

**REZ2025-00023, MARCHETTI PROPERTIES ET AL
CUP2025-00016, VALCO HANOVER COUNTY FOUR L.L.C ET AL**

Industrial Rezoning + Conditional Use Permit Report
South Anna Magisterial District
Planning Commission Meeting Date: February 19, 2026



Overview

Request	Rezoning: Rezone to M-1, Limited Industrial District with conditions Conditional Use Permit: Permit up to three substations
Current Zoning	A-1, Agricultural District
Acreage	Total Project Area: 427 acres (CUP Area: 427 acres)
Address	13074 Mountain Road and 12517 Winns Church Road
Location	East line of Mountain Road (U.S. Route 33) at the Henrico County Line (Chickahominy River) and south line of Winns Church Road (State Route 660) at Grassy Swamp Creek
GPINs	7757-98-4106, 7767-08-0569, 7767-17-2423, 7757-97-5013, 7768-00-5491, 7757-96-5577, and 7757-96-1157
General Land Use Plan	Employment Center and Highway Commercial
Major Thoroughfare Plan	Mountain Road: Major Arterial (140' ultimate right-of-way) Winns Church Road: Major Collector (120' ultimate right-of-way)
Suburban Service Area	Inside
Case Planner	Gretchen Biernot/Andrew Pompei

Executive Summary

This is a request to rezone property along U.S. Route 33 (Mountain Road) at the Henrico County line (Chickahominy River) to allow data centers and supporting uses. The subject properties also have frontage along Winns Church Road at Grassy Swamp Creek. There are two related zoning cases:

- CUP2025-00016: Conditional Use Permit (Substations)
- SE2025-00023: Special Exception (Buildings/Fences Taller than Permitted)

Outstanding Issues

- *Water Usage:* While the applicant has provided information regarding average daily demands for the development area (600,000 gallons per day), peak demands have not been provided. Average daily demands are less than water allocations to the former Tyson's facility nearby.

Draft Motion

I move that the Planning Commission recommend:

- a. Approval of REZ2025-00023/CUP2025-00016, with proffers submitted January 29, 2026.
- b. Approval of REZ2025-00023/CUP2025-00016, with the following amendments: _____.
- c. Denial of REZ2025-00023/CUP2025-00016.
- d. Deferral of REZ2025-00023/CUP2025-00016, until the Planning Commission's March 19, 2026, meeting.

Planning Analysis

Project Overview

The applicant proposes the development of a master-planned technology park that would accommodate multiple data centers and supporting uses, including substations.

Data centers are specialized facilities that house servers, storage, and networking equipment, providing infrastructure needed to run information technology systems.

Project Location

The proposed project, which totals approximately 427 acres, is located along the east side of U.S. Route 33 (Mountain Road) at the Henrico County line (Chickahominy River). The project also has frontage on Winns Church Road west of Grassy Swamp Creek. The Chickahominy River and Grassy Swamp Creek form the southern and eastern boundaries of the project.



Existing Conditions

The rezoning request includes seven parcels that are largely undeveloped and wooded. Significant existing features include the following:

- *Existing House:* There is an existing house on GPIN 7768-00-5491 (12517 Winns Church Road).
- *Water Features:* The subject properties have significant frontage along the Chickahominy River and Grassy Swamp Creek, with floodplain areas and wetlands extending onto the site. There is currently a manmade pond near the southwestern corner of the property (Holtzgreffe Pond).
- *Pump Station Access:* A gravel road runs along the southern edge of the property near the Chickahominy River, providing access to a public wastewater pump station from U.S. Route 33 (Mountain Road).

The subject properties have frontage along U.S. Route 33 (Mountain Road) and Winns Church Road.

Site Conditions (Existing Conditions: View from Mountain Road)

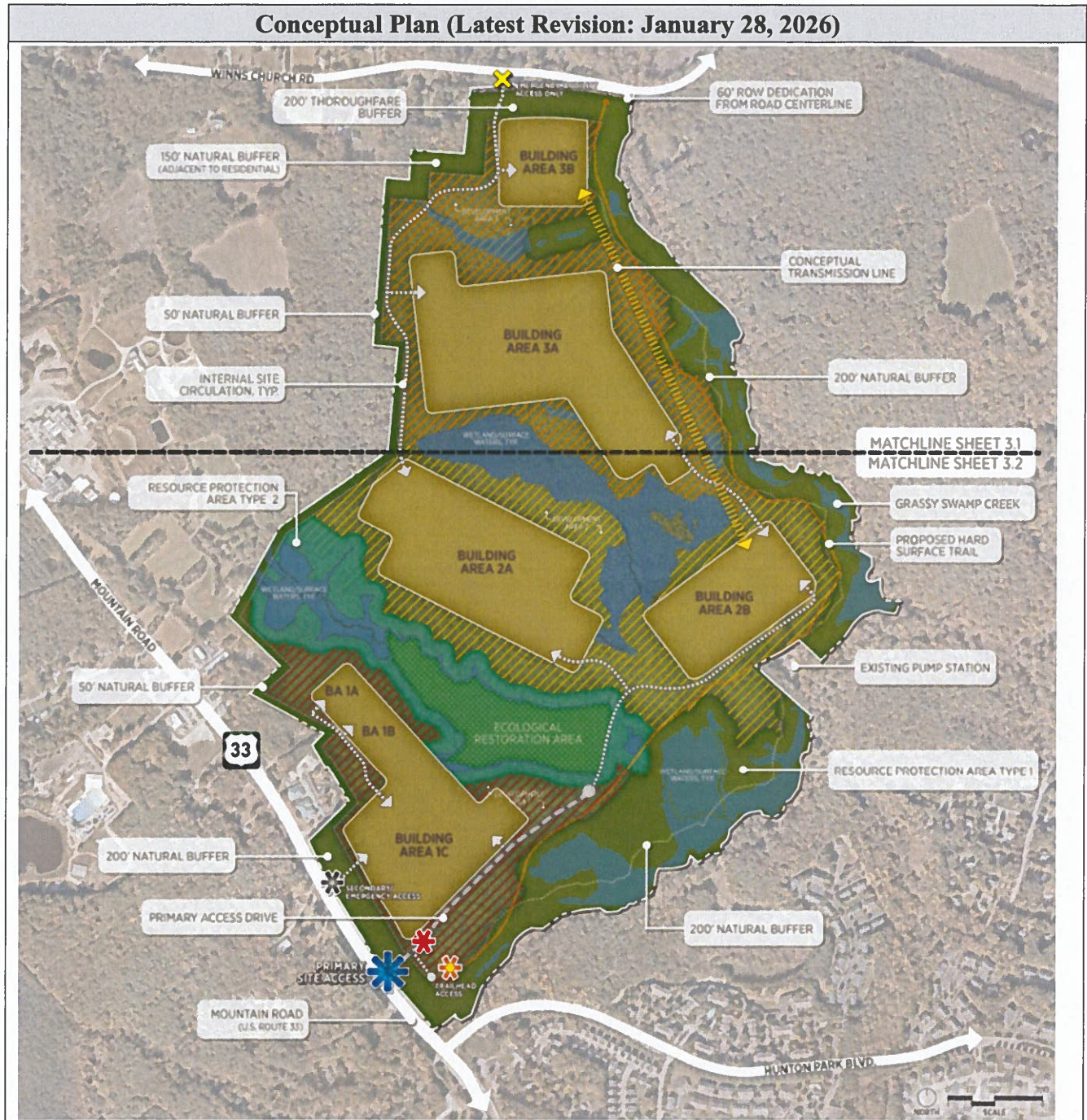


Site Conditions (Existing Conditions: View from Winns Church Road)



Conceptual Plan

The conceptual plan shows a general layout of the project, including building areas, internal roads, perimeter buffers, and open space. While conceptual plans are not required within the M-1 zoning district, the applicant has proffered that development will occur in substantial accord with the conceptual plan provided (Proffer #2).



Key features shown on the conceptual plan include the following:

- Access

- *Primary Access (U.S. Route 33)*: The primary site access is from U.S. Route 33 (Mountain Road) just north of the Chickahominy River.
- *Secondary Access (U.S. Route 33)*: A secondary access point is farther north/west along U.S. Route 33 (Mountain Road), with a note stating the secondary access will be available for initial site construction access; after site construction, this access will be for emergency use only.
- *Winns Church Road (Emergency/Utility Access)*: One access point is shown off Winns Church Road, with a note stating that it will be for emergency and utility use only. Notes on the conceptual plan regarding access align with proffered conditions.

- Internal Circulation

The conceptual plan shows the primary access road into the site, with other internal roads connecting the primary access road to building areas. Internal roads will be private, and a security checkpoint is shown near U.S. Route 33 (Mountain Road).

- Development and Building Areas

There are five building areas that total 131.1 acres (30.7% of the site). Development areas surround the building areas and total 122.6 acres (28.7% of the site). The conceptual plan and proffered conditions specify how each area can be used:

- Most buildings will be located within the building areas. These areas can accommodate data center buildings, substations, and supporting uses.
- Development areas can include roadways, utilities, signage, fencing, parking lots, stormwater management facilities, and ancillary buildings (equipment storage, security sheds, etc.) that are limited in size.

Conceptual layouts for the different building areas are shown on Sheet C3.3 of the conceptual plan.

- Open Space and Buffers

Natural areas, resource protection areas (RPAs), and perimeter buffers are shown on the conceptual plan as follows:

- 200' buffer along U.S. Route 33 (Mountain Road) and Winns Church Road.
- 200' buffer along the southern and eastern boundaries (larger where RPAs along the Chickahominy River and Grassy Swamp Creek extend farther into the site).
- 150' buffer adjacent to existing residential uses along Winns Church Road.
- 50' buffer along western/southwestern boundary.
- Natural areas that include existing wetlands extending into the interior of the site. The existing Holtzgreffe Pond is noted as an ecological restoration area (applicant has indicated the existing dam may be removed and the area restored as wetlands).

Per the proffered conditions, the perimeter buffers are intended to remain in their natural state. Existing vegetation must be inventoried and supplemented to ensure there is an adequate mix of deciduous and evergreen trees and shrubs to limit the visibility of proposed development.

