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P. O. BOX 470
HANOVER, VIRGINIA 23069
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November 5, 2025

VIA email: erin.fosdick@tract.com
Tract c/o Erin Fosdick, AICP (Director of Entitlements)
3200 Cherry Creek Drive South, Suite 500
Denver, CO 80209

**RE: REZ2025-00023, CUP2025-00016, and SE2025-00023
(Marchetti Properties, et al./VALCO Hanover County Four, L.L.C) – Comment Letter**

Ms. Fosdick:

The Planning Department has conducted a review of your application materials and provides the comments listed below. Attached, you will also find comments from other reviewing agencies. Your request has *tentatively* been placed on the Planning Commission's agenda for **January 15, 2026**. Please respond to the comments below by **December 12, 2025**, which is the submittal deadline for the January meeting.

The following are comments from the Planning Department regarding your request:

1. Draft Proffers

- a. *Permitted Uses*: Proffer #1.a seems to allow additional uses (light industrial and clean manufacturing) other than data centers, while application materials indicate that a data center campus/technology park is planned. Light industrial and clean manufacturing do not correspond to uses specifically listed as permitted with the M-1 zoning district. Please list uses specifically listed in Sec. 26-163. Note that in that section, data centers are formally listed as *data processing, ISPs, search portals, and related services* [Sec. 26-163.4]. Similar comments apply to Proffer #5.b. Proffer #5.b should also include language stating that a Conditional Use Permit or Special Exception must be approved for any use requiring those approvals within the M-1 zoning district. For example, Proffer #5.b.iv.B could say "substations are only permitted within Building Area 2b and Building Area 3b, as identified on the Concept Plan, subject to approval of a Conditional Use Permit by the Board of Supervisors." Tier 2 battery storage systems also require approval of a CUP. Page C3.3 of

the conceptual plan should also state that a Conditional Use Permit or Special Exception must be approved for any use requiring those approvals with the M-1 zoning district.

- b. *Buffers*: Proffer #3 does not reference or provide specifications regarding the narrower perimeter buffers adjacent to existing commercial uses along U.S. Route 33 or along the western property line. The width of those buffers is not specified, but there is a note regarding a building setback of 35' along the western property line. Please specify the width and planting requirements of these buffers in the proffers and on the conceptual plan.

Please specify the timing of when perimeter buffers will be inventoried and supplementary vegetation installed. For example, the proffer could state that the perimeter buffer along U.S. Route 33 will be inventoried and supplementary plantings identified with site plan submittal for Building Area #1 (similar language for Winns Church Road area for Building Area #3).

While much of the eastern property line along Grassy Swamp Creek includes Resource Protection Areas (RPAs), please specify a minimum buffer width along that boundary line, as the Comprehensive Plan: General Land Use Plan recommends *Suburban Neighborhood Residential* on the opposite side of the creek. This buffer would provide a transition between industrial and residential uses.

- c. *Setbacks*: Proffer #5b mentions setbacks from adjacent public roads, but the conceptual plan also shows setbacks from other property lines that exceed ordinance requirements. Any enhanced setbacks shown on the conceptual plan should also be reflected in the proffered conditions, with consistent language and requirements.

While much of the eastern property line along Grassy Swamp Creek includes Resource Protection Areas (RPAs), please specify a minimum setback along that boundary line, as the Comprehensive Plan: General Land Use Plan recommends *Suburban Neighborhood Residential* on the opposite side of the creek. This setback would provide a transition between industrial and residential uses.

- d. *Development Area*: The proffers and conceptual plan limited building coverage to a certain percentage of each development area, but the acreages for each development area are not provided. Please provide the acreage for each development area and label (Building Areas are labeled but Development Areas are not) or clearly delineate boundaries between these areas so their boundaries are understood at the time of site plan review.

- e. *Trail*

- i. *Timing of Construction*: Proffer #4 should specify the timing of trail construction. When will the trail be constructed in relation to the rest of the development? Will the trail be constructed in phases or completed at one time?
- ii. *Access to Public Utilities Facility*: Note that the Department of Public Utilities has provided feedback that Proffer #4.c is not feasible, as vehicles accessing the pump station should not share the trail with pedestrians and cyclists.

