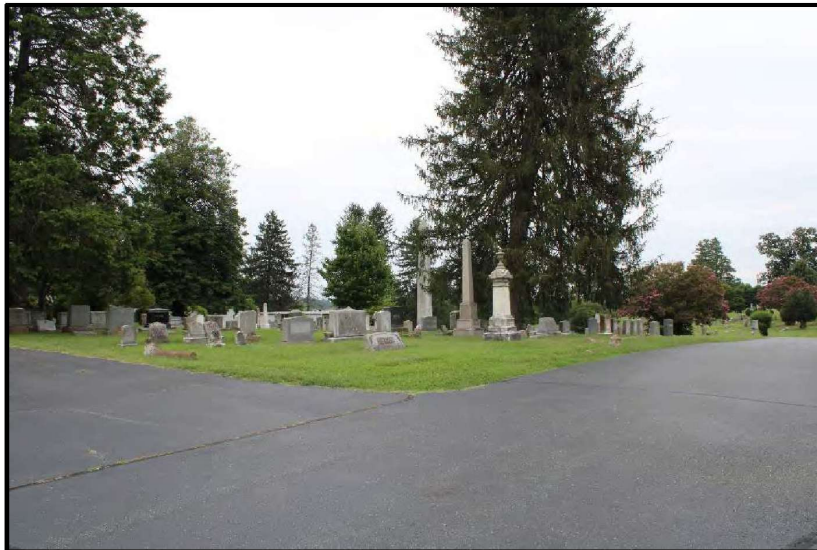


Figure 96. View from Woolen Mills Village Historic District (DHR #002-1260; PL 29) at Riverview Cemetery, Looking North. Existing Transmission Line is Not Visible.



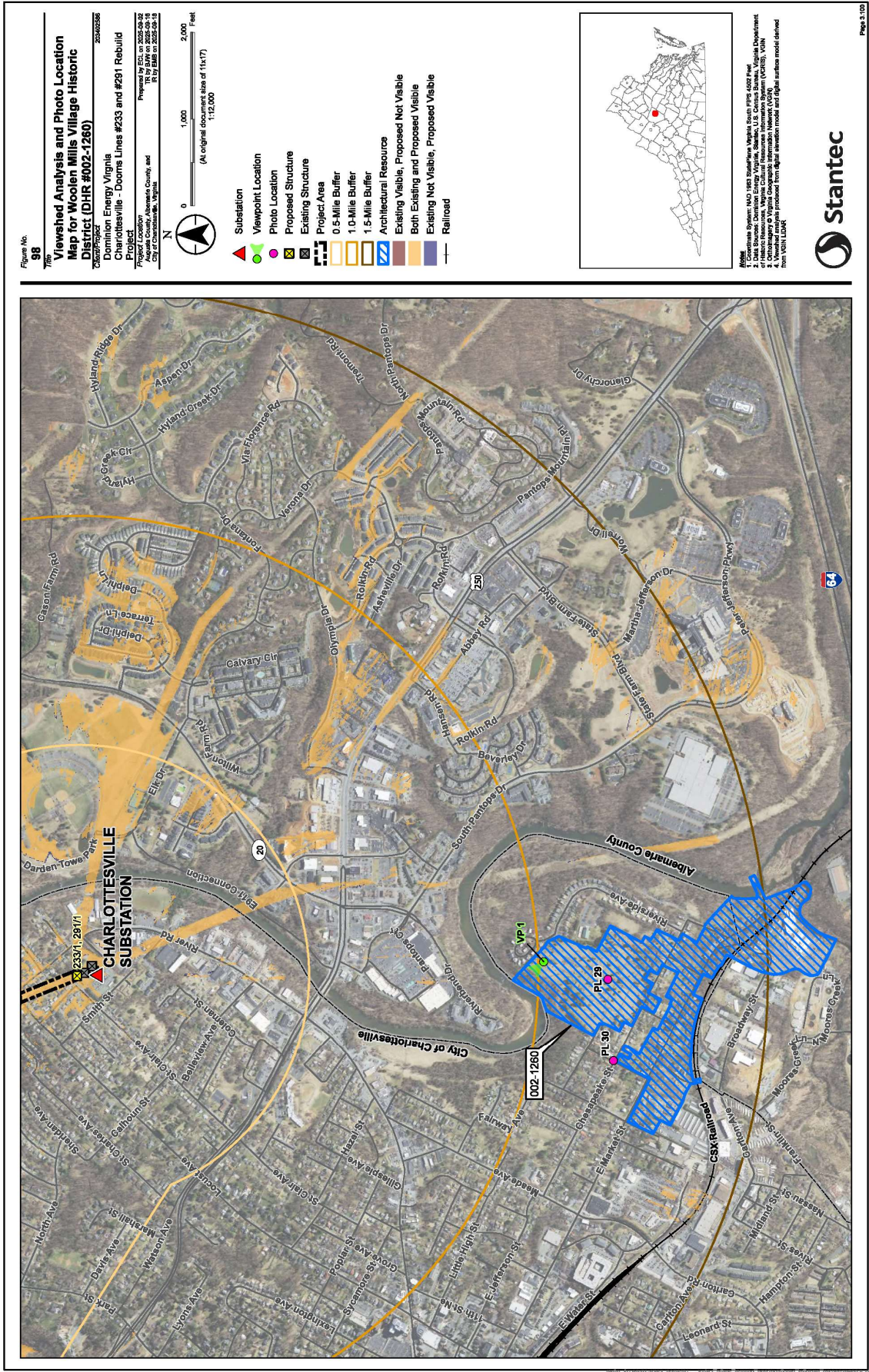
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Figure 97. View from Woolen Mills Village Historic District (DHR #002-1260; PL 30) Looking North. Existing Transmission Line is Not Visible.





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3.3.6 Greenwood-Afton Rural Historic District (DHR #002-5075)

The Greenwood-Afton Rural Historic District includes approximately 16,293 acres in western Albemarle County and includes parts of Nelson and Augusta Counties (Figure 99). It is characterized by large areas of mountainous hardwood forests, orchards, and rolling pastures. The northern section, which is located within the Rebuild Project ROW, includes portions of Bucks Elbow Mountain, Calf Mountain, Bear Den Mountain, and Scott Mountain. The area is largely undeveloped and covered with forest and contains portions of Skyline Drive Historic District (DHR #069-0234/ #076-5160). Interstate 64 and U.S. Route 250, which run parallel to each other, divide the district between north and south. In 2010, the Greenwood-Afton Rural Historic District was listed in the VLR and in 2011 was listed in the NRHP under Criteria A and C. In 2016, the district's boundary was increased to include resources left out of the original nomination due to professional error. The period of significance is from 1734 to 1955. The areas of significance are architecture, agriculture, commerce, engineering, exploration/settlement, social history, and transportation (DHR Site Files).

3.3.6.1 Visual Effects

The Greenwood-Afton Rural Historic District is characterized by its mountain terrain, valleys, and rolling hills (Appendix B). Several large estates remain intact, and the area is an active agricultural landscape. U.S. Route 250 is the main corridor through the district. The district has small pockets of residential dwellings and narrow rural roads. It crosses the Rebuild Project's existing transmission line ROW, and the existing transmission line is visible (Appendix C VP32).

As previously stated, the historic district has approximately 16,293 acres and crosses the existing ROW of the Rebuild Project; however, only approximately 14 acres of the resource are within the existing transmission line ROW. The site visit indicates that under current conditions, the existing transmission line is visible at the ROW (Appendix C VP32); however, it is not visible from other locations within the district (Figure 100; VP31). Existing Structures 233/112, 291/112 to 233/119, 291/119 travel through the resource and range in height from 110 feet to 125 feet with an average height of 113 feet. Only Structures #233/115, 291/115 to 233/119, 291/119 would increase in height with new heights ranging from 120 feet to 135 feet. The remaining structures would stay the same height. The overall average change in height would be an increase of six feet. The existing structures are weathering steel DC towers and would be replaced by weathering steel DC monopoles.