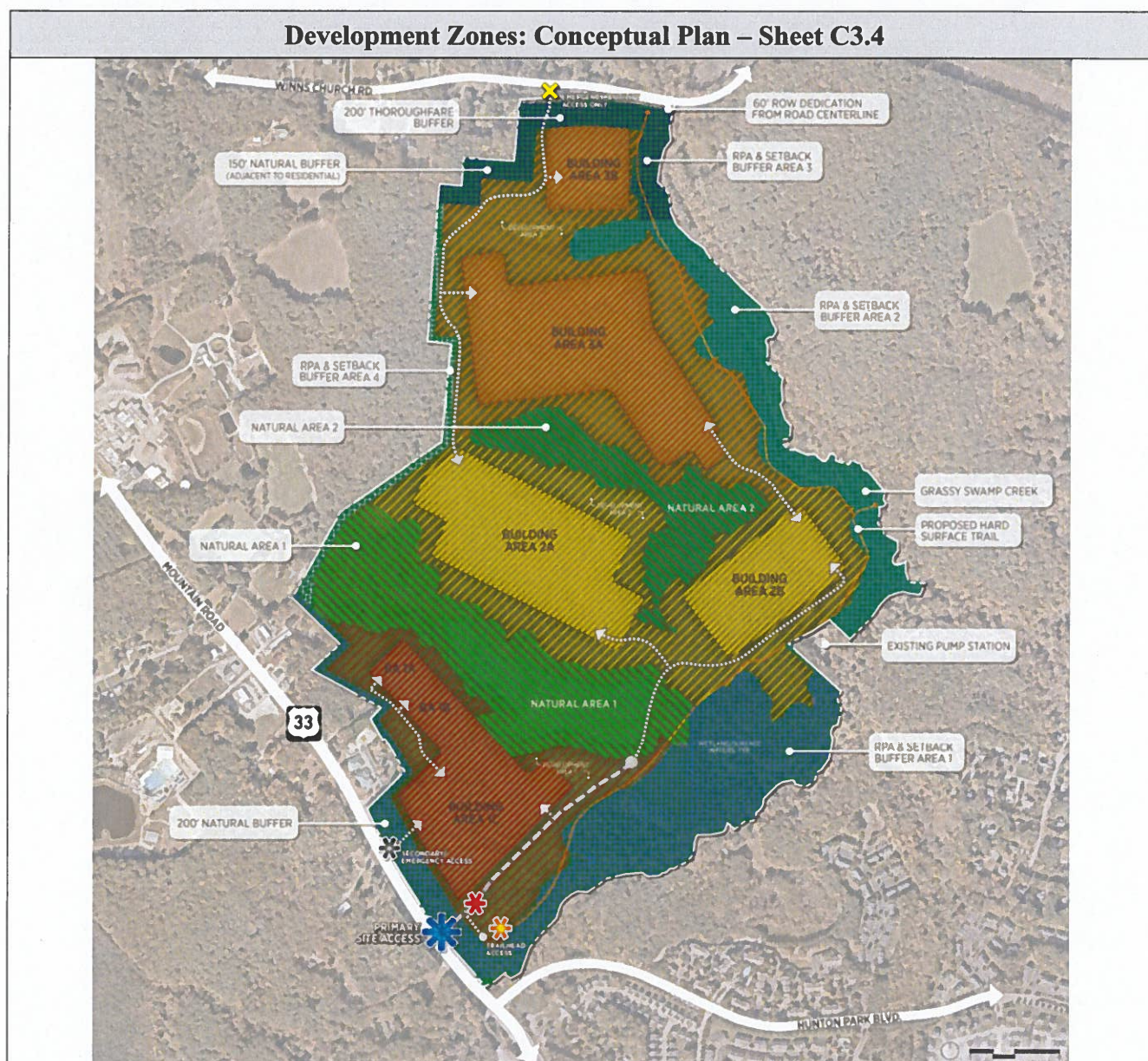
Natural areas total 70.1 acres (16.4% of the site) and RPAs and perimeter buffers total 102.9 acres (24.1% of the site).

- Utilities and Infrastructure

The general location of major supporting infrastructure is shown on the conceptual plan. A proposed overhead transmission line would extend into the project area from an existing transmission line located to the northeast (transmission line runs northwest to southeast and crosses Winns Church Road east of the project area).

Hanover County owns and operates an existing pump station that is adjacent to the project area (with existing and proposed access through the subject properties).

Sheet C3.4 specifically delineates different development areas/zones, which relate to project phasing and when certain improvements and site features listed in the proffered conditions must be completed.



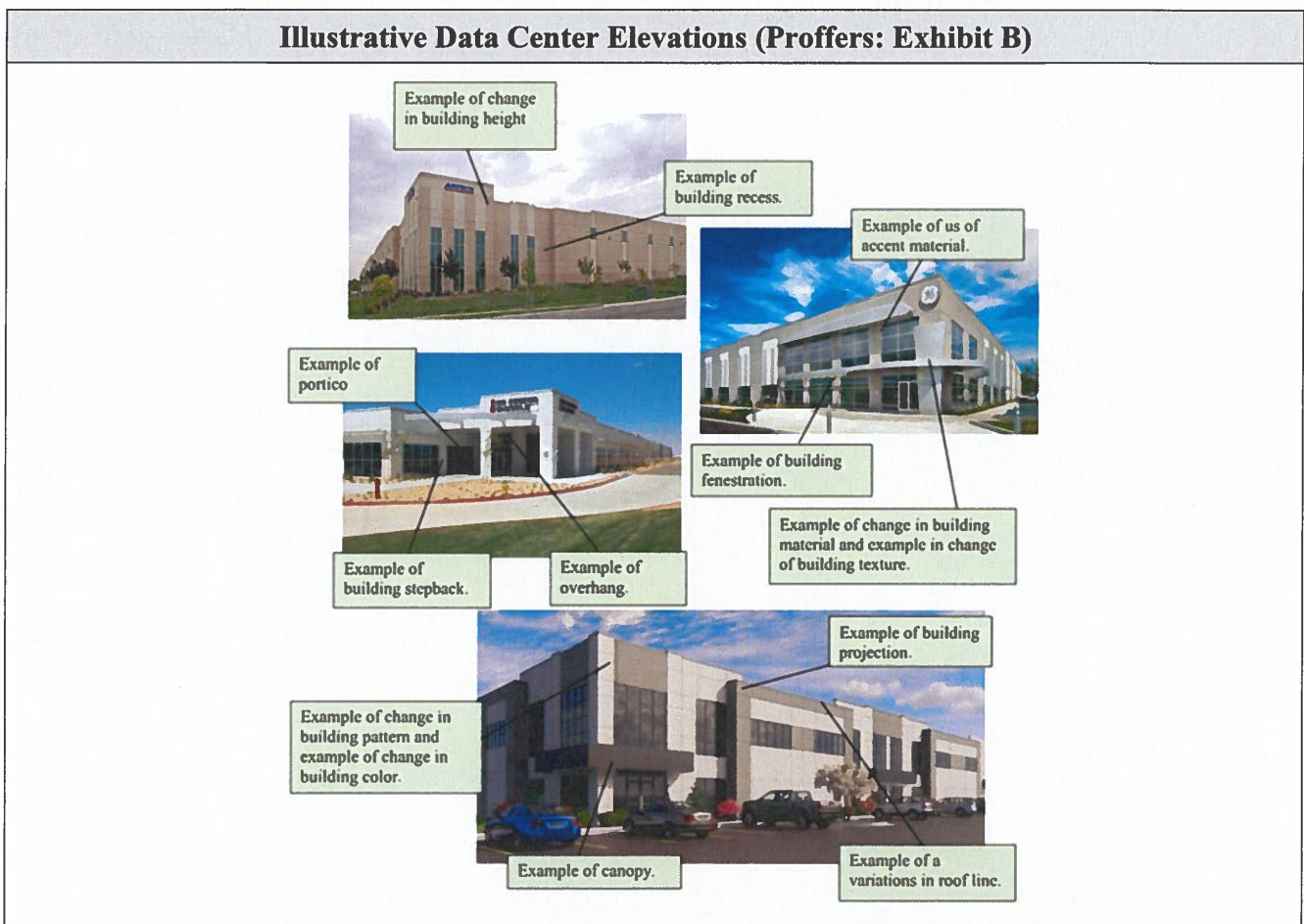
Building Elevations and Design

Exhibit B includes illustrative data center elevations; however, these specific elevations are not proffered but serve as samples (Proffer #5.f.x.E). That exhibit identifies key architectural features referenced in the proffered conditions. Proffer #5.f establishes requirements for the design of data center buildings, including the following:

- Building orientation
- Building materials and colors
- Building fenestration (changes in building height, variations in roofline, projections/recesses, and similar features that add architectural interest and avoid long, monotonous facades)
- Screening of mechanical equipment

If the rezoning request is approved, specific building elevations must be reviewed and approved by the Planning Director at the time of site plan review to ensure compliance with the proffered conditions.

There are also design requirements for the building at the security checkpoint (security shed) to help ensure an attractive view from the primary site entrance and U.S. Route 33 (Mountain Road). Note that other accessory buildings are excluded from the design requirements if “buffered by other uses which mitigate the visual impacts to public roads or abutting properties” (Proffer #5.f.xiii).



There is a companion request (SE2025-00023) to allow buildings taller than permitted within the M-1 zoning district (A Special Exception request is only heard by the Board of Supervisors and not the

Planning Commission). The maximum permitted building height in M-1 is 35 feet, and the applicant is requesting increased building heights (depending upon the building area):

- Up to 62 feet in Building Area 1A, 1B, 1C, and 2B
- Up to 85 feet in Building Area 2A and 3A
- Up to 62 feet in Building Area 3B (if at least 350 feet from Winns Church Road)

Each level of a data center has increased ceiling heights compared to most other buildings, so a data center with a maximum height of 62 feet would typically have two stories.

Transportation

The proposed development has frontage on U.S. Route 33 (Mountain Road) and Winns Church Road (State Route 660). Per the proffered conditions and conceptual plan, access would be from U.S. Route 33 (Mountain Road), with only emergency/utility access from Winns Church Road.