- iii. *Trail Surface*: While the U.S. Route 33 Gateway Small Area Plan recommends a natural surface, the County recommends using asphalt or a similar hard surface, durable material six feet in width.
- iv. *Trailhead Area*: Please provide additional details regarding the design and amenities that will be provided by the applicant at the trailhead access identified on the conceptual plan (e.g. number of parking spaces, surfacing type, any amenities/signage/landscaping, etc.). Will there be an additional amenities along the trail?
- f. *Internal Street Landscaping*: Proffer #10 is unnecessary, as it is an ordinance requirement [Sec. 26-162.5].
- g. *Turn Lanes from U.S. Route 33 (Proffer #11.c)*: The draft language seems to include multiple exemptions that do not provide certainty regarding the construction of turn lanes that meet minimum requirements. As the TIA recommends turn lanes and VDOT will be providing a general review of the rezoning application, please revise to provide greater certainty that turn lanes with a minimum amount of storage and taper will be provided.
- h. *Building Height*: Proffer #5.e.xi and similar language on the conceptual plan are not consistent with the Zoning Administrator Interpretation signed February 6, 2026, which states that parapet walls and other architectural features used to screen mechanical equipment are considered when measuring building height. Please revise. Note that the requested building heights in Building Area 2A and Building Area 3A exceed the maximum height of 62 feet recommended in the Route 33 Gateway Small Area Plan.
- i. *Screening Proffer*: Consider using the following language regarding screening, which has typically been proffered in Hanover County:
 - i. *Screening of Mechanical Equipment*: Exterior mechanical equipment, including HVAC equipment, permanent electrical generators, refrigeration equipment and ductwork, backflow prevention devices, and similar features, must be screened from view from U.S. Route 33 (Mountain Road), Winns Church Road, and adjacent properties with residential dwellings, as follows:
 - 1. *Roof-mounted mechanical equipment*. Mechanical equipment mounted on the roof of a building must be screened by a parapet wall, roof screen, or similar device that is integrated into the building's building form and of a height equal to or greater than the height of the mechanical equipment being screened.
 - 2. *Ground-mounted and wall-mounted mechanical equipment*. Mechanical equipment mounted on or near ground-level, or otherwise mounted on the building wall, must be screened by any combination of sight-obscuring dense evergreen vegetation or decorative walls or fences that incorporates at least one of the primary materials or colors of the nearest wall of the primary

structure on the lot. The height of the vegetation, wall, or fence shall equal or exceed that of the mechanical equipment being screened.

3. *Director's Review.* The method of screening will be provided and reviewed with the Director's review of the building elevations.

j. *Freestanding Signage:* For consistency and clarity, please add language to Proffer #7 prohibiting signage on Winns Church Road, as stated in other proffers and on the conceptual plan. Please provide additional details regarding the design of freestanding signage and/or otherwise ensure that there is consistent signage throughout the project (see p. 27 – 28 of the U.S. Route 33 Gateway Small Area Plan for guidance).

k. *Construction Damage (Proffer #11.d):* Proffer #11.d states that the applicant/developer will only be responsible for repairing construction damage to U.S. Route 33 between Interstate 295 and the southernmost entrance to the project. Per the conceptual plan and TIA, it seems like the northernmost entrance will be used for construction traffic. Please revise to state that the applicant will repair damage to the northernmost entrance. Specify what point at the Interstate 295 interchange construction damage will be evaluated (is it from the southernmost point at the interchange or from a certain ramp?).

2. Conceptual Site Layouts:

- a. On the conceptual site layouts (Conceptual Plan: Sheet C3.3), it would be helpful to note where generator yards will be located, with siting between buildings preferred. Do the light gray strips adjacent to buildings note generator yards?
- b. Please demonstrate how the conceptual site layouts conform with Proffer #5.e.ii, which states that “primary building facades and entrances should face internal streets, drive aisles, or campus circulation areas and be clearly visible and accessible.” Based on the parking locations, it does unclear if the conceptual site layouts demonstrate building layouts that can meet that requirement.