Viewshed modeling and visual simulations prepared for the Rebuild Project indicate that both the existing and proposed Line #233/291 structures in proximity to the resource would be visible at the transmission line ROW (Figure 101; Appendix C VP32). The existing and proposed structures would not be visible at Photo Location 25 (Figure 100; Appendix C VP31).

The proposed structures will be weathering steel DC monopoles instead of weathering steel DC tower structures. Although the structure type is different than the existing, the overall impact to the viewshed would be minimal. DC monopoles are a single tower and slenderer compared to the steel frame DC tower structures and would be less noticeable in the landscape. Although the proposed structures would be



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slightly taller and a different structure type, it is anticipated that the overall change in the visual impact will be minimal.

Generally, the change in height of the structures will not significantly alter or change the viewshed associated with the transmission line over what is currently present. While most structures will be only slightly taller than the existing, there will be a change in structure type from a DC tower to a DC monopole with the material staying the same. This change, however, would not likely constitute a significant visual change over what is currently present in the vicinity of the historic district. The district is considered eligible under Criterion A for its broad historic patterns and Criterion C for its architecture, but also for its significance in areas of agriculture, commerce, engineering, exploration/settlement, social history, and transportation. It is unlikely that the proposed Rebuild Project would diminish these characteristics to a point that the district could no longer convey its eligibility.

As such it is anticipated that the proposed Rebuild Project will have a ***Minimal Visual Impact on the Greenwood-Afton Rural Historic District (DHR #002-5075).***



Figure 99. View of Greenwood-Afton Rural Historic District (DHR #002-5075; PL 25) Looking South. Transmission Line in the foreground is not the Proposed project.



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Figure 100. View from Greenwood-Afton Rural Historic District (DHR #002-5075; PL 25) Looking Northwest. Existing Transmission Line is Visible in the background. Transmission Line in the foreground is not the Proposed project.



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3.3.7 Crozet Historic District (DHR #002-5087)

Located in western Albemarle County, the Crozet Historic District is at the crossroads of Three Notched Road and Crozet Avenue along the CSX (formerly C&O) railroad line. The historic district's boundaries include approximately 167 acres and roughly follow the historic core (Figure 102). In 1876, it was established as a rural farming community and a rail stop for the nearby Miller Manual School. Crozet grew linearly along transportation routes and soon had a depot, commercial, governmental, and residential buildings. The main residential neighborhoods grew along St. George Avenue, Crozet Avenue, Blue Ridge Avenue, and Tabor Street. The primarily vernacular district includes 174 properties with 258 total resources and only 34 non-contributing primary resources. Crozet Historic District is eligible for listing in the NRHP under Criteria A and C and is significant in the areas of architecture, agriculture, community planning and development, and transportation with a period of significance from 1815 to circa 1955 (DHR Site Files).



Figure 102. View of Crozet Historic District (DHR #002-5087; PL 21) Looking Southwest.



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3.3.7.1 Visual Effects

As previously stated, the Crozet Historic District comprises 167 acres and is located south and within the Rebuild Project's 1.0-mile radius (Appendix B). The unplanned and unincorporated village has a commercial core along the crossroads of the railroad, U.S. Route 240, and Crozet Avenue. The commercial buildings are set close to the street, while residences stand further back. The surrounding topography consists of rolling hills with mountains to the west.

At its closest point, the historic district's northern boundary is approximately 3,300 feet south from Structure # 233/95, 291/95. The site visit indicates that under current conditions, there is visibility of the existing transmission line structures near Photo Location 21 and 50 but not visible at Photo Locations 21, 23, and 24 (Figures 103 to 108). However, the mountains and heavily wooded areas between the transmission line and the historic district screen most of the transmission line corridor from the rest of the district.

Structures # 233/94, 291/94 to Structure # 233/96, 291/96 are weathering steel DC towers with an average height of 113.33 feet. These existing structures are visible at Photo Location 50 (Figure 103). The proposed Structure # 233/94, 291/94 to Structure # 233/96, 291/96 are weathering steel DC monopoles that will have an average height of 120 feet. The overall change in height is approximately 6.67 feet. Existing Structure #233/110, 291/110 is a weathering steel DC tower with a height of 120 feet. It is visible from Photo Location 21 (Figures 104 and 105). The proposed Structure #233/110, 291/110 is a weathering steel DC monopole with a height of 130 feet. The overall change in height is approximately 10 feet.

A visual simulation prepared for the Rebuild Project indicates that both the existing and proposed Line #233/291 structures in proximity to the resource would not be visible (Appendix C VP30). Viewshed modeling conducted for the Rebuild Project indicate that existing structures will be visible from areas of the historic district near the open areas along the railroad, and along the top of the mountains (Figure 109; Appendix C VP30). Generally, the change in height of the structures nearest the historic district boundary will not significantly alter or change the viewshed associated with the transmission line over what is currently present. Although the structure type is different than the existing, the overall impact to the viewshed would be minimal. DC monopoles are a single tower and slenderer compared to the steel frame DC tower structures and would be less noticeable in the landscape. While most structures will be only slightly taller than the existing, there will be a change in structure type from a DC tower to a DC monopole with the material staying the same. This change, however, would not likely constitute a significant visual change over what is currently present in the vicinity of the historic district. The district is considered eligible under Criteria A and C for its significance in areas of architecture, agriculture, community planning and development, and transportation. It is unlikely that the proposed Rebuild Project would diminish these characteristics to a point that the district could no longer convey its eligibility. Based on the fieldwork, the visual modeling, and a review of the Rebuild Project activities, ***it is anticipated that the Rebuild Project would have a Minimal Visual Impact on the Crozet Historic District (DHR #002-5087).***



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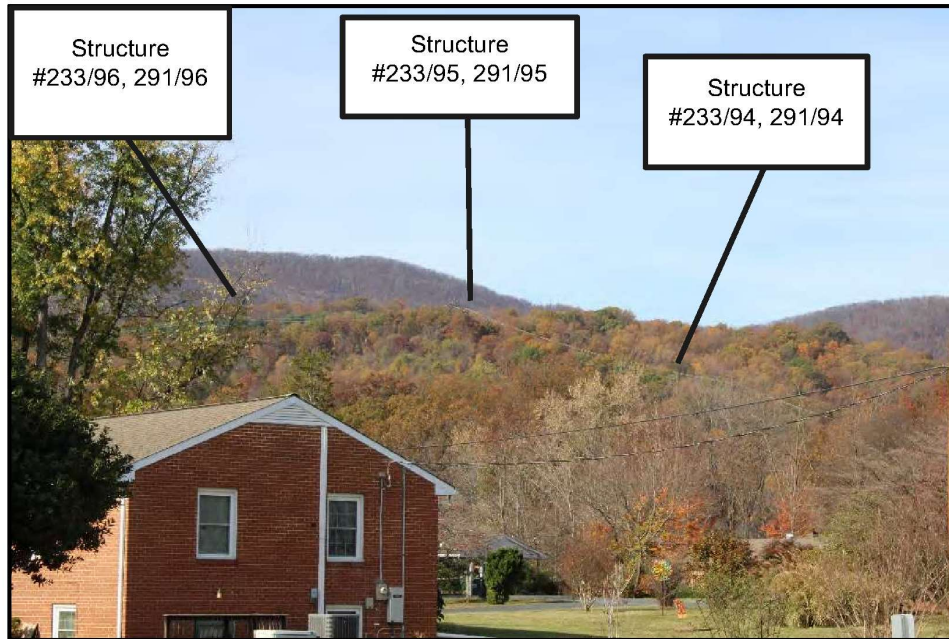


Figure 103. View from Crozet Historic District (DHR #002-5087; PL 50) Looking North. Existing Transmission Line is Visible.