Roadway Characteristic	Mountain Road (U.S. Route 33)
Functional Classification: VDOT	Minor Arterial
Functional Classification: Major Thoroughfare Plan	Major Arterial (Urban)
Traffic Volumes (VDOT: 2023)	Farrington Road to Henrico County Line: 8,600 ADT
Planned Improvements	Widening to four lanes between existing four-lane section and Winns Church Road (1.50 miles) (Hanover County 10-Year Road Funding Plan: Begin Preliminary Engineering in FY27)

Roadway Characteristic	Winns Church Road (State Route 660)
Functional Classification: VDOT	Minor Collector
Functional Classification: Major Thoroughfare Plan	Major Collector (Urban)
Traffic Volumes (VDOT: 2023)	U.S. Route 33 (Mountain Road) to Greenwood Road: 1,200 ADT

Major Thoroughfare Plan

The proposed development will have direct access to U.S. Route 33 (Mountain Road), which has the following designations within the Major Thoroughfare Plan (component of the 2023 Comprehensive Plan):

- *Major Arterial (Urban)*: Mountain Road is classified as a *Major Arterial (Urban)*, with an ultimate right-of-way of 140 feet. It is classified as *urban* since it is located within the Suburban Service Area (SSA). Along the project's frontage, Mountain Road is four lanes with a median (no pedestrian/bicycle accommodations).

- *Focus Corridor*: Mountain Road between Montpelier and the Henrico County line (Chickahominy River) is designated as a *focus corridor* for several reasons:
 - Portions of the roadway are approaching capacity or overcapacity under existing conditions;
 - Portions of the roadway are projected to be approaching capacity or overcapacity under potential future conditions in 2045; and
 - Portions of the roadway provide direct access to an Economic Development Zone (EDZ).

The Comprehensive Plan recommends that rezoning requests and other land use proposals located along focus corridors be thoroughly reviewed and analyzed to identify potential transportation impacts and mitigating improvements (Comprehensive Plan: p. 106). Based upon recommendations in the traffic impact analysis, the applicant is proffering construction of right-turn lanes at the primary and secondary entrance along Mountain Road (U.S. Route 33) (Proffer #10.c).

The proposed development has frontage along Winns Church Road (State Route 660), with one emergency/utility access located along that frontage. Winns Church Road has the following designations within the Major Thoroughfare Plan:

- *Major Collector (Urban)*: Winns Church Road is classified as a *Major Collector (Urban)*, with an ultimate right-of-way of 120 feet. It is classified as *urban* since it is located within the Suburban Service Area (SSA). The applicant has proffered to dedicate 60 feet of right-of-way from the centerline of Winns Church Road (Proffer #11), satisfying recommendations within the Comprehensive Plan (Strategy TR.2f). The roadway is currently two lanes with no pedestrian/bicycle accommodations.
- *Focus Corridor*: Winns Church Road is designated as a *focus corridor*, as it provides a key connection within the Suburban Service Area (SSA). The Comprehensive Plan recommends that rezoning requests and other land use proposals located along focus corridors be thoroughly reviewed and analyzed to identify potential transportation impacts and mitigating improvements (Comprehensive Plan: p. 106). The applicant is not proffering any improvements along this roadway; none were recommended in the TIA, and no full-access entrances are proposed from Winns Church Road (emergency access only).

Traffic Impact Analysis (TIA)

The applicant submitted a traffic impact analysis (TIA) that estimates the number of trips that may be generated by the development and how those trips may impact the local transportation network.¹

- *Trip Generation*: When complete (2034), the proposed development will generate 1,488 average weekday daily trips, with 186 external AM peak hour trips and 60 external PM peak hour trips.

Not only did the TIA analyze trip generation at buildout, but it also analyzed construction traffic.

¹ TIA entitled Traffic Impact Analysis: Mountain Road Technology Park, Hanover County, Virginia (November 2025: Version 2) prepared by Kimley Horn. The TIA was reviewed by VDOT and JMT (hired by Hanover County to review the TIA). On December 4, 2025, VDOT provided a letter stating its staff found that the study was performed in accordance with current standards and generally concurs with the findings.

Table 7: Proposed Development Trip Generation

Land Use	Scale	Weekday Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Data Center	900 Megawatts	1,488	102	84	186	18	42	60

- *Level of Service and Impacts to Transportation Network:* The TIA reviewed existing conditions and future conditions during construction and at full buildout:
 - U.S. Route 33/Hunton Park Boulevard (Henrico County)
 - U.S. Route 33/Gladfelter Road
 - U.S. Route 33/Winns Church Road
 - Winns Church Road/Greenwood Church Road

The study also analyzed the following proposed entrances from U.S. Route 33:

- Entrance #1
- Entrance #2

The following findings are described within the study:

- *Existing Conditions:* All signalized intersections and all unsignalized approaches operate with overall delays equivalent to LOS D or better during commuter peak hours, with the exception of the westbound approach at the intersection of U.S. Route 33/Winns Church Road, which operates at LOS E during the AM peak hour (p. 26 of TIA).
- *Construction:* During the construction peak hours, all signalized intersections and all unsignalized approaches are projected to operate with overall delays equivalent to LOS D or better, with the exception of the westbound approach at the intersection of U.S. Route 33 and Project Driveway #1 during the PM peak hour, which is projected to operate with delays equivalent to LOS F. Note that these results are typical where a low volume, stop-controlled, road intersects a high-volume, free-flow road. On occasions where vehicles are unable to exit the site, or excessive queues are observed on-site, it is expected that the contractor will deploy flaggers to maintain the safety and operations of the intersection (p. 19 of TIA).
- *Buildout (2034):* During the commuter peak hours, all signalized intersections and all unsignalized approaches are projected to operate with delays equivalent to LOS D or better, except for the westbound approach at the intersection of U.S. Route 33/Winns Church Road, which operates at LOS E during the AM and PM peak hour. Note that the approach was projected to operate with delays equivalent to LOS E under No-Build conditions, prior to the completion of the project. The project is not expected to increase traffic on the minor street at this intersection (p. 32). These projections factor in a growth rate of one percent (1%).

The ramps at the U.S. Route 33/Interstate 295 interchange are expected to operate with densities equivalent to LOS C or better under all analysis conditions.

- *TIA Recommendations*

Based on the analysis, northbound right-turn lanes are warranted at project entrances from U.S. Route 33. An access management exception (AME) will be required for the turn lane at the primary site entrance; due to the entrance's proximity to the Chickahominy River Bridge, the applicant is requesting that the turn lane include 200' of storage with a 100' taper (versus a 200' taper typically required).

During construction, vehicles may have difficulty turning left onto southbound U.S. Route 33 from the project entrance during peak hour. On occasions when vehicles are unable to exit the site, or excessive queues are observed on-site, it is expected that the contractor will deploy flaggers to maintain the safety and operations of the intersection.

Proffered Transportation Improvements

To offset impacts of the proposed development on the local transportation network, the applicant is proffering the following improvements (Proffers #10 and #11):

- A right-turn lane (100' taper + 200' storage) at the primary site entrance along Mountain Road (U.S. Route 33).
- A right-turn lane (200' taper + 200' storage) at the secondary site entrance along Mountain Road (U.S. Route 33).
- Right-of-way dedication along Winns Church Road to accommodate future road improvements (60 feet from the centerline).

These proffered improvements align with recommendations in the traffic study summarized above.

To limit the impacts of construction traffic on Mountain Road (U.S. Route 33), the applicant must repair any damage caused by construction traffic within 120 days (along with posting a bond of \$50,000) (Proffer #10.d). A construction management plan must be provided that will identify measures that will be taken to minimize congestion, delays, and queuing along Mountain Road (U.S. Route 33) (Proffer #13).

Public Utilities

The project is located within the Suburban Service Area (SSA), which is the portion of the County where public water and sewer may be provided. There is existing water and sewer infrastructure in the area:

- There is a sewer force main along Grassy Swamp Creek that connects to a public wastewater pump station.
- There are public water lines along Winns Church Road and Mountain Road (U.S. Route 33).

The applicant has indicated that the proposed development will use an average of 600,000 gallons of water per day (compared to 800,000 gallons per day that was allocated to the former Tyson's facility that operated nearby).² Peak water demands were not provided.

The Department of Public Utilities provided the following comments (dated October 16, 2025):

1. Provide the total water and wastewater peak and average daily demands for the development area. A Utility Master Plan shall be approved by DPU for the entire development prior to DPU

² Letter from Kimley-Horn and Associates dated February 6, 2026. Note that while Hanover County provided water to the former Tyson's facility, it did not treat its wastewater (the facility had its own private wastewater treatment infrastructure).

recommending approval of any associated construction plan or site plan. The Utility Master Plan may be amended in the future if needed based on changes in the proposed development. This shall include a sewer shed analysis.

Note: Since the comments were provided, the applicant has provided average daily demands for the proposed project (600,000 gallons per day), but not peak demands. Since the proposed development will likely be a significant water user and citizens have expressed concerns regarding water usage, this information should be made available to decision makers.

2. Oversized credits will be available for sanitary sewer when it is oversized beyond the project's required size.
3. Unrestricted 24-hour access to the public water and sanitary sewer infrastructure shall be provided, including the existing wastewater pump station.
4. A shared walking trail and DPU access roadway, as indicated by Proffer 4.c, is not acceptable to DPU. DPU access shall occur over a dedicated paved/gravel roadway and/or common internal development vehicle roadways.
5. A looped waterline may extend across water pressure zones. A PRV will be required in this case.
6. A Water Agreement and/or Wastewater Agreement may be required for the development based on the proposed demands.
7. Water and sanitary sewer extensions and/or easements will need to be extended to serve nearby and adjacent properties.
8. All water and sanitary sewer extensions and services will be constructed in accordance with DPU requirements.
9. Water service to the existing wastewater pump station shall be maintained throughout development. This shall be coordinated during site plan review and construction.
10. After the zoning process, but prior to initiating site design or construction drawings, the developer should meet with the Fire Marshal's office to discuss the proposed layout and determine the location of the fire hydrants and then meet with DPU to discuss the layout of the waterlines that will supply the hydrants.