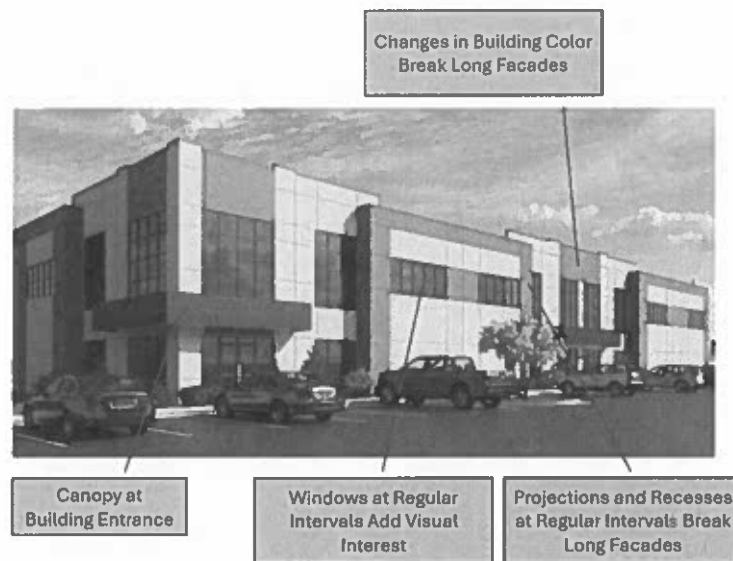
3. Conceptual Plan Details: Based upon feedback from the community meeting, it is strongly recommended that you consider providing a more detailed conceptual plan that includes information about building footprints, parking areas, etc. With most industrial rezoning applications, a more detailed conceptual plan is typically proffered.

4. Ecological Restoration Area: Please define what “ecological restoration area” means.

5. Lighting: Please specify whether the project will use the freestanding lighting fixtures recommended in the U.S. Route 33 Gateway Small Area Plan (p. 38).

6. Sidewalks/Pedestrian Paths: The U.S. Route 33 Gateway Small Area Plan recommends that sidewalks or shared-use paths should be provided on at least one side of primary interior roads, and that pedestrian access should connect building entrances with parking areas and open space corridors. (p. 29). Please specify whether the recommended pedestrian accommodations will be provided.

7. Small Area Plan – Recommended Road Network: The U.S. Route 33 Gateway Small Area Plan shows a recommended road network, with a main entrance to the Economic Development Zone at U.S. Route 33/Overhill Road. How would this project be able to support and connect to that recommended main intersection? It does not seem that this project would connect to that recommended spine road should development occur on the adjacent parcel.
8. Typical Street Section: The road section shown on Sheet C3.0 of the conceptual plan shows the roadway and adjacent landscape buffers. The construction plans submitted for a similar project (CON2025-00010: Hanover Technology Park Loop Road A) show wide utility easements on either side of the right-of-way, creating a wider cross-section that involves additional tree clearing, particularly in buffer areas. Are additional utility easements planned for this project adjacent to and outside of the right-of-way/road easements? Note that within the M-1 zoning district, a landscape buffer at least 25 feet in width is required adjacent to internal roads [Sec. 26-162.5].
9. Stub Road to East (Request by Adjoining Property Owner): Note that the adjoining property owner to the east has contacted staff and requested that the main entrance road be designed and constructed as a public road along the southern side of the site between U.S. Route 33 and Grassy Swamp Creek. Consider providing a public road stub to the property to the east.
10. Building Elevations: For the building elevations included in Exhibit B, please identify key elements of the elevations provided that align with the proffers and recommendations in the Small Area Plan (example below).



11. Consistent Tree Types along Route 33: Since the property has frontage along U.S. Route 33, consider proffering that consistent tree types recommended in the U.S. Route 33 Small Area Plan (p. 16) are used at least in areas along or near U.S. Route 33.
12. Parking Lot Landscaping: Consider proffering that parking areas incorporate landscaping islands and/or perimeter plantings in accordance with recommendations in the U.S. Route 33 Small Area Plan (p. 29) and Comprehensive Plan (p. 48).

13. Native Landscaping: Consider proffering that a minimum percentage of plantings will be native species (ex. at least 30% of the plantings shown with each site plan or construction plan must be species native to Hanover County or adjacent counties) (Comprehensive Plan: p. 48).
14. Open Space and Property Owners Association: Will there be any common open space owned by a property owners' association? If so, language regarding the timing and installation of supplementary plantings within buffer areas located in common open space should be included within the proffers. It seems like some perimeter buffers are located in open space areas that are not near building sites requiring site plan approval (such as areas separated from building sites by the primary access road), so there should be clarity on what party is responsible for the supplementary plantings and when those should occur. Within the *Employment Center* land use designation, the Comprehensive Plan (p. 47) recommends at least 10% of the project area be dedicated as open space. Consider proffering that there will be a property owners' association that will be responsible for the maintenance of open space areas and ensure consistent design within the development should there be multiple property owners (Comprehensive Plan: p. 48). Any proffer regarding establishment of the property owners association should specify when the association will be formed (e.g. prior to construction plan approval, prior to subdivision approval, prior to approval of the first site plan, etc.). As part of REZ2023-00006 (Proffer #14), formation of a property owners' association is required prior to or concurrent with final approval of the initial subdivision of the property.
15. Water Usage: Please provide the total water and wastewater peak and average daily demands for the development area, as requested by the Department of Public Utilities. Water usage was a significant concern raised during the community meeting.
16. Noise Impacts: Consider preparing a preliminary sound study to determine potential noise impacts at full buildout and full capacity operations, similar to what was prepared and submitted with REZ2023-00035 (rezoning for Hanover Technology Park).
17. Traffic Impact Analysis (TIA) Review: Note that Hanover County had a third-party consultant review the TIA. Comments from that consultant are attached.
18. Review Meeting: Please schedule a meeting with staff to review and discuss the aforementioned comments.
19. Complete Review Prior to Advertising: Note that the Planning Commission public hearing will not be advertised until the TIA is approved by VDOT and all transportation-related issues are resolved.