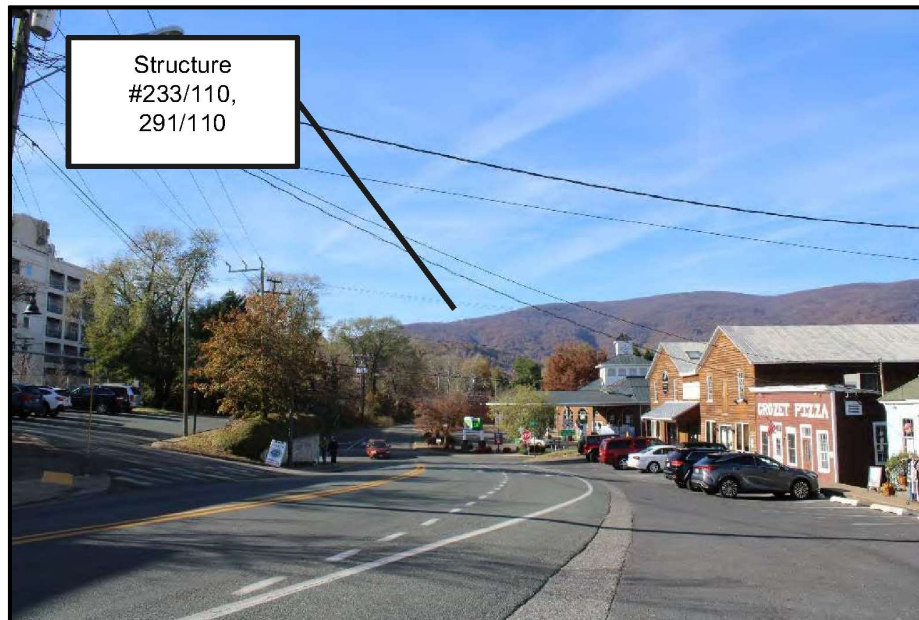


Figure 104. View from Crozet Historic District (DHR #002-5087; PL 21) Looking Northeast. Existing Transmission Line is Visible.



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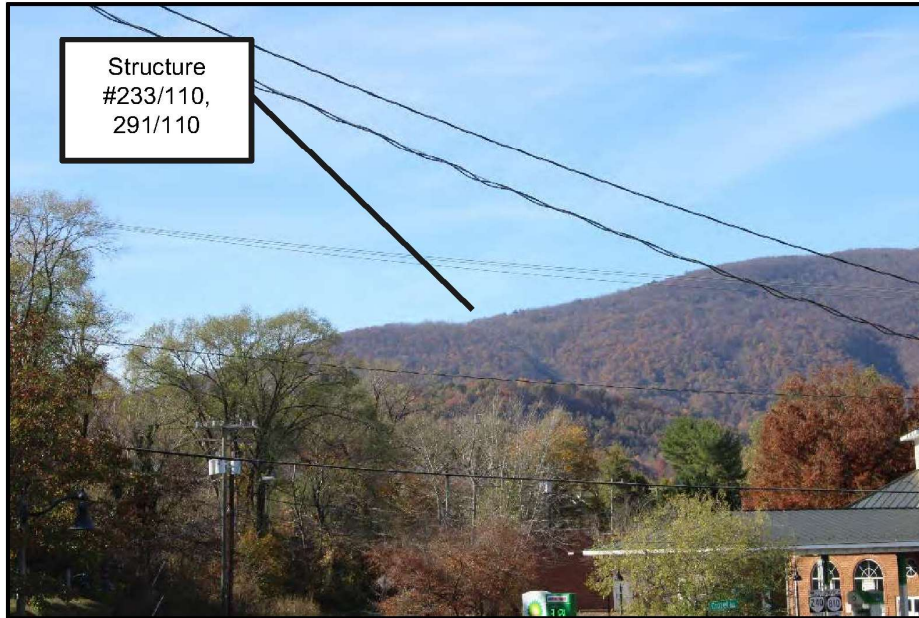


Figure 105. Zoomed in View from Crozet Historic District (DHR #002-5087; PL 21) Looking Northeast. Existing Transmission Line is Visible.



Figure 106. View from Crozet Historic District (DHR #002-5087; PL 22) Looking Northwest. Existing Transmission Line is Not Visible.



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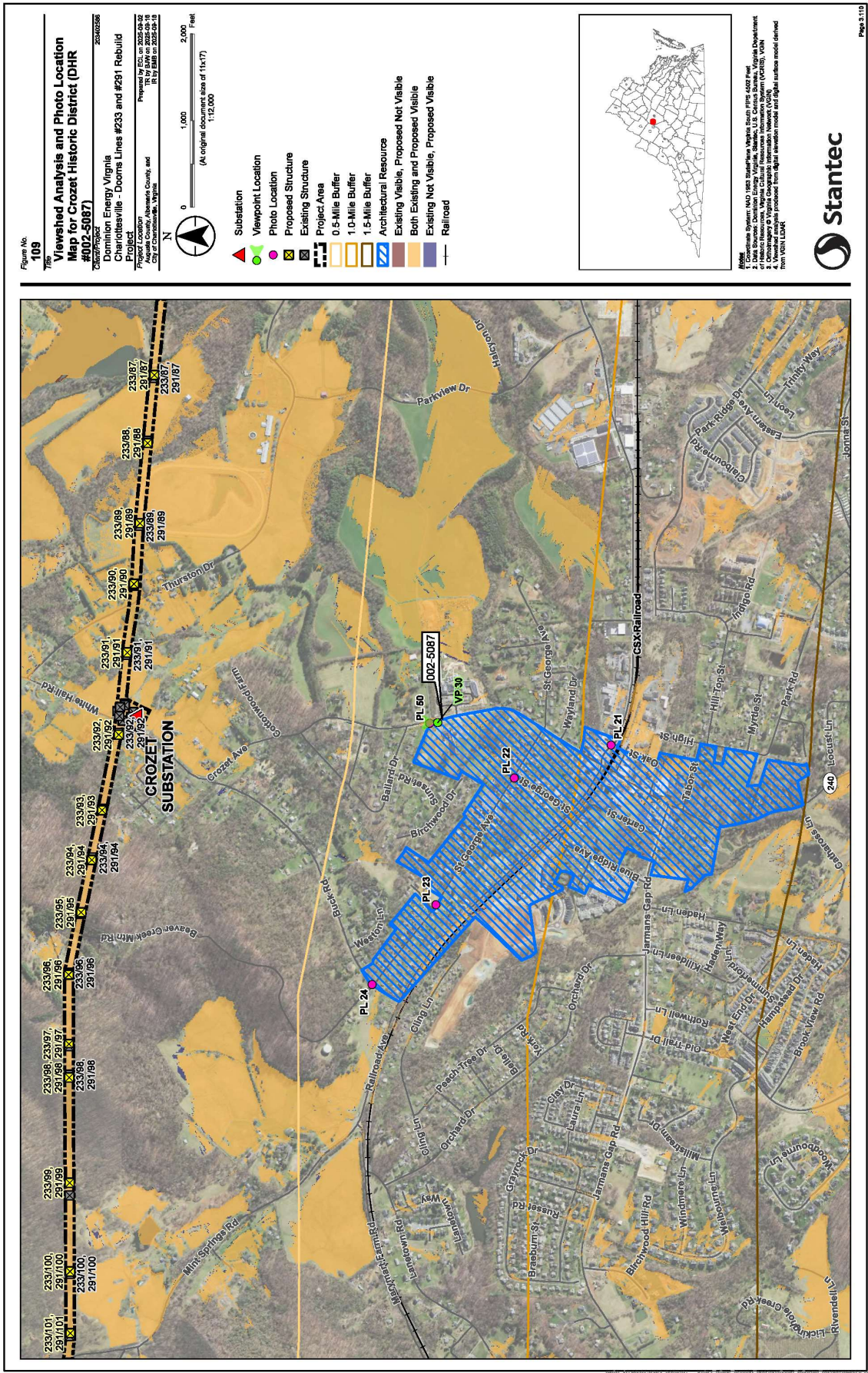


Figure 107. View from Crozet Historic District (DHR #002-5087; PL 23) Looking Northeast. Existing Transmission Line is Not Visible.