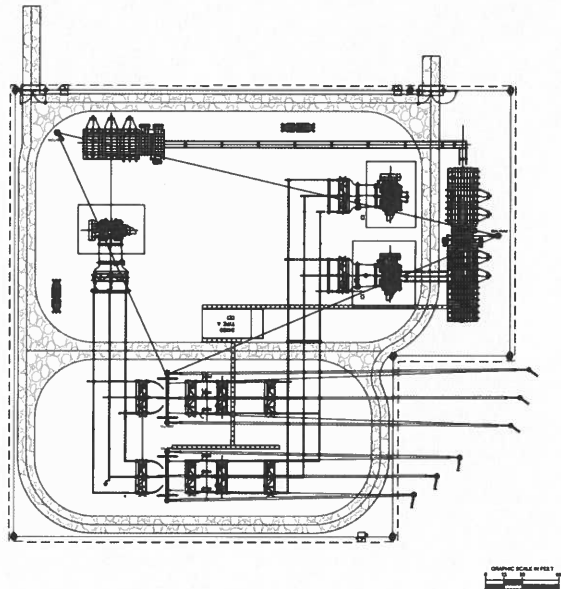
Electrical Infrastructure

- *Existing Infrastructure:* There is an existing transmission line that is just outside the project area to the east/northeast. A transmission line will need to be extended from that existing infrastructure into the site.
- *Proposed On-Site Infrastructure:* The conceptual plan shows the general location of a new overhead transmission line that would extend from the existing transmission line, serving three proposed substations (CUP2025-00016).
- *Applicant Coordination with Dominion Energy:* The applicant must coordinate with Dominion Energy to ensure there is adequate capacity and infrastructure to meet the proposed project's electricity needs. Dominion Energy has indicated that the first phase of energization for the proposed project would be in the fourth quarter of 2029.
- *Data Centers and Electricity Usage:* Data centers tend to use significant amounts of energy and tend to locate near existing transmission lines. According to the JLARC report, "Modern data centers

consume substantially more energy than other types of commercial or industrial operations. Consequently, the data center industry boom in Virginia has substantially driven up energy demand in the state, and demand is forecast to continue growing for the foreseeable future. The state's energy demand was essentially flat from 2006 to 2020 because, even though population increased, it was offset by energy efficiency improvements. However, an independent forecast commissioned by JLARC shows that unconstrained demand for power in Virginia would double within the next 10 years, with the data center industry being the main driver" (p. ii).

- *Substations – Conditional Use Permit:*

This CUP request includes three substations. The sketch plan shows the potential location of a new overhead transmission line that would extend from the existing off-site transmission line, serving three proposed substations.

Substations	
Code Reference (Conditional Use: M-1)	Sec. 26-165(1) Sec. 26-20(12)
General Location	Three substations are dispersed throughout the site.
Conceptual Layout (Sheet C-4.0)	 The diagram is a conceptual site plan showing the layout of three substations and their interconnecting transmission lines. The site is bounded by a dashed line. A new overhead transmission line, represented by a double line, enters from the top center and branches out to serve three substations. The substations are depicted as clusters of equipment, including transformers and switchgear. One substation is located in the upper left, another in the upper right, and the third in the lower center. The diagram also shows existing site features like roads, parking areas, and other infrastructure. A scale bar in the bottom right corner indicates a graphic scale of 1 inch equals 100 feet.

Illustrative Example of Control Enclosure (Sheet C-4.0)	
Conceptual Layout Features	• The compound is gated and surrounded by a perimeter security fence. • Internal access roads within the compound are interconnected. • Switches, controls, and transformers are located within the fenced compound. • A typical elevation of the control enclosure is provided. That feature is located within the gated compound. • The proffered conceptual plan (which also serves as the CUP sketch plan) notes that substations are only permitted within Building Area 2B and 3B with approval of a CUP by the Board of Supervisors.

Stormwater Management

If approved, the proposed development will have to adhere to all applicable regulations related to stormwater management. Note that the proffered conditions prohibit stormwater basins from being within the proffered perimeter buffers but may be within any of the development areas. Stormwater management facilities will collect runoff from buildings, parking areas, and other impervious surfaces; any water used for cooling or other purposes within buildings will generally be directed to the public sewer system.

The Department of Public Works provided the following comments regarding stormwater management:

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 must 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 10 lbs or more of phosphorus 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. Holtzgrefe Dam #085017 located onsite is regulated by DCR. The 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. Holtzgrefe Dam #085017 must be current with state permitting and meet Hanover County requirements.

Note that any water used in cooling goes into the public sewer and not into stormwater detention facilities, which capture runoff from buildings, parking lots, and other exterior impervious surfaces.

Comprehensive Plan Analysis

Growth Management Plan

The subject properties are entirely within the *Suburban Service Area (SSA)*, which is the County's designated growth area. The SSA is the portion of the County where public water and sewer service are planned to be made available, allowing higher-density development to occur. The SSA is intended to concentrate development so it occurs in a logical, compact, and contiguous manner and to maintain rural character in areas where utilities are not provided. Approximately 22% of Hanover County is within the SSA.

General Land Use Plan

Most of the subject properties are designated *Employment Center* on the General Land Use Map, with a strip along U.S. Route 33 designated *Highway Commercial* and areas along the Chickahominy River, Grassy Swamp Creek, and Holtzgrefe Pond designated *Natural Conservation*. The subject properties are entirely within the Suburban Service Area (SSA), which is the County's designated growth area.

Areas designated *Employment Center* are intended to accommodate employment-generating businesses and limited industrial uses within cohesive, master-planned developments that are at least twenty acres in area. A description of the *Employment Center* land use designation is on p. 47 – 48 of the 2023 Comprehensive Plan. Since most of the project area is designated *Employment Center*, the proposal has been evaluated based on the recommendations for that land use designation (below).

Analysis: Proposed Project and Consistency with <i>Employment Center</i> Land Use Designation	
Overall Intent	The request generally aligns with the overall intent of the land use designation, accommodating limited industrial uses within a master-planned development exceeding 20 acres in area.
Appropriate Uses	Data centers are included as an appropriate use. Proffered conditions limit uses within the project to data centers and supporting uses.
Appropriate Zoning Districts	The M-1 District is included as an appropriate zoning district.
Project Framework	The request generally aligns with the following recommendations: • Proposed development exceeds minimum recommended project size of 20 acres. • Proposed development will only have light industrial uses (Recommendation: 70 – 100% of total acreage should be used for commercial and/or light industrial purposes). • The conceptual plan indicates that approximately 40.5% of the project will be preserved as open space (Recommendation: 10%

	of project area). The applicant has proffered construction of a walking trail along the Chickahominy River and Grassy Swamp Creek, along with a trailhead (Proffer #4). • The proposed development will connect to public utilities.
Community Character	The request generally aligns with the following recommendations: • Buffers at least 200 feet wide will be provided along Mountain Road (U.S. Route 33) and Winns Church Road. Existing vegetation will be maintained and supplemented (Proffer #2). • Street trees and other landscaping are required within the M-1 zoning district [Sec. 26-162(5)]. • The conceptual plan and proffered conditions indicate that existing vegetation will be preserved within the perimeter buffers. • The applicant has proffered that buildings will generally incorporate higher-quality materials and architectural features on street-facing facades to add visual interest to buildings and visually break long facades (Proffer #5). • The applicant has proffered that all freestanding signs will be designed as monument signs, and a master sign program plan must be submitted prior to approval of the first sign permit (Proffer #7). • The applicant has proffered that at least 30% of plantings shown on each site plan or landscape plan must be native to Hanover County or adjacent counties (Proffer #5.b). • The applicant has proffered that landscaping within parking areas must be provided at a rate of at least ten square feet per parking space (Proffer #5.f).
Transitions	The request generally aligns with the following recommendations: • A buffer at least 200' wide is provided along Winns Church Road, and a buffer at least 150' wide is provided where the project area abuts existing residential lots that front Winns Church Road. A buffer at least 200' wide is provided along the Chickahominy River and Grassy Swamp Creek. • A minimum building setback of 200' is required along Winns Church Road and the eastern and southern boundaries of the project. A minimum setback of 250' is required along Mountain Road (U.S. Route 33). • Buildings within 350' of Winns Church Road are limited to 35' in height, which is the maximum height permitted in the requested zoning district. Taller buildings will be set farther back (pending approval of a special exception). • Freestanding exterior lights are limited in height to 18', with building-mounted lights limited to 35'. Light levels will be

	limited along the perimeter of the project to minimize negative impacts to adjacent properties (Proffer #7). The applicant has also proffered that window coverings or other shading mechanisms will be provided when windows face the perimeter of the project. Noise studies must be completed within 30 days of the “ready to service” date, which is the date when all exterior equipment is installed and operational. The noise study will verify whether the completed project conforms with local noise ordinance requirements. Additionally, the applicant proffered that physical sound attenuation measures will be installed on mechanical equipment associated with buildings within 1,200’ of any residential use, if the equipment is installed on a rooftop or on the side of the building facing residential uses (Proffer #10). The testing of back-up generators is limited to Monday – Saturday, 7:00 a.m. – 7:00 p.m. The requirements in this condition are intended to minimize noise impacts on adjacent properties.
Transportation	The request partially aligns with the transportation-related recommendations within the <i>Employment Center</i> land use designation: - The plan does not include an interconnected street network that will accommodate future connections, as the project will be served by private internal roads (most of which will have restricted access due to a security checkpoint). No stub roads are provided to adjacent parcels. Within areas designated <i>Employment Center</i>, an interconnected street network that provides stub roads to adjacent properties is recommended. - Access to adjacent thoroughfares is restricted, and individual buildings will not have direct access to Mountain Road (U.S. Route 33) or Winns Church Road.
Active Transportation	The request partially aligns with recommendations regarding active transportation within areas designated <i>Employment Center</i>: - The applicant has proffered that sidewalks will be provided along at least one side of primary vehicular circulation areas (Proffer #5), along with construction of a pedestrian trail along the Chickahominy River and Grassy Swamp Creek (Proffer #4). - Pedestrian and bicycle connections are not provided along major thoroughfares or to adjacent properties/uses.