If you have any questions, please contact Andrew Pompei at (804)365-6871 or me at (804)365-6369.

Sincerely,

Gretchen W. Biernot, AICP
Current Planning Manager



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

RICHMOND DISTRICT
2430 Pine Forest Drive
COLONIAL HEIGHTS, VA 23834
www.VDOT.Virginia.gov

Stephen C. Brich, P.E.
COMMISSIONER

October 24, 2025

County of Hanover
Department of Planning and Zoning
P.O. Box 470
Hanover, VA 23069
Attn.: Gretchen Biernot

**Re: REZ2025-00023 - Marchetti Properties, LLC – Mountain Road Technology Park
(Rezoning)**

Ms. Biernot,

The Department of Transportation, Ashland Residency Transportation and Land Use Section has reviewed the above referenced rezoning application submitted by Charles Marchetti, et al - VALCO Hanover County Four, LLC, VALCO Hanover County Six, LLC and VALCO Hanover County Seven, LLC dated, September 29, 2025, and find the following:

1. Please conduct an evaluation of both Route 660, Winns Church Road and Route 33, Mountain Road for the following:
 - a. Geometric and pavement section adequacy for the heavy vehicles that will be needed for construction. This should include turning movements at appropriate intersections.
 - b. Sight distance (intersection and stopping) for all proposed commercial entrances to identify and determine if adequate sight distances are available.
 - c. Verify the spacing from all adjacent commercial entrances, median crossovers, signalized/unsignalized intersections and interchange ramps in accordance with the *VDOT Road Design Manual (RDM), Appendix F*.
2. VDOT has received the associated Traffic Impact Analysis (TIA) Report prepared by Kimly-Horn, dated September 2025, on October 1, 2025, and is currently under review by the Richmond District Traffic Engineering staff.

WE KEEP VIRGINIA MOVING

To streamline the plan review process; starting on January 1st, 2026, the VDOT Ashland Residency is requesting that all Subdivision Plans, Construction Plans, Site Plans and other Plans of Development/Redevelopment, to be accompanied by a completed copy of the “*VDOT Site Plan*” or “*Subdivision Plan Checklist*”. This will help expedite the time of review(s), as well as the number of total review(s) required and increase the quality of said review(s).

Sincerely,

Jason T. Brook
Ashland Residency Plan Reviewer

On behalf of
Harley E. Joseph, Jr., P.E.
District Land Use Engineer
VDOT Richmond District



HANOVER FIRE-EMS OFFICE OF THE FIRE MARSHAL



P.O. Box 470 Hanover, VA 23069, General Questions - (804) 365-6195, Email - fmo@hanovercounty.gov

FIRE PLANS REVIEW

Date:	10-16-2025
Subject:	MARCHETTI PROPERTIES ET AL
Jurisdiction:	Hanover
Trakit File #	REZ2025-00023
From:	Lieutenant Paul Polivka Phone: 804-365-4858 Email: ptpolivka@hanovercounty.gov
To:	Gretchen Biernot
Type of Review:	Rezoning 1st Review
Comments:	• The Hanover Office of the Fire Marshal has completed its review of the Rezoning of this property and has the following comments as the project advances. 1. The submitted plan shall indicate the location of all required or existing fire hydrants after determining the number and distribution of fire hydrants: <i>VSFPC - C105.1 (2012)</i> 2. The average spacing between Fire hydrants shall not exceed that listed in <i>VSFPC - C105.1. (2012)</i>, 3. Fire hydrants must be located within 400 feet of all parts of the building: <i>VSFPC - 507.5.1 (2021)</i> 4. Provide details on the method to access all exterior points of the building from within 150 feet of an approved emergency fire apparatus access roadway. Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. <i>VSFPC - 503.1.1 (2021)</i> 5. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm). <i>VSFPC 503.2.1.</i>