Figure 108. View from Crozet Historic District (DHR #002-5087; PL 24) Looking Northwest. Existing Transmission Line is Not Visible.





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3.3.8 Farmington Historic District (DHR #002-5153)

The Farmington Historic District is a former late eighteenth century estate that was converted into a golf course called the Farmington Country Club in 1927 (Figure 110). Located west of Charlottesville, the main thoroughfare, Farmington Drive runs north to south and connects with Ivy Road/U.S. 250. The 675-acre suburban country club includes residential houses and streets interspersed among the golf course fairways. Farmington Country Club hired urban planner Earle Sumner Draper to plan the subdivision, who teamed with Charlottesville engineer Lee H. Williamson, landscape architect Richmond Charles Gillette, and Richmond golf architect Fred Findlay. The golf fairways were interspersed between the residential dwellings, streets, steeplechase course, bridle, and walking paths, and other recreational amenities. Affluent homeowners hired architects such as Marshall Swain Wells, Stanhope Johnson, and Milton Grigg, to design palatial dwellings in the Georgian Revival, Colonial Revival, and Tudor Revival styles. DHR determined the Farmington Country Club as eligible under Criterion A for statewide significance for its significance in architecture, community planning, and development. The period of significance is circa 1785 to 1959 (DHR Site Files).

3.3.8.1 Visual Effects

The Farmington Historic District comprises approximately 675 acres of rolling landscape within a centrally located golf course (Appendix B). Curvilinear private roads travel through the historic district to individual residences. The residences have large lots with extensive landscaping, large, mature trees and hedges. Trees also line several of the streets.

Of the 675 acres, only 3.8 acres are within the Rebuild Project's ROW. As indicated during the site visit, and under current conditions, the existing structures (Structure #233/34, 291/34 to 233/37, 291/37) are visible at the ROW (Figure 111-114; PLs 26 and 27). The rolling hills and heavily wooded areas between the transmission line and the historic district screen most of the transmission line corridor from the rest of the district. Visual simulations indicate that the existing and proposed structures would not be visible (VP 8, 9, 10, 11, 12) from the majority of the resource.

The existing structures in proximity to the historic district range in height from 105 to 120 feet (Appendix A). Based upon preliminary design, the proposed replacement structures associated with the Rebuild Project and in proximity to the historic district will have heights ranging from approximately 110 to 130 feet with a maximum increase of 10 feet (Structure #233/36) above the height of the existing structures. On average, the change in height from existing to proposed structures is approximately 3.75 feet. Existing Structure 233/35, 291/35 will remain and is not a proposed structure for replacement.

Viewshed modeling conducted for the Rebuild Project indicate that existing structures will be visible from areas of the historic district near the large open vistas of the golf course (Figure 115; Appendix C VP24, VP25, VP26, VP27, VP28). Generally, the change in height of the structures nearest the historic district boundary will not significantly alter or change the viewshed associated with the transmission line over what is currently present. While most structures will be only slightly taller than the existing, there will be a change in structure type from a DC tower to a DC monopole with the material staying the same. This change, however, would not likely constitute a significant visual change over what is currently present in



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the vicinity of the historic district. The district is considered eligible under Criterion A for its architecture, but also for its significance in community planning and development. It is unlikely that the proposed Rebuild Project would diminish these characteristics to a point that the district could no longer convey its eligibility.

Based on the fieldwork, the visual modeling, and a review of the Rebuild Project activities, ***it is anticipated that the Rebuild Project would have a Minimal Visual Impact on the Farmington Historic District (DHR #002-5153).***



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Figure 110. View of Farmington Historic District (DHR #002-5153; PL 48) Looking North. Existing Transmission Line is Not Visible.



Figure 111. View from Farmington Historic District (DHR #002-5153; PL26) within the ROW, Looking West. The Existing Transmission Line is Visible.



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Figure 112. View from Farmington Historic District (DHR #002-5153; PL 26) with the ROW Looking East. The Existing Transmission Line is Visible.



Figure 113. View from Farmington Historic District (DHR #002-5153; PL 27) Looking East. The Existing Transmission Line and Substation is Visible.



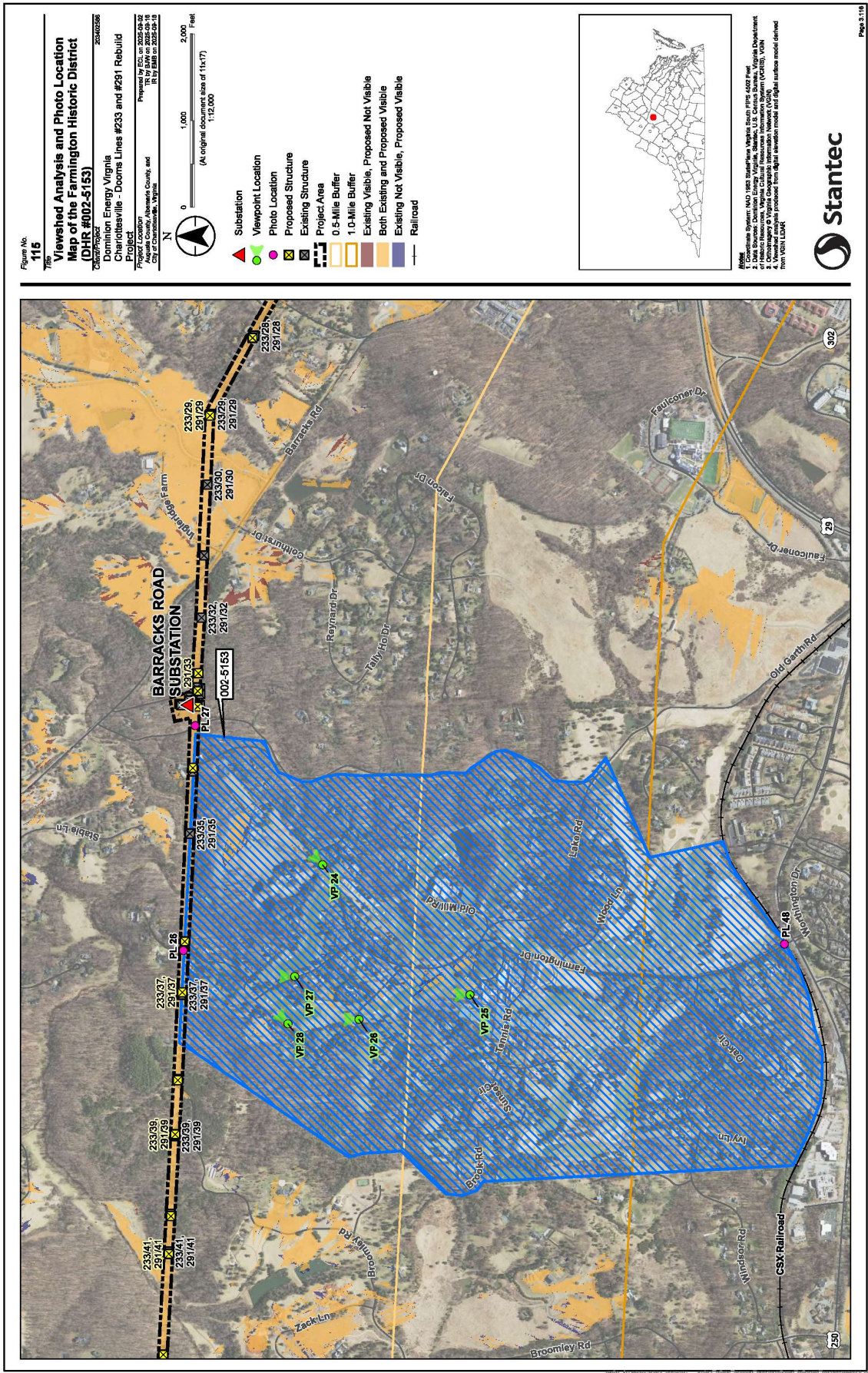
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Figure 114. View from Farmington Historic District (DHR #002-5153; PL 27) Looking West. The Existing Transmission Line is Visible.