This area has been designated for business uses (all or part) since the 1998 Comprehensive Plan:

Plan Year	Land Use Designations on General Land Use Plan in Area
1997	Industrial, Commercial, and Agriculture
2003	Industrial, Commercial, and Business Park
2007	Business Park and Commercial
2013	Planned Business and Commercial
2018	Planned Business and Commercial

Small Area Plan

The subject properties are within the study area for the U.S. Route 33 Gateway Small Area Plan, which was adopted in August 2025. That plan builds upon recommendations in the Comprehensive Plan to provide more detailed guidance regarding appropriate uses, site design, and building design. Below is how the proposed development relates to recommendations in the U.S. Route 33 Gateway Small Area Plan.

Analysis: Proposed Project and Consistency with the U.S. Route 33 Gateway Small Area Plan	
Uses	The proposed development aligns with recommended uses in the plan. The subject properties are located within an area where industrial uses are recommended, and data centers are specifically listed as one of the recommended uses.
Transportation	The primary access drive generally aligns with Entrance #1 recommended in the small area plan (p. 9). The proposed internal road network does not align with the road network recommended within the industrial zone delineated in the small area plan (p. 9). The small area plan recommends an interconnected road network within the entire industrial zone, while the conceptual plan for the proposed development shows gated private roads that do not facilitate interconnectivity with adjacent parcels designated for industrial use.
Placemaking	<i>Signage:</i> The applicant has proffered that signage will be monument-style and coordinated throughout the development in accordance with a master signage plan that will be submitted prior to approval of the first sign permit, aligning with recommendations regarding signage. The applicant has also proffered maximum sign areas that align with specific recommendations in the small area plan (p. 27 – 28). <i>Lighting:</i> The applicant has proffered that pole-mounted lighting will be similar in design to the fixtures recommended in the small area plan (p. 28).
Site Design	No permanent access is provided to Winns Church Road, aligning with plan recommendations (p. 29).

	The applicant has proffered that sidewalks or pedestrian facilities will be provided along at least one side of primary interior roads, as recommended (p. 28). Minimum landscaping requirements for parking lots are proffered, as recommended (p. 29). Transitional buffers and perimeter buffers (with existing vegetation maintained and supplemented) are provided (p. 30).
Building Design	The proffered conditions and conceptual plan generally align with plan recommendations, except that the applicant is requesting buildings taller than recommended. The applicant has proffered that buildings will incorporate many of the design features recommended for buildings (p. 26 – 27 and p. 31 - 32), including: • Use of earth-toned colors (such as tans, grays, warm browns, or muted greens). • Use of brick, stone, pre-cast concrete, architectural metal paneling, and similar finishes on building exteriors. • Façade articulation. • Entrance features and orientation. The maximum recommended building height is 62 feet. The applicant is requesting that building heights up to 85 feet be permitted within some building areas, which does not align with plan recommendations (p. 31). Transitional building heights near Winns Church Road align with plan recommendations.
Other Recommendations	The applicant has proffered to build a hard-surfaced trail along the Chickahominy River and Grassy Swamp Creek, along with a trailhead, in the general location recommended in the plan (p. 9).

In summary, the proposed development **generally aligns** with recommendations within the small area plan, except:

- *Interconnectivity within EDZ:* The applicant's proposed internal road network does not facilitate interconnectivity with adjacent parcels designated for industrial use, while the small area plan recommends creation of an interconnected street network within the industrial zone.
- *Building Heights:* The applicant is requesting a special exception to allow buildings up to 85 feet in height, while the small area plan recommends a maximum building height of 62 feet.

Major Thoroughfare Plan

An analysis of how the proposed development addresses recommendations within the Major Thoroughfare Plan (Comprehensive Plan: Chapter 8) is included on p. 10 within the *Transportation* section.

Economic Vitality

The proposed project is within the Mountain Road Gateway Economic Development Zone (EDZ), which is identified as an *Emerging Employment Hub*. Targeted industries within the Mountain Road Gateway EDZ include the following (Comprehensive Plan: p. 78):

- Life Sciences
- Technology
- Research and Development
- Data Centers
- Corporate Offices
- Retail

The proposed project would accommodate data centers, which is one of the targeted industries within this EDZ.

Surrounding Uses and Potential Impacts

The subject properties are located along the U.S. Route 33 Corridor at the Henrico County line, with some frontage along Winns Church Road at Grassy Swamp Creek.

- There is a mix of commercial and residential uses along Mountain Road (U.S. Route 33) between Overhill Drive and the Chickahominy River, with the former Tyson's chicken processing facility about 1,100 feet northwest of the subject properties.
- Rural residential uses are along Winns Church Road.
- There are significant forested wetlands and floodplains along the Chickahominy River and Grassy Swamp Creek, forming a buffer along the southern and eastern sides of the subject properties.
- Hunton Park is located immediately to the south of the project area (opposite side of the Chickahominy River) in Henrico County. This development includes suburban-style residential development, including single-family homes, townhouses, and multi-family units. Significant floodplains and wetland areas (which are wooded) separate buildable areas on the subject properties from the existing residential uses in Hunton Park.

Data centers and supporting uses are industrial in nature. To accommodate the proposed use, the applicant is requesting rezoning to an industrial zoning district (M-1). Due to their industrial nature, data centers can impact nearby residential communities. According to a 2024 study completed by the Joint Legislative Audit and Review Commission (JLARC), "the industrial scope of data centers makes them largely incompatible with residential uses" (p. 74).³ The chart on the following pages identifies potential impacts and how the applicant is proposing to mitigate those impacts.

³ Data Centers in Virginia: Report to the Governor and General Assembly of Virginia – December 9, 2024

Potential Impact	Proposed Mitigation Measures
Visual Impacts/Aesthetics: Large-scale data centers (as proposed with this request) can have an industrial appearance. They can be similar in size and scale to a distribution center or manufacturing facility. According to the 2024 JLARC report (p. 74), different components of these facilities can be unsightly: • Trailer-sized generators are often lined up beside the data center building or housed in large generator sheds. • Industrial-scale cooling equipment, such as chillers or water towers, often sit on the roof or outside the main building. • Tall security fences surround data centers. • Data centers require industrial-scale electrical infrastructure, including substations and above-ground transmission lines.	• Perimeter buffers surround the development area, with existing vegetation maintained and supplemented (conceptual plan/proffered conditions). • Increased building setbacks from the perimeter of the development area (conceptual plan/proffered conditions). • Standards for building design, materials, and colors (proffered conditions). • Requirements to screen mechanical equipment (proffered conditions). • Requirement to locate perimeter security fencing interior to the perimeter buffer (landscaping between adjacent properties and security fence) (proffered conditions). • Requirement that freestanding exterior lights be limited in height to 18 feet, with building-mounted lights limited to 35 feet (except for motion-activated security lighting) (proffered conditions). • Requirement that lighting levels must not exceed 0.5-foot candles, measured at the interior edge of the perimeter buffer (proffered conditions). • Requirement that window coverings or other shading mechanisms will be provided when windows face the perimeter of the project (proffered conditions).
Noise: The equipment generated by data centers can create noise. According to the JLARC Report (p. 75), “the constant nature of data center noise has been a reported problem when data centers are located near residential areas. Whether data center noise can be heard past the facility’s property line depends on its design and type of cooling system, which can cause noise. In addition, local geography and surrounding buildings can affect how sound travels. While some data centers have been noisy enough to cause complaints, the noise is not loud enough to damage nearby residents’ hearing and rarely loud enough to violate noise ordinances.” While residents near some data centers have complained of a constant noise, a	• Requirement that noise studies must be conducted within 30 days of the “ready for service” date for each data center building to ensure compliance with the Noise Ordinance (proffered conditions). • Requirement that physical sound attenuation measures must be installed on data center buildings within 1,200 feet of a residential use if equipment is installed on the rooftop or on the exterior side facing residential uses (proffered conditions). • Limitations on when generators can be tested (Monday – Saturday, 7:00 a.m. – 7:00 p.m.) (proffered conditions).

minority of data centers have generated noise complaints per the JLARC Report (p. 77).	• Perimeter landscaped buffers and increased building setbacks provide greater distances between data center buildings and adjacent properties.⁴
Construction Activities: Due to their size and scale, the construction of data centers can take a significant amount of time (12 to 18 months per building), requiring large numbers of workers and truck deliveries. Some residents of nearby data centers report being negatively impacted by construction activity, including noise and traffic (JLARC Report: p. 77).	• Requirement that the applicant repair any damage caused by construction traffic and post a bond of \$50,000 to repair such damage (proffered conditions). • Requirement that a construction management plan be submitted for review (proffered conditions). • Limitations on the hours of exterior construction (Monday – Saturday, 7:00 a.m. – 7:00 p.m.) (proffered conditions).
Water Usage: The amount of water used by data centers varies depending on its size, computing density, and the type of cooling system. According to the JLARC Report (p. 62), “while some data centers use substantial amounts of water, most use similar or less than other large commercial and industrial water users. Based on available data, most data centers use the same amount of water (or less) as an average large office building (6.7 million gallons per year), although a few require substantially more, and some require less than a typical household.”	• No mitigation measures have been proposed by the applicant. The proposed project will connect to public water and sewer, so it will not be served by individual wells or septic systems (proffered conditions).
Electricity Usage: Data centers tend to use significantly more electricity than other types of commercial and industrial operations.	• No proposed mitigation measures related to land use. The supply and usage of electricity is not regulated by localities.
Air Pollution (Generators): To ensure constant operations during a power outage, data centers maintain generators to create on-site backup power. Most data centers use diesel generators for backup power. Since these generators emit several harmful pollutants, their commercial use is regulated by the state and federal agencies, including the Virginia Department of Environmental Quality. Due to their limited use and air quality regulations, most adverse impacts to surrounding areas are minimized (JLARC Report: p. 58 – 61).	• Requirement that all generators meet Tier 4 emission standards (proffered conditions). According to the JLARC Report (p. 60), Tier 4 generators emit significantly less pollutants than the Tier 2 generators most data centers use (up to 90 percent less nitrogen oxides and particulate matter).

⁴ The applicant submitted a Preliminary Noise Propagation Analysis, which is attached to this report.