HANOVER FIRE-EMS

OFFICE OF THE FIRE MARSHAL



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FIRE PLANS REVIEW

6. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet. *VSFPC* - D103.1 (2012)
7. An FDC with a dedicated hydrant located within 100 feet of the FDC will be required. The FDC's required forms and installation instructions can be obtained from Hanover Fire and EMS Office of the Fire Marshal website. *VSFPC* - 507.5.1 (2021),
8. FDC detail needs to be added to the plans set. The FDC's required forms and installation instructions can be obtained from Hanover Fire and EMS Office of the Fire Marshal website.
9. A working space of not less than 36 inches in width, 36 inches in depth, and 78 inches in height shall be provided and maintained in front, the sides, and around the circumference of free-standing fire department connections, except as otherwise required or approved by the fire code official. *VSFPC* - 912.4.2 (2021)
10. An approved lock shall be installed on buildings, gates, or similar barriers where required by the fire code official. *VSFPC* - 505.1.1 (2021)
11. A Knox Padlock is required on all road gates to be locked at any time. Where security gates are installed, they shall have an approved means of emergency operation. The security gates and emergency operations shall always be operational. Where provided, electric gate operators shall be listed per UL 325. Gates intended for automatic operation shall be designed, constructed, and installed to comply with the requirements of ASTM F 2200: *VSFPC* - 503.6 (2021) / *VSFPC* - D103.5 (2012)
12. The approximate location of all required fire lane markings shall be indicated on the plans. Fire lanes between twenty and twenty-six feet in width shall be marked on both sides of the roadway. The required forms and installation instructions for the fire lane details can be obtained from Hanover Fire and EMS Office of the Fire Marshal website.
<https://www.hanovercounty.gov/1082/Plans-Review>
13. Buildings or facilities exceeding 30 feet or three stories in height shall have at least two means of fire apparatus access for each structure. *VSFPC* - D104.1 (2012)
14. Buildings or portions of buildings or facilities exceeding thirty feet in height above the lowest level of fire department vehicle access shall be provided with an aerial fire apparatus access road. The aerial fire apparatus access road shall have a minimum of twenty-six feet of unobstructed clear width in the immediate vicinity of the building. Overhead obstructions in the form of utility or power lines shall not be located within the aerial fire apparatus access roadway. At least one aerial fire apparatus access roadway shall be located a minimum of fifteen feet and a maximum of thirty feet from the building and



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FIRE PLANS REVIEW

positioned parallel to one entire side of the building: VSFPC - D105.1 / D1105.2 (2012)

15. Buildings or facilities with a gross area of more than 62,000 square feet (124,000 w/sprinklers) shall be provided with two separate and approved fire apparatus access roads. VSFPC - D104.2 (2012)
16. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses. VSFPC - D104.3 (2012)
17. The minimum outside turning radius for fire apparatus, including in cul-de-sacs, shall be no less than 48 feet. Turning movements shall be demonstrated on the plans using a fire apparatus turning template. VSFPC - D103.3 (2012)
18. Buildings shall be provided with approved address identification. The address identification shall be legible and visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out. Each character shall be not less than 4 inches (102 mm) high with a minimum stroke width of 1/2 inch (12.7 mm). Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response. Where access is utilizing a private road, and the building cannot be viewed from the public way, a monument, pole, or other sign or means shall be used to identify the structure. Address identification shall be maintained. VSFPC - 505.1 (2021)
19. Fire protection equipment shall be identified in an approved manner. Rooms containing controls for air conditioning or fire protection systems shall be identified for the use of the fire department. Approved signs required to identify fire protection system equipment and equipment location shall be constructed of durable materials, permanently installed, and readily visible. VSFPC - 509.1 (2021)

Department of Public Works Comments

CASE NAME: MARCHETTI PROPERTIES, ET AL.

TRACKIT PROJECT #: REZ2025-00023

PLEASE MARK THE APPROPRIATE BOX BELOW:

No Comment ☐

Comments Below ☒

DATE: 10/15/2025

REVIEWED BY: MJD

No comments on zoning actions

Comments on future development.