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3.3.9 Skyline Drive Historic District (DHR #069-0234/076-5160)

The Skyline Drive Historic District follows a 75-mile ridgeline of the Blue Ridge Mountains. The approximate 106-mile route begins near Front Royal in the north and ends at Rockfish Gap near Waynesboro and is largely within the boundaries of Shenandoah National Park (Figures 116, 117, and 118). It functions as the park's main admission road with four access points at Front Royal, Thornton Gap, Swift Run Gap, and Rockfish Gap. The drive crosses the following counties: Albemarle, Augusta, Greene, Madison, Page, Rappahannock, Rockingham, and Warren. Included within the boundaries are overlooks, wayside stations, picnic areas, and trailhead parking areas. The Skyline Drive Historic District's include 80 buildings, 23 sites, 87 structures, 29 objects that are considered contributing to the district's significance, and 73 buildings, 2 sites, and 10 structures that are considered non-contributing. The district was listed on the VLR in 1996, on the NRHP in 1997, and listed for its national significance as an NHL in 2008. The district's significance was evaluated under NRHP Criteria A and C and NHL Criteria 1 (associated with broad national events of U.S. history) and 4 (architectural type). It is significant in the areas of landscape architecture, social history, entertainment/recreation, politics/government, architecture, engineering, conservation, and community planning and development. The NHL themes are III Expressing Cultural Values, 5 architecture landscape architecture, and urban design, VII Transforming the Environment, and 3 protecting and preserving the environment. The period of significance is from 1931 to 1951 with significant dates of 1931, 1933, 1936, and 1942. The following architects and builders constructed Skyline Drive: Bureau of Public Roads, National Park Service, William Austin, Roland W. Rogers, Lynn Harriss, Harvey Benson, and James Lassiter (DHR Site File).



**Figure 116. View of Skyline Drive Historic District (DHR #069-0234/076-5160) Appalachian Trail
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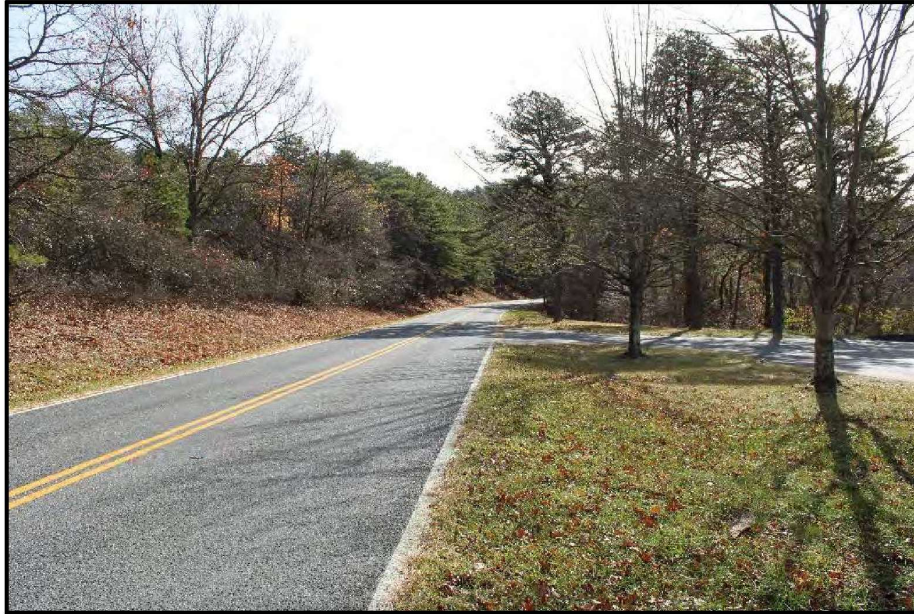


Figure 117. View of Skyline Drive Historic District (DHR#069-0234 / #076-5160), Appalachian Trail Historic District (DHR # 093-5043; PL 11a), Near Sawmill Run Overlook, Looking Southeast.



Figure 118. View of Skyline Drive Historic District (DHR #069-0234 / #076-5160; PL 19), Calf Mountain Overlook, Looking Northeast.



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3.3.9.1 Visual Effects

The Skyline Drive Historic District is a two-lane asphalt road that follows the ridgeline with dense woods on either side (Appendix B). Key features of Skyline Drive are the stone walls that line portions of the road and the numerous scenic overlooks. The overlooks have small parking areas surrounded by low, coursed stone walls. The existing transmission line ROW which is also the ROW for the Rebuild Project crosses the historic district near Calf Mountain Road and the existing transmission line is visible (see Figure 75).

The historic district has 4,183 acres and is crossed by the existing ROW of the Rebuild Project; however, only approximately 1.77 acres of the district (including the road itself) are within the ROW (Appendix B). There are no structures within the bounds but two structures are near the historic district and include Existing Structure #233/125, 291/125 and #233/124, 291/124. Existing Structure #233/125, #291/125 is the closest to the historic district and is 10 feet to the west of the historic district boundary. Existing Structure #233/125, 291/125 is a 110 feet tall weathering steel DC tower type. Based on preliminary design, the proposed Structure #233/125 and #291/125 will be weathering steel and a DC monopole type and will be 110 feet, the same height as the existing. The existing Structure # 233/124, # 291/124 is 110 feet weathering steel DC tower type. The proposed Structure # 233/124, # 291/124 is 120 feet weathering steel DC Monopole.

The site visit from the public ROW indicates that, under current conditions, the existing transmission line is visible (Figures 119 and 120). At approximately 0.5 miles north of the Rebuild Project, Structure # 233/126, #291/126 is visible and is a 110 feet weathering steel DC tower (Figure 121). The proposed Structure # 233/126, #291/126 is a 130 feet tall weathering steel DC monopole. Structures #233/124, #291/124 to #233/126, #291/126 would have an average increase in height of 10 feet. The existing transmission line is not visible at the 1.0 mile and 1.5 mile radius to the north (see Figure 76, PL 8; see Figure 78, PL 9; see Figure 69, PL 11b) nor is it visible at 0.5 mile and 1.0-mile radius to the south (see Figure 76, PL 6; Figures 118 and 122, PL 19; and Figure 123, PL 20) (Table 5).

Table 5. Summary of Structure Changes within Skyline Drive Historic District

Existing Structures			Proposed Structures		
Number	Distance (ft)	Height (ft)	Number	Distance (ft)	Height (ft)
233/124, 291/124	East of ROW	110	233/124, 291/124	East of ROW	120
233/125, 291/125	10	110	233/125, 291/125	10	110
233/126, 291/126	Approx. 0.25 mile	110	233/126, 291/126	Approx. 0.5 mile	130

Viewshed modeling and visual simulations prepared for the Rebuild Project indicate that both the existing and proposed Line #233/291 structures in proximity to the resource would be visible at the ROW (see Figure 75; Appendix C VP34) but that extended visibility of the Rebuild Project would be minimal.

The proposed structures will be weathering steel DC monopoles instead of weathering steel DC tower structures. Although the structure type is different than the existing, the overall impact to the viewshed



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would be moderate. DC monopoles are a single tower and slenderer compared to the steel frame DC tower structures and would be less noticeable in the landscape. Although the proposed structures will be slightly taller and a different structure type, it is anticipated that the overall change in the visual impact will be minimal.

Generally, the change in height of the structures will not significantly alter or change the viewshed associated with the transmission line over what is currently present. While most structures will be only slightly taller than the existing, there will be a change in structure type from a DC tower to a DC monopole with the material staying the same. This change, however, would not likely constitute a significant visual change over what is currently present in the vicinity of the historic district. The district is considered eligible under Criterion A for its broad national events and Criterion C for its architecture, but also for its significance in areas of landscape architecture, social history, entertainment/recreation, politics/government, architecture, engineering, conservation, and community planning and development. It is unlikely that the proposed Rebuild Project would diminish these characteristics to a point that the district could no longer convey its eligibility. As such it is anticipated that the proposed Rebuild Project will have a ***Minimal Visual Impact on the Skyline Drive Historic District (DHR #069-0234 / #076-5160).***



Figure 119. View from Skyline Drive Historic District (DHR #069-0234 / #076-5160; PL 18), at ROW, Looking Northwest. Existing Transmission Line is Visible.



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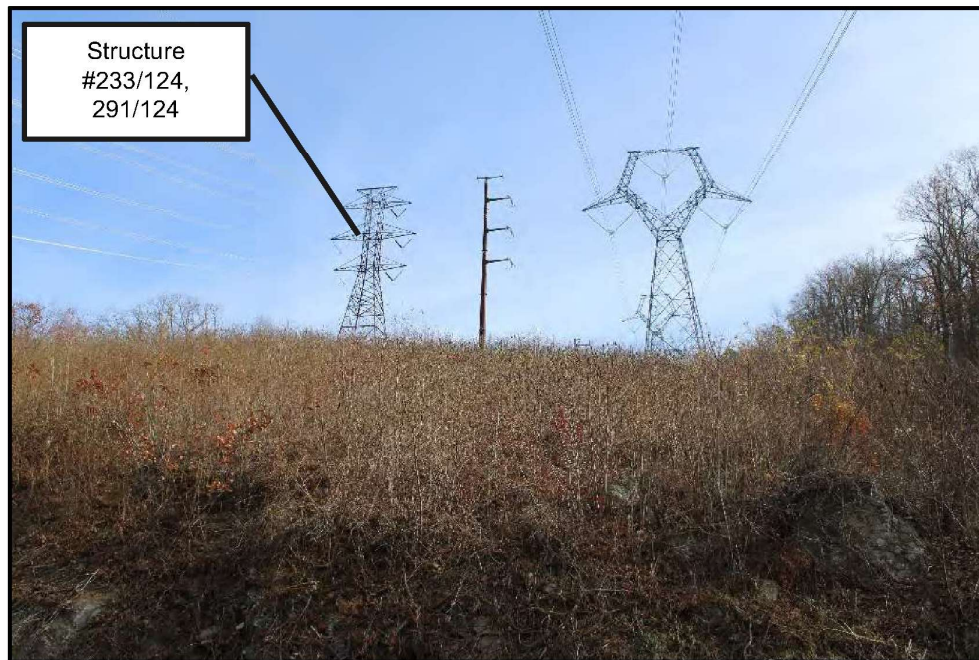
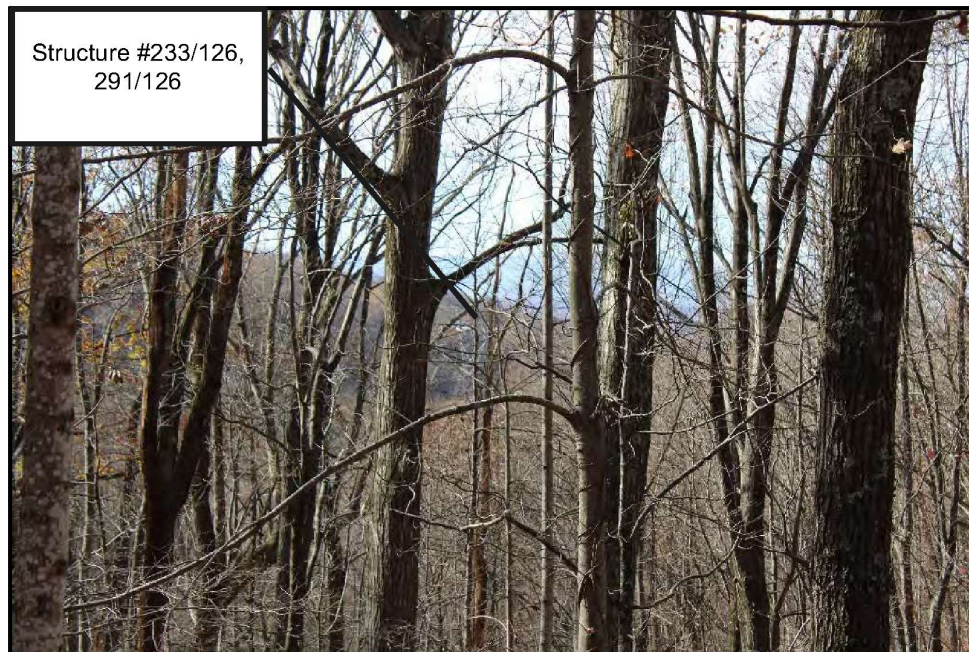


Figure 120. View from Skyline Drive Historic District (DHR #069-0234 / #076-5160), Appalachian Trail Historic District (DHR # 093-5043; PL 18), At ROW, Looking East. Existing Transmission Line is Visible.



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**Figure 121. View from Skyline Drive Historic District (DHR #069-0234 / #076-5160; PL 51), At
Approximately 0.5-mile Buffer, Looking Southwest. Existing Transmission Line is
Visible.**



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**Figure 122. View from Skyline Drive Historic District (DHR #069-0234 / #076-5160; PL 19), Calf
Mountain Overlook, Looking North. Existing Transmission Line is Not Visible.**



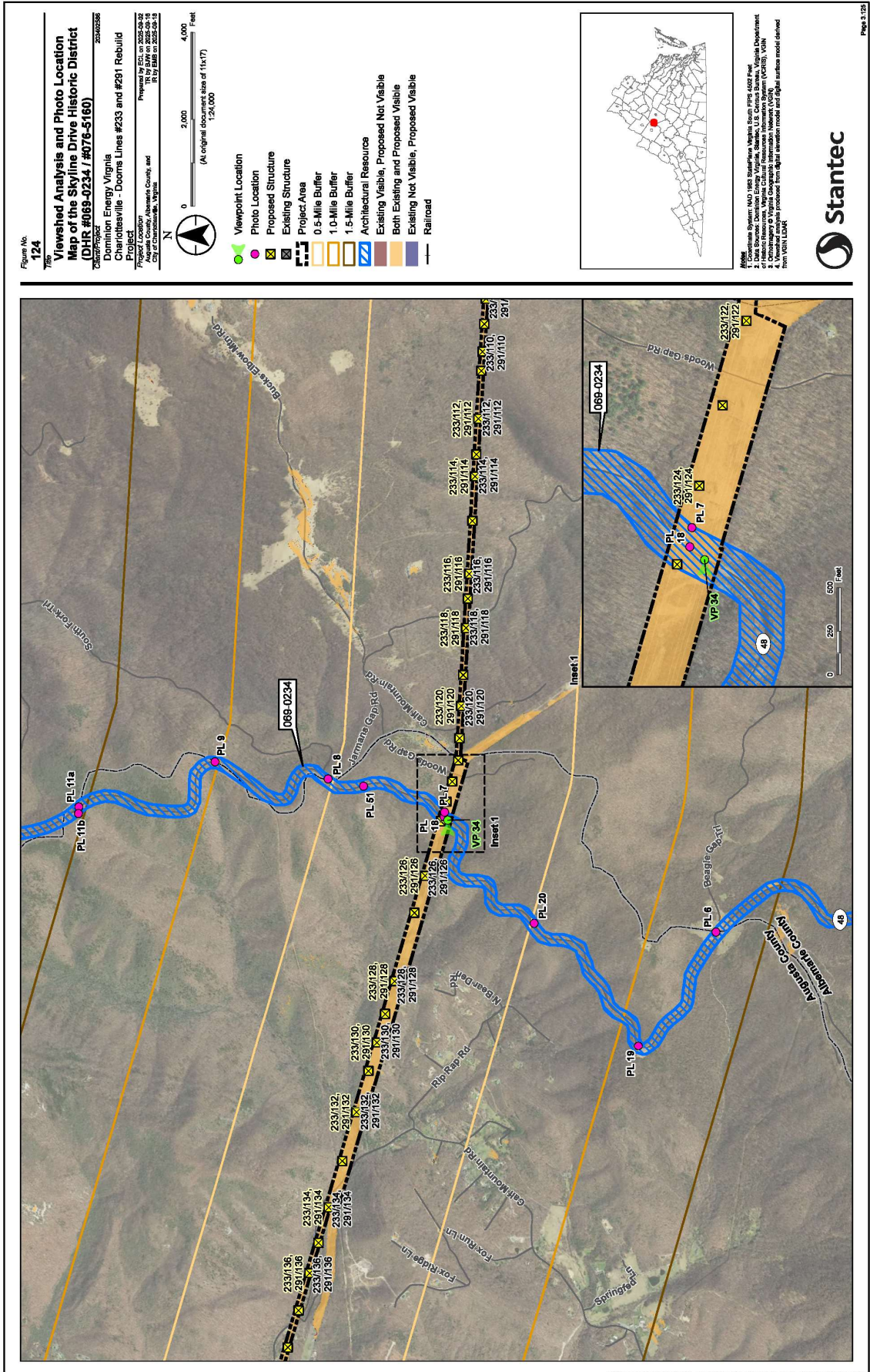
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Figure 123. View from Skyline Drive Historic District (DHR #069-0234 / #076-5160; PL 20), At Approximately 0.5-mile buffer, Looking North. Existing Transmission Line is Not Visible.





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3.4 Archaeology Resources Considered

Three previously recorded archaeological resources are located within the Rebuild Project ROW (Table 6; Appendix C). Sites 44B0122 and 44AB0239 intersect the project ROW and have not been evaluated for listing in the NRHP. 44AU0833 is located within the ROW and has been determined potentially eligible for listing in the NRHP. ***It is recommended that the archaeological sites be investigated and evaluated as appropriate during future investigations. Previously unidentified archaeological resources may be identified during future Stage II investigations.***

Table 6. Previously Recorded Archaeological Resources Considered within the Stage I Pre-Application Process

DHR #	Resource Name	NRHP Status	Closest Existing Structure	Distance to Closest Existing Structure (Feet)	Recommendation
44AB0122	Pre-Contact Camp	Not Evaluated	233/53, 291/53	0 feet	Investigate During Archaeological Survey
44AB0239	19 th Century Cemetery	Not Evaluated	233/24, 291/24	236 feet	Investigate During Archaeological Survey
44AU0833	Pre-Contact Lithic Quarry	Potentially Eligible	233/133, 291/133	316 feet	Investigate During Archaeological Survey



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Stantec was retained by Dominion Energy to conduct a Stage I Pre-Application Analysis for the proposed partial rebuild of transmission lines between the Charlottesville Substation in Charlottesville and the Dooms Substation in Augusta County Virginia. The total length of the existing ROW easements and Dominion Energy-owned property to be used for the Rebuild Project is approximately 22.3 miles. Because the existing ROW is adequate to construct the proposed Rebuild Project, no new rights-of-way are necessary.

All proposed structure heights and locations provided in this report are based upon preliminary engineering and are subject to final design. Between the existing Charlottesville Substation and the existing Dooms Substation, a total of 128 structures consisting of 7 steel monopole structures, 7 painted steel monopole structures, 2 concrete H Frame structures, 2 steel H Frame structures, and 110 lattice structures will be removed from Lines #233 and #291. Dominion Energy will replace these structures with 122 steel monopole structures, 2 3-pole structures, and 2 steel H-Frame structures, with a total of 126 structures. Thirteen structures will decrease in height.

Background research for the Stage I Pre-Application Analysis was conducted in October 2024 and June 2025 by Stantec staff. The preliminary background research and field study was conducted pursuant to the *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia* (DHR 2008) for proposed transmission line improvements. The research identified 33 previously recorded architectural resources for inclusion in the Stage I analysis. Three previously recorded archaeological resources were located within the existing ROW.

4.1 Recommendations – Architectural Resources

Shack Mountain is the only NHL architectural resource within the 1.5-mile buffer for the Rebuild Project (DHR #002-0200). Ten NRHP-listed resources were identified within 1.0 mile of the transmission line centerline and are Locust Grove (DHR #104-0005), Enderly (DHR #104-0202), Four Acres (DHR #104-0244), Marshall-Rucker-Smith House (DHR #104-5073), Judge William J. Robertson House (DHR #104-5074), Stonefield (DHR #104-5094), Crozet Historic District (DHR #002-5087), Charlottesville and Albemarle County Courthouse Historic District (DHR #104-0072), Woolen Mills Village Historic District (DHR#002-1260), and Martha Jefferson Historic District (DHR #104-5144).

Within 0.5 mile of the Rebuild Project are four NRHP-listed resources and include the Blue Ridge Swim Club (DHR #002-5178), Periwinkle Cottage (DHR #002-5311), Sunnyside (DHR #104-0006), Hard Bargain (DHR #104-0210) and one VLR-listed resource, Thomas and Alena Hammond House (DHR #104-5995). In addition, there are eight NRHP-eligible resources within 0.5 mile of the Rebuild Project including Colonel Vose Residence (DHR #002-5035), Hardie House (DHR #002-5148), McIntire Golf Course (DHR #104-5102), Rock Hill Academy Landscape (DHR #104-5137), McIntire Municipal Park



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(DHR #104-5139), Federal Executive Institute (DHR #104-5186), Barracks Road Shopping Center (DHR #104-5344), and Rugby Hills-Barracks Road Historic District (DHR #104-5393).

One NHL resource Skyline Drive Historic District (DHR #069-0234 / #076-5160), two NRHP-listed resources (Farmington [DHR #002-0035], Gallison Hall [DHR #002-0808]), one listed historic district (Greenwood-Afton Rural Historic District [DHR #002-5075]), two eligible resources (Appalachian National Scenic Trail [DHR #021-5012], Appalachian Trail [093-5043]), two eligible historic districts (Farmington Historic District [DHR #002-5153], Meadowbrook Hills Historic District [DHR #104-5394]), and one potentially eligible resource (Ingleridge Farm DHR # 002-1736) are within the existing transmission line ROW.

All proposed structure heights and locations provided in this report are based upon preliminary engineering and are subject to final design. Based on this information, the proposed average structure height increase is 7 feet with the maximum structure height increase of 30 feet. Thirteen structures will decrease in height.

*Based on preliminary engineering, the results of the fieldwork and visual modeling, it is recommended that there would be **No Impact** to Locust Grove (DHR #104-0005), Sunnyside (DHR #104-0006), Charlottesville and Albemarle County Courthouse Historic District (DHR #104-0072), Enderly (DHR #104-0202), Hard Bargain (DHR #104-0210), Four Acres (DHR #104-0244), Marshall-Rucker-Smith House (DHR #104-5073), Judge William J. Robertson House (DHR #104-5074), Stonefield (DHR #104-5094), the Rock Hill Academy Landscape (DHR #104-5137), Martha Jefferson Historic District (DHR #104-5144), Federal Executive Institute (DHR #104-5186), Barracks Road Shopping Center (DHR #104-5344), Rugby Hills-Barracks Road Historic District (DHR #104-5393), Thomas and Alena Hammond House (DHR #104-5995), Shack Mountain (DHR #002-0200), Woolen Mills Village Historic District (DHR #002-1260), Colonel Vose Residence (DHR #002-5035), Hardie House (DHR #002-5148), Blue Ridge Swim Club (DHR #002-5178), and Periwinkle Cottage (DHR #002-5311).*

*It is further recommended that there would be a **Minimal Visual Impact** to McIntire Golf Course (DHR #104-5102), McIntire Municipal Park (DHR #104-5139), Meadowbrook Hills Historic District (DHR #104-5394), Farmington (DHR #002-0035), Gallison Hall (DHR #002-0808), Crozet Historic District (DHR #002-5087), Farmington Historic District (DHR #002-5153), Appalachian National Scenic Trail- West Virginia and Virginia Segment (DHR #021-5012), and Appalachian Trail, Shenandoah State Park (DHR #093-5043). Stantec further recommends a Minimal Visual Impact to Greenwood-Afton Rural Historic District (DHR #002-5075) and Skyline Drive Historic District (DHR #076-5160/069-0234). It is also recommended that there would be a Minimal Visual Impact to potentially NRHP-eligible Ingleridge Farm (DHR #002-1736). Table 7 details the potential impacts to historic resources for the Rebuild Project.*



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Table 7. Summary of Potential Impacts to Previously Recorded Architectural Resources Considered under the Stage I Pre-Application Guidelines

DHR #	Resource Name	NRHP Status	Distance to Closest Structure (Feet; Existing)	Distance to Closest Structure (Feet; Proposed)	Stantec Impact Recommendation
104-0005	Locust Grove, 810 Locust Ave	NRHP-Listed, VLR Listed	3,524 feet; 233/125, 291/125	3,603 feet; 233/1, 291/1	No Impact
104-0006	Sunnyside, 2150 Barracks Road	NRHP-Listed, VLR Listed	2,495 feet; 233/21, 291/21	2,491 feet; 233/21, 291/21	No Impact
104-0072	Charlottesville and Albemarle County Courthouse Historic District	NRHP-Listed, VLR Listed	3,237 feet; 233/5, 291/5	3,234 feet; 233/5, 291/5	No Impact
104-0202	Enderly, 603 Watson Avenue	NRHP-Listed, VLR Listed	2,686 feet; 233/5, 291/5	2,682 feet; 233/5, 291/5	No Impact
104-0210	Hard Bargain, 1103 Park Street	NRHP-Listed, VLR Listed	2,145 feet; 233/5, 291/5	2,142 feet; 233/5, 291/5	No Impact
104-0244	Four Acres, 1314 Rugby Road	NRHP-Listed, VLR Listed	2,599 feet; 233/16, 291/16	2,595 feet; 233/16, 291/16	No Impact
104-5073	Marshall-Rucker-Smith House, 620 Park Street	NRHP-Listed, VLR Listed	5,004 feet; 233/4, 291/4	5,001 feet; 233/4, 291/4	No Impact
104-5074	Judge William J. Robertson House, 705 Park Street	NRHP-Listed, VLR Listed	4,699 feet; 233/5, 291/5	4,695 feet; 233/5, 291/5	No Impact
104-5094	Stonefield, 1204 Rugby Road	NRHP-Listed, VLR Listed	3,285 feet; 233/16, 291/16	3,281 feet; 233/16, 291/16	No Impact
104-5102	McIntire Golf Course, Route 250 Bypass	Eligible	909 feet; 233/8, 291/8	903 feet; 233/8, 291/8	Minimal
104-5137	Rock Hill Academy Landscape, 1025 Park Street	Eligible	2,539 feet; 233/6, 291/6	2,535 feet; 233/6, 291/6	No Impact
104-5139	McIntire Municipal Park, Route 250 Bypass	Eligible	568 feet; 233/8, 291/8	565 feet; 233/8, 291/8	Minimal
104-5144	Martha Jefferson Historic District	NRHP-Listed, VLR Listed	2,674 feet; 233/125, 291/125	2,736 feet; 233/1, 291/1	No Impact
104-5186	Federal Executive Institute, 1301 Emmet Street North	Eligible	1,614 feet; 233/19, 291/19	1,611 feet; 233/19, 291/19	No Impact
104-5344	Barracks Road Shopping Center, 1117 Emmet Street North	Eligible	2,347 feet; 233/20, 291/20	2,341 feet; 233/20, 291/20	No Impact



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DHR #	Resource Name	NRHP Status	Distance to Closest Structure (Feet; Existing)	Distance to Closest Structure (Feet; Proposed)	Stantec Impact Recommendation
104-5393	Rugby Hills, Barracks Road Historic District	Eligible	1,817 feet; 233/16, 291/16	1,813 feet; 233/16, 291/16	No Impact
104-5394	Meadowbrook Hills Historic District	Eligible	13 feet; 233/16, 291/16	8 feet; 233/16, 291/16	Minimal
104-5995	Thomas and Alena Hammond House, 1708 Yorktown Drive	VLR Listed	1,501 feet; 233/11, 291/11	1,506 feet; 233/11, 291/11	No Impact
002-0035	Farmington, Rt. 250	NRHP-Listed, VLR Listed	3,178 feet; 233/37, 291/37	3,177 feet; 233/37, 291/37	Minimal
002-0200	Shack Mountain, 1790 Lambs Road	NHL, NRHP-Listed, VLR Listed	7,500 feet; 233/28, 291/28	7,494 feet; 233/28, 291/28	No Impact
002-0808	Garrison Hall, 24 Farmington Drive	NRHP-Listed, VLR Listed	0 feet; 233/35, 291/35	0 feet; 233/35, 291/35	Minimal
002-1260	Woolen Mills Village Historic District	NRHP-Listed, VLR Listed	4,823 feet; 233/125, 291/125	5,018 feet; 233/1, 291/1	No Impact
002-1736	Ingleridge Farm, 1585 Ingleridge Farm	Eligible	0 feet; 233/29, 291/29	0 feet; 233/29, 291/29	Minimal
002-5035	Colonel Vose Residence, 3 Brook Road	Eligible	1,847 feet; 233/38, 291/38	1,852 feet; 233/38, 291/38	No Impact
002-5075	Greenwood-Afton Rural Historic District	NRHP-Listed, VLR Listed	0 feet; 233/116, 291/116	0 feet; 233/112, 291/112	Minimal
002-5087	Crozet Historic District	NRHP-Listed, VLR Listed	3,300 feet; 233/95, 291/95	3,299 feet; 233/95, 291/95	Minimal
002-5148	Hardie House, 2115 Dogwood Lane	Eligible	921 feet; 233/38, 291/38	923 feet; 233/38, 291/38	No Impact
002-5153	Farmington Historic District	Eligible	0 feet; 233/37, 291/37	0 feet; 233/36, 291/36	Minimal
002-5178	Blue Ridge Swim Club, 1275 Owensville Rd	NRHP-Listed, VLR Listed	158 feet; 233/54, 291/54	150 feet; 233/54, 291/54	No Impact
002-5311	Periwinkle Cottage, 2245 Blue Ridge Lane	NRHP-Listed, VLR Listed	1,065 feet; 233/37, 291/37	1,061 feet; 233/37, 291/37	No Impact
021-5012	Appalachian National Scenic Trail	Eligible	121 feet; 233/124, 291/124	132 feet; 233/124, 291/124	Minimal
069-0234	Skyline Drive Historic District	NHL, NRHP-Listed, VLR Listed	10 feet; 233/125, 291/125	0 feet; 233/125, 291/125	Minimal
093-5043	Appalachian Trail, Shenandoah National Park	Eligible	0 feet; 233/124, 233/124	0 feet; 233/124, 291/124	Minimal



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4.2 Recommendations – Archaeological Resources

Three previously recorded archaeological resources are located either within or immediately adjacent to the Rebuild Project ROW (see Table 3; Appendix C). Sites 44AB0122 and 44AB0239 intersect the project ROW but they have not been evaluated for listing in the NRHP. 44AU0833 is located within the ROW and has been determined potentially eligible for listing on the NRHP. ***It is recommended that the previously recorded archaeological sites be investigated and evaluated as appropriate during future investigations.***



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APPENDICES