According to the JLARC study “only a minority of data centers in Virginia have been reported to impose negative impacts on residents. While some localities have allowed data centers to be built in areas incompatible with residential uses, those localities now appear to be taking actions to avoid future impacts by reviewing and changing local zoning ordinances. Other localities that have not experienced negative impacts on residents yet appear to be taking proactive action to minimize impacts” (p. 83).

While mitigation measures are proposed to address potential impacts, the Planning Commission and Board of Supervisors may consider whether the degree of mitigation is appropriate, based upon surrounding land uses, nearby environmental resources, and the capacity of public infrastructure.

Public Feedback

Community Meeting #1

Date	Thursday, October 30, 2025
Meeting Location	Elmont Elementary School 12007 Cedar Lane Ashland, VA 23005
Number of Attendees	Approx. 110

Following the applicant’s presentation, participants shared the following concerns and comments:

- Concerns regarding significant electricity usage and potential impacts to nearby customers (including increased electricity rates).
- Concerns regarding significant water usage (including water supply and impacts to groundwater)
- Concerns regarding stormwater runoff
- Concerns regarding increased traffic along Mountain Road and adjacent roadways
- Concerns regarding noise
- Concerns regarding data centers (and more data centers in Hanover County) generally
- Support for additional tax revenue to reduce residential tax burdens

Community Meeting #2

Date	Wednesday, February 4, 2026
Meeting Location	Elmont Elementary School 12007 Cedar Lane Ashland, VA 23005
Number of Attendees	Approx. 85

Following the applicant’s presentation, participants had the opportunity to visit different stations, with each station providing information on a different topic related to the project.

Additional comments received via email are included in the background.

Proffers

The applicant submitted proffers electronically on January 29, 2026 (version dated January 14, 2026 - not redated following updates and resubmittal via email). A summary of the proffers is below, along with a staff analysis as to whether the proffers should be accepted if the rezoning request is approved.

1. **Land Use. Accept.** The project would be limited to data centers and supporting uses. Note that some of the uses listed in Proffer #1.b require approval of a conditional use permit in the M-1 zoning district, and that subsection indicates that conditional use permits must be approved by the Board of Supervisors.
2. **Site Development. Accept.** While conceptual plans are not required within the M-1 zoning district, the applicant has proffered that development will occur in substantial conformance with the conceptual plan. Minor adjustments may occur during the subdivision and/or site plan review process (based on final engineering and feedback from regulatory agencies), if approved by the Director of Planning.
3. **Natural Perimeter Buffers. Accept.** The applicant is proffering perimeter buffers that generally exceed minimum ordinance requirements and minimum recommendations outlined within the Comprehensive Plan, with existing vegetation generally maintained and supplemented. The buffer widths generally align with recommendations for the U.S. Route 33 Gateway Small Area Plan. Requirements for supplementary plantings generally align with recently-adopted buffering requirements for solar energy facilities. Security fencing is not permitted within the buffers.
4. **Walking Trail. Accept.** The applicant is proffering to build a walking trail along the Chickahominy River and Grassy Swamp Creek, as recommended in the U.S. Route 33 Gateway Small Area Plan. Its general location is shown on the proffered conceptual plan. The trail will be a durable, hard-surfaced material and served with a trailhead that includes at least eight (8) parking spots and bicycle parking. The applicant will dedicate a public easement along the trail to allow public use, but Hanover County would have to maintain the trail. The trail will be completed in phases as adjacent building areas develop.

Note that the Hanover County Parks and Recreation Department has expressed concerns about assuming maintenance of the trail, due to limited staffing resources.

5. **General Design Standards. Accept.** This proffer establishes different standards regarding building design, building setbacks, use locations, landscaping, and site design. The applicant is proffering building materials, architectural features, and equipment screening that generally exceed minimum ordinance requirements and implement recommendations outlined within the Comprehensive Plan and U.S. 33 Gateway Small Area Plan.

Staff recommends that the requirements listed in this proffer be re-organized prior to the Board of Supervisors meeting so that standards that address similar design elements are grouped together. For example, there could be a separate subsection on landscaping and site design, as requirements for parking lot landscaping and internal sidewalks are both under building design requirements (which does not seem intuitive for future zoning administration).

6. **Screening of Mechanical Equipment. Accept.** The applicant is proffering details regarding the screening of roof-mounted, ground-mounted, and wall-mounted mechanical equipment. This proffer is similar to proffered conditions accepted with other recently-approved commercial and industrial rezoning requests.

7. **Signage. Accept.** The applicant is proffering that a Master Sign Plan must be submitted for the development prior to approval of the first sign permit. Freestanding signs must be monument-type signs with a solid masonry base, and all signage throughout the development must use a shared design motif.
8. **Security, Perimeter Fencing, and Security Fencing. Accept.** The applicant is proffering details regarding the location and design of fencing.
9. **Lighting. Accept.** The applicant is proffering a maximum height of freestanding and building-mounted lighting that is more restrictive than ordinance requirements. Freestanding lighting may be up to 18 feet in height, while building-mounted exterior lighting may be up to 35 feet high (except for motion-activated security lighting). This proffer also establishes lighting requirements that generally exceed minimum ordinance requirements and provide greater protections against light pollution.

The applicant is proffering that pole-mounted light fixtures will be consistent with the design recommended by the U.S. Route 33 Gateway Small Area Plan.

Additionally, interior lighting will be minimized from being emitted externally at night by placing window coverings or other shading mechanisms on windows facing Mountain Road (U.S. Route 33), Winns Church Road, the Chickahominy River, or the external boundary of the proposed development.

This proffer is similar to proffered conditions accepted with other proposed data center developments.

10. **Transportation. Accept.** To offset impacts of the proposed development on the local transportation network, the applicant is proffering the following improvements and design features:
 - There will be no more than two entrances to Mountain Road (U.S. Route 33), which aligns with what is shown on the conceptual plan.
 - Right-turn lanes must be constructed at the entrances from Mountain Road (U.S. Route 33).
 - Access to Winns Church Road will be permitted only for emergency access and limited permanent utility access once the project is constructed. No construction traffic or regular data center access will be allowed on Winns Church Road.
 - To limit the impacts of construction traffic to Mountain Road (U.S. Route 33), the applicant must repair any damage caused by construction traffic and post a bond of \$50,000 to ensure such damage is repaired.
11. **Dedication of Right of Way. Accept.** The applicant has agreed to dedicate right-of-way along Winns Church Road as recommended in the Major Thoroughfare Plan. Most rezoning requests located along major thoroughfares include similar conditions.
12. **Noise Attenuation for Building Design and Related Infrastructure. Accept.** The applicant has agreed to conduct noise studies within 30 days of the “ready for service” date, which is the date when all exterior equipment is installed and operational. The noise study will verify whether the completed project conforms with local noise ordinance requirements. Additionally, the applicant has proffered that physical sound attenuation measures will be installed on mechanical equipment associated with buildings within 1,200 feet of any residential use, if the equipment is installed on a rooftop or on the side of the building facing residential uses.

The testing of any back-up generators will be limited to Monday through Saturday (7:00 a.m. –7:00 p.m.), unless otherwise required by applicable state/federal regulations.

This proffer is similar to proffered conditions accepted with other proposed data center developments.

13. **Construction. Accept.** Land disturbance and exterior construction would be limited to Monday through Saturday (7:00 a.m. – 7:00 p.m.), with a construction management plan completed for each phase of development. The proposed exterior construction hours are more restrictive than ordinance requirements, as Sec. 16-8(1) of the Hanover County Code only prohibits construction noise between 9:00 p.m. and 7:00 a.m.

Construction access is limited to the entrances shown on the conceptual plan from Mountain Road (U.S. Route 33), with signage placed at other entrances stating that construction access is prohibited. No construction access is permitted from Winns Church Road.

14. **Water and Sewer. Accept.** The applicant agrees to connect to public water and sewer. The proposed project is within the Suburban Service Area (SSA), there are existing utilities in the area that have available capacity, and the Comprehensive Plan recommends that development within areas designated *Employment Center* connect to public water and sewer.
15. **Generators. Accept.** This proffered condition aims to reduce noise and emissions from generators. The applicant is proffering that on-site generators meet Tier 4 emission standards (or better). According to the 2024 JLARC Report, the use of Tier 4 generators can reduce emissions of certain pollutants by up to 90 percent.
16. **Gateway Entrance Feature. Accept.** This proffered condition requires certain improvements at the primary site access from Mountain Road (U.S. Route 33), including a monument sign surrounded by landscaping and complemented by another design feature (plaza, public art, water feature, etc.). This will help create a gateway to the Mountain Road Gateway Economic Development Zone and the proposed project itself, helping create a campus-like feel.

Conditional Use Permit (Substations): Sketch Plan

In accordance with Article 6, Division 3, Section 26-325, any substations will be developed and maintained in substantial conformity with the following pages of the sketch plan titled, “Mountain Road Technology Park Concept Plan and Conditional Use Permit, Hanover County, Virginia,” dated January 28, 2026, and prepared by Kimley Horn:

- Sheet C3.0 – C3.2 (Overall Concept Plan) and Sheet C3.3 (Conceptual Plan Notes) regarding the general location of the substations within the overall project;
- C-4.0 (Conceptual Substation Layout) regarding any substations.

Note that the conceptual plan proffered with the rezoning request also serves as the sketch plan for the CUP request.

Conditional Use Permit (Substations): Staff’s Recommended Conditions

Substations (Up to Three)

1. *Use:* The Conditional Use Permit allows up to three (3) substations for the project to be located within Building Area 2B and Building Area 3B, as these building areas are delineated on the sketch plan. The final location and design must be in substantial conformance with the sketch plan and

approved by the Planning Director.

2. *Setback*: No substation compound may be located within 220 feet of the project's perimeter boundary property line. This distance must be measured from the ultimate right-of-way of any adjacent major thoroughfares or external roadways.
3. *Additional Screening*: If any portion of the substation compound is within 500 feet of the project's perimeter boundary, supplementary screening (in addition to any screening required per proffered conditions) must be provided in accordance with one (or both) of the following options:
 - a. *Option #1*: A continuous, opaque hedge of evergreen shrubs must be provided around the side(s) of the compound oriented towards the perimeter of the project, as determined by the Planning Director. The required shrubs must be planted no more than 25 feet from the perimeter fencing surrounding the compound, with a maximum on-center spacing of six feet (6') between shrubs. At least two (2) species must be used, with the selected species reaching an anticipated height of eight to ten feet (8 – 10') seven years after installation within the USDA Zone 7 (plant hardiness zone).
 - b. *Option #2*: An opaque wall must be provided around the side(s) of the compound oriented towards the perimeter of the project, as determined by the Planning Director. The outward-facing sides of the wall must feature brick, stone, or materials that mimic the appearance of brick or stone in neutral, earth-toned colors.
4. *Building Enclosure*: In the event Dominion Energy (or another regulated utility) requires a substation to be enclosed by a building, the building elevations and materials must be approved by the Planning Director at the time of site plan review. Such buildings must meet the building requirements regarding colors, materials, and architectural features specified in the proffered conditions approved with the underlying zoning, unless otherwise approved at the discretion of the Planning Director based on documentation provided by Dominion Energy (or another regulated utility) that such requirements are infeasible due to technical requirements and operations at the substation(s). The Planning Director may, at his/her sole discretion, require architectural features on sides of the enclosure that are oriented towards the perimeter of the project and within 500 feet of the project's perimeter boundary, in order to avoid long, monotonous facades and help such structures have a design compatible with nearby properties outside of the project.
5. *Support Buildings*: Any support buildings within the enclosure, such as the control structure (picture on Sheet C-4.0 of the sketch plan), must be a neutral, earth-toned color, such as tans, grays, warm browns, or muted greens, as approved by the Planning Director.
6. *Planning Inspection*: Prior to operation of each individual substation, the owner, developer, and/or operator must contact the Planning Department to complete a final Planning inspection to ensure each facility is constructed in accordance with the approved site plan.
7. *Decommissioning*: Should the owner and/or operator choose to permanently cease operation of one or more of the substations, written notice must be provided to the County to abandon the use and permanently cease operations for each substation, as applicable. Such notice must be provided to the County within sixty (60) days after on-site operations have ceased. Within one-hundred eighty (180) days after notice being provided to the County, the owner must dismantle the applicable facility, and the applicable area must be stabilized and re-vegetated in accordance with applicable erosion and sediment control regulations.
8. *Compliance with Applicable Development Regulations*: All development and use of the property

must comply with all applicable federal, state, and local statutes, ordinance, and regulations.

9. *Validity*: The Conditional Use Permit is valid for five (5) years from the date of Board of Supervisors approval and thereafter will become null and void unless construction or use is substantially underway. An extension may be granted by the Board of Supervisors prior to the five-year expiration date in accordance with procedures set forth in the Zoning Ordinance.

Summary of Considerations

- *Growth Management Plan (Comprehensive Plan)*: The subject properties are entirely within the *Suburban Service Area (SSA)*, which is the County's designated growth area. The SSA is the portion of the County where public water and sewer service are planned to be made available, allowing higher-density development to occur. Approximately 22% of Hanover County is within the SSA.
- *General Land Use Plan (Comprehensive Plan)*: Most of the subject properties are designated *Employment Center*, and the proposed development generally aligns with recommendations for that land use designation.
- *U.S. Route 33 Gateway Small Area Plan*: The proposed development **generally aligns** with recommendations within the small area plan, except:
 - The applicant's proposed internal road network does not facilitate interconnectivity with adjacent parcels designated for industrial use, as recommended in the plan.
 - The applicant is requesting a special exception to allow buildings up to 85 feet in height, while the small area plan recommends a maximum building height of 62 feet.
- *Public Utilities*: There are public utilities (water and sewer) in the area that could serve the proposed development. While the applicant has provided information regarding average daily demands for the development area (600,000 gallons per day), peak demands have not been provided. Average daily demands are less than water allocations to the former Tyson's facility nearby.
- *Transportation*: The applicant completed a traffic impact analysis and proffered the recommended improvements. The proposed development accesses the existing four-lane segment of Mountain Road (U.S. Route 33), and there are plans to widen the remaining portion north to Winns Church Road (preliminary engineering intended to start in FY27). The primary entrance is near the Interstate 295/U.S. Route 33 interchange, providing easy access to the regional transportation network.
- *Mitigation Measures*: The applicant has proffered different measures to offset potential visual impacts and impacts related to noise, traffic, construction, and air pollution. The Planning Commission and Board of Supervisors must determine whether the proffered conditions are reasonable and adequately offset potential impacts.

Attachments

- ☒ Maps (land use, vicinity, zoning, aerial)
- ☐ Photographs
- ☒ Application
- ☒ Traffic Study
- ☒ Utility Usage
- ☐ Historical Commission Recommendation
- ☐ Agency Review Comments
- ☒ Community Meeting Notes
- ☒ Citizen Correspondence
- ☒ Proffers
- ☒ Conceptual Plan
- ☐ Renderings

Initials: GJWB

Maps

Hanover County,
Virginia

Land Use Map

Legend

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

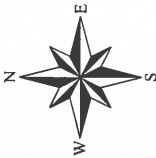
REZ2025-00023

Marchetti Properties, et al.

Rezone A-1 to M-1

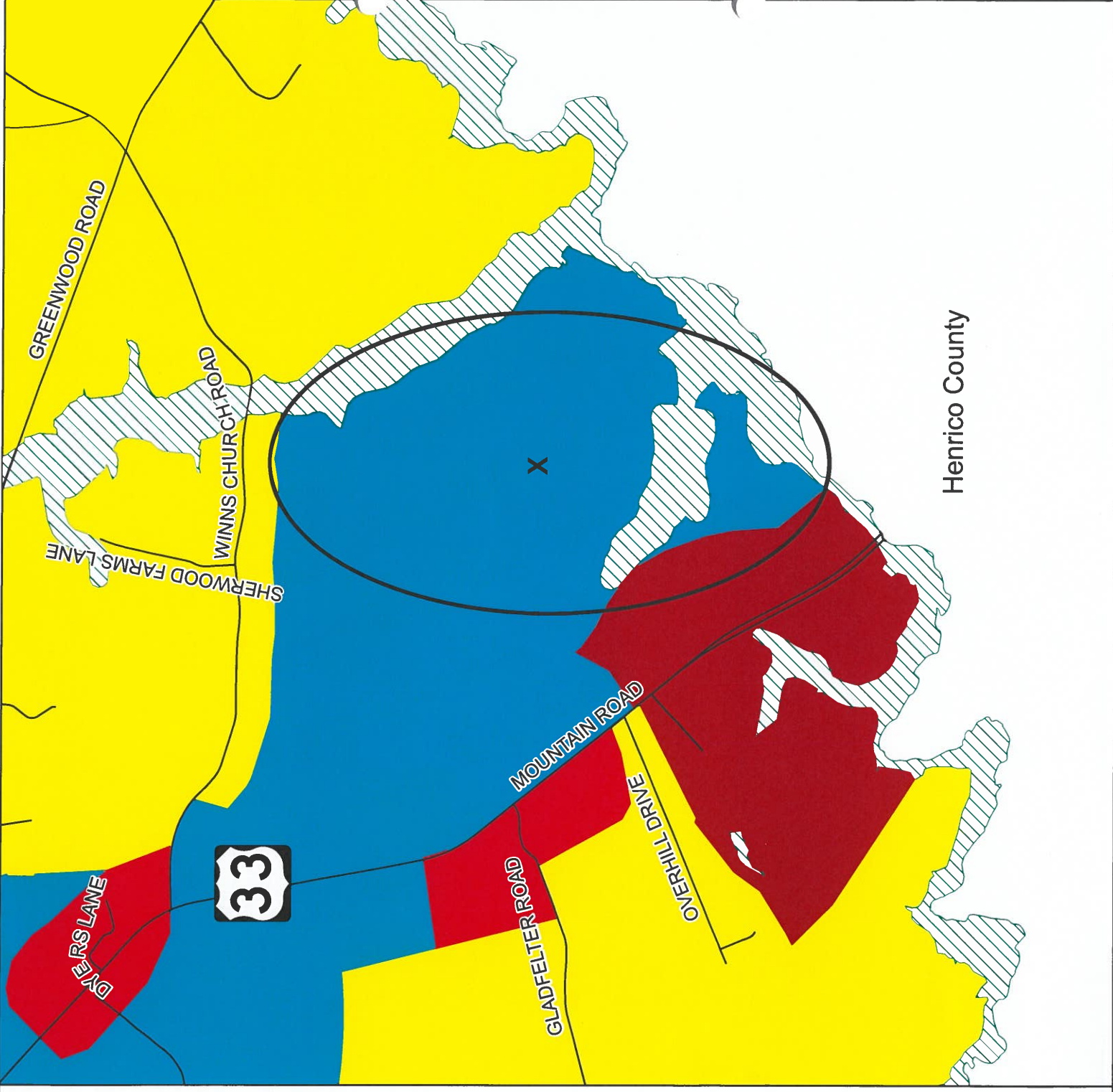
Employment Center, Highway
Commercial & Natural
Conservation Land Use

GPIN's: 7757-98-4106, et al.
South Anna Magisterial District



1 inch = 1,500 feet

September 26, 2025



Hanover County,
Virginia

General Parcel Map

Legend

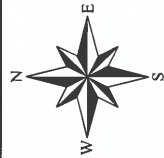
- Roads
- Water
- Structures
- Parcels
- Trees

REZ2025-00023

Marchetti Properties, et al.

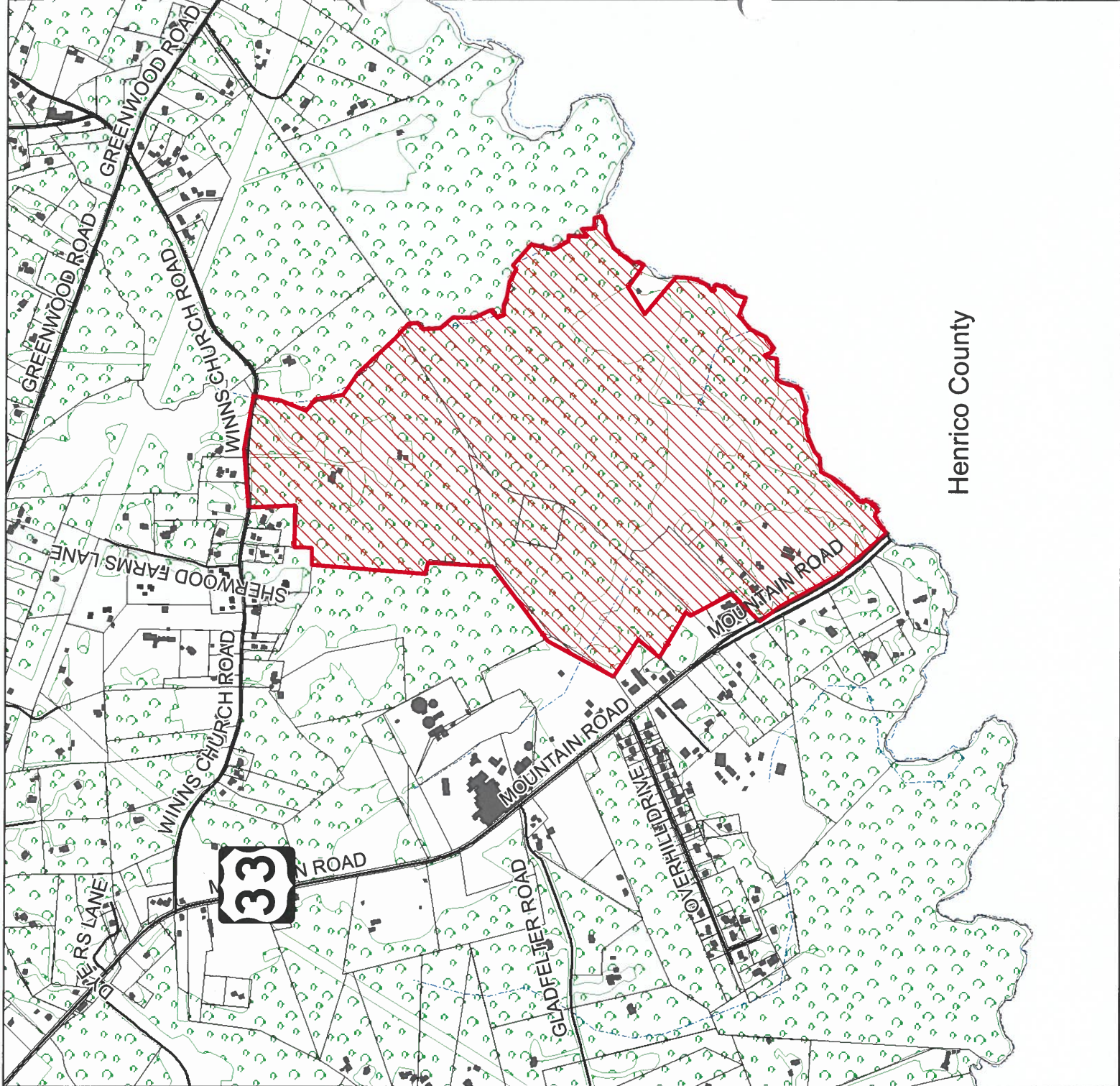
Rezone A-1 to M-1

GPIN's: 7757-98-4106, et al.
South Anna Magisterial District



1 inch = 1,500 feet

September 26, 2025



Hanover County,
Virginia

Zoning Map

Legend

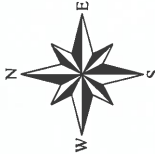
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	Water		R-2
	Parcels		R-3
	CUP		R-4
	A-1		R-5
	PUD		R-6
	RRC		RM
	RR-1		MX
	RO-1		B-1
	PSC		B-2
	POB		B-3
	PMH		B-4
	HE		O-S
	AR-1		B-O
	AR-2		M-1
	AR-6		M-2
	RC		M-3
	RS		

REZ2025-00023

Marchetti Properties, et al.

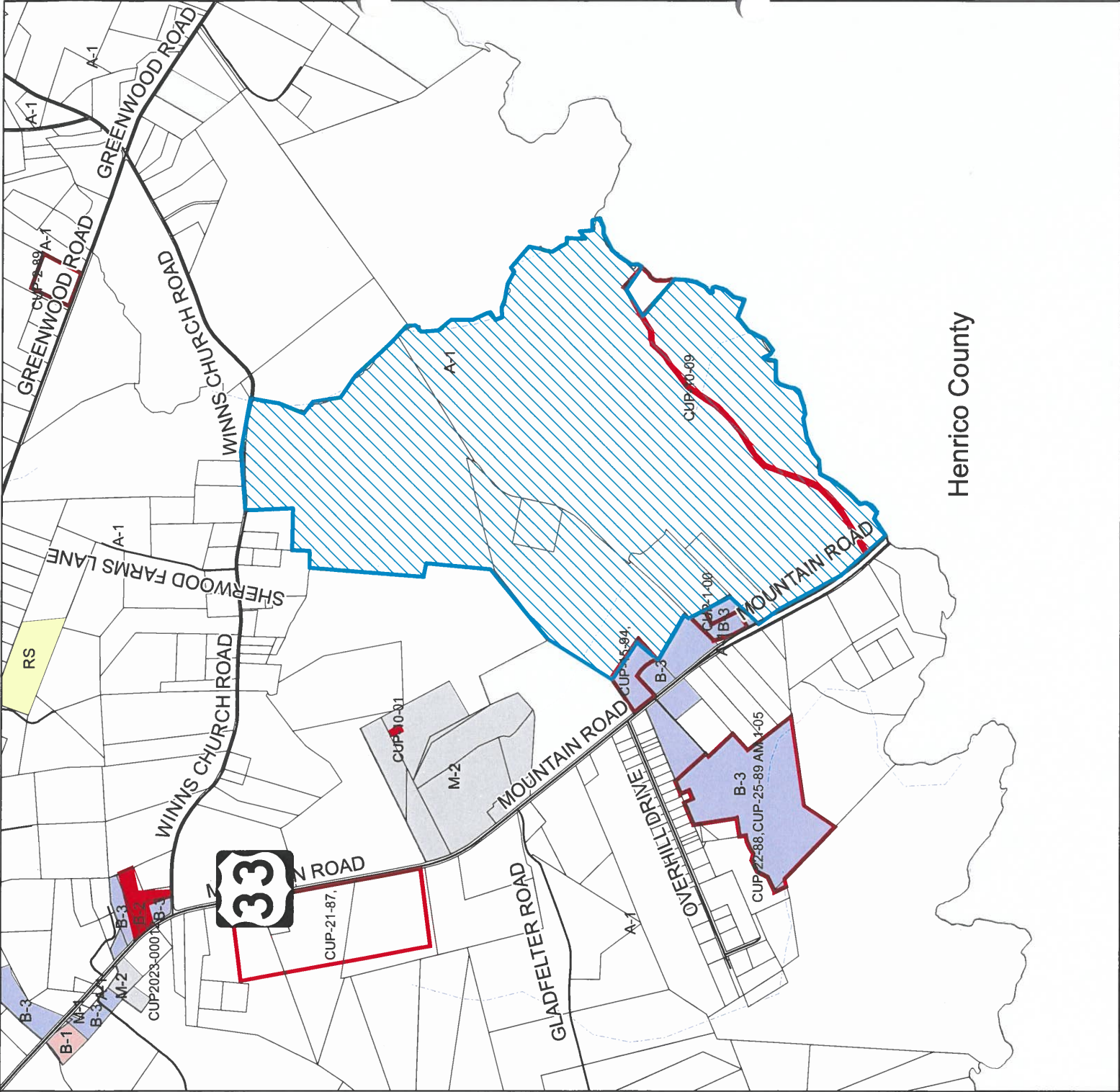
Rezone A-1 to M-1

GPIN's: 7757-98-4106, et al.
South Anna Magisterial District



1 inch = 1,500 feet

September 26, 2025



Henrico County

REZ2025-00023



Application

Hanover County Planning Department Application

Request for REZONING

Case #: REZ2025-00023

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

APPLICANT INFORMATION

Owner: Charles Marchetti, et al. - See Attached

Contact Name: _____

Address: _____

Telephone No. _____

Fax No. _____

Email Address _____

Applicant/Contract Purchaser: VALCO Hanover County Four LLC, VALCO Hanover County Six LLC & VALCO Hanover County Seven, LLC

Contact Name: Erin Fosdick

Address: 3200 Cherry Creek Dr. South, Suite 500

Denver, CO 80206

Telephone No. 720-552-9172

Fax No. _____

Email Address _____

PARCEL INFORMATION

For multiple parcels, please complete Page 4 ☒

GPIN(s) (Tax ID #'s) See page 4

Deed Book _____ Page _____

Magisterial District South Anna

Location Description (Street Address, if applicable) ☐

Between Mountain Road & Winns Church Road

Total Area (acres/square feet) 427.183 ac.

Current Zoning A-1

Requested Zoning M-1

Requested Use Master Planned Technology Campus

SIGNATURE OF OWNER ☐ POWER OF ATTORNEY ☒ CONTRACT PURCHASER ☐ (attach contract)

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

Signature _____

Date _____

Print Name Jeffrey P. Geiger

Signature _____

Date _____

Print Name _____

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

Name Erin Fosdick

Address: 3200 Cherry Creek Dr. South, Suite 500

Denver, CO 80209

Telephone No. 720-552-9172

Fax No. _____

Email Address _____

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

RECEIVED

SEP 29 2025

HANOVER COUNTY
PLANNING DEPARTMENT

FOR APPLICATIONS WITH MULTIPLE PARCELS, PLEASE LIST:

GPIN	Property Owner(s)	Deed Book and Page Number	Area (acres/square feet)	Current Zoning	Requested Zoning
7757-98-4106 MARCHETTI PROPERTIES ☐	Print <u>Charles M. Marchetti, Jr.</u>	2906/1667	49.72	A-1	M-1
	Sign <u>Charles M. Marchetti, Jr.</u>				
7767-08-0569 MARCHETTI PROPERTIES ☐	