1. Wetlands delineation, evaluation of CBPA and extent of RPA required. Water quality impact assessment certification required along with associated supporting information.
2. Additional development subject to state stormwater requirements and meet runoff reduction, channel protection, and flood protection requirements.
3. With the large increase in impervious area, it is likely that the onsite detention of stormwater will be required.
4. If development is 5 acres or more or 10lb or more of phos load, 75% of nutrient reduction must be met on site.
5. Analysis of downstream manmade and natural systems to a point where the site is less than 1% of drainage area will likely be required.
6. Holtzgraph Dam #085017 located onsite is regulated by DCR. Dam must be compliant with dam safety requirements if it remains.
7. Onsite ponds must meet the requirements of the Hanover County Drainage Design Handbook. Holtzgraph Dam #085017 must be current with state permitting and meet Hanover County requirements.



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FIRE PLANS REVIEW

Date:	10-16-2025
Subject:	VALCO HANOVER COUNTY FOUR L.L.C. ET AL - Substation
Jurisdiction:	Hanover
Trakit File #	CUP2025-00016
From:	Lieutenant Paul Polivka Phone: 804-365-4858 Email: ptpolivka@hanovercounty.gov
To:	Gretchen Biernot
Type of Review:	Conditional Use Permit 1 st Review
Comments:	1. The Hanover Office of the Fire Marshal has completed its review of this property's Conditional Use Permit and has the following comments as the project advances. • A Knox Padlock is required on all road gates to be locked at any time. Where security gates are installed, they shall have an approved means of emergency operation. The security gates and emergency operations shall always be operational. Where provided, electric gate operators shall be listed per UL 325. Gates intended for automatic operation shall be designed, constructed, and installed to comply with the requirements of ASTM F 2200: VSFPC - 503.6 (2021) / VSFPC - D103.5 (2012) • As this project progresses, the applicant should be aware of the requirements of the Hanover Fire Marshal's Office. Requirements can be found on the Hanover Fire and EMS web page: https://www.hanovercounty.gov/1082/Plans-Review. • The Hanover County- Plans Review Guidelines and the Commercial Development- Checklist are in the Reference Plans Review Tab.

ZONING STAFF MEETING

Department of Public Utilities Comments

CASE NAME: Valco Hanover County Four LLC, et al

PROJECT #: CUP2025-00016

PLEASE MARK THE APPROPRIATE BOX BELOW:

No Comment: ☐

Comments Below: ☒

DATE: 10/15/2025

REVIEWED BY: T. Watkins

The Hanover County Department of Public Utilities (DPU) has reviewed the above referenced Conditional Use Permit application and has the following comments:

1. The application notes that up to three substations may be allowed with approval of the application but specific locations are not shown, only noted as restricted to Areas 2B and 3B. These shall not conflict with proposed or existing public utilities or Water and Sanitary Sewer Easement.

Please feel free to contact me if you have any questions or concerns.



HANOVER FIRE-EMS

OFFICE OF THE FIRE MARSHAL



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FIRE PLANS REVIEW

Date:	10-16-2025
Subject:	VALCO HANOVER COUNTY FOUR L.L.C. ET AL
Jurisdiction:	Hanover
Trakit File #	SE2025-00023
From:	Lieutenant Paul Polivka Phone: 804-365-4858 Email: ptpolivka@hanovercounty.gov
To:	Gretchen Biernot
Type of Review:	Special Exception 1 st Review
Comments:	1. The Hanover Office of the Fire Marshal has completed its review of the Special Exception and has the following comments as the project advances. • Buildings or facilities exceeding 30 feet or three stories in height shall have at least two means of fire apparatus access for each structure. VSFPC - D104.1 (2012) • Buildings or portions of buildings or facilities exceeding thirty feet in height above the lowest level of fire department vehicle access shall be provided with an aerial fire apparatus access road. The aerial fire apparatus access road shall have a minimum of twenty-six feet of unobstructed clear width in the immediate vicinity of the building. Overhead obstructions in the form of utility or power lines shall not be located within the aerial fire apparatus access roadway. At least one aerial fire apparatus access roadway shall be located a minimum of fifteen feet and a maximum of thirty feet from the building and positioned parallel to one entire side of the building: VSFPC - D105.1 / D1105.2 (2012) • As this project progresses, the applicant should be aware of the requirements of the Hanover Fire Marshal's Office. Requirements can be found on the Hanover Fire and EMS web page: https://www.hanovercounty.gov/1082/Plans-Review. • The Hanover County- Plans Review Guidelines and the Commercial Development- Checklist are in the Reference Plans Review Tab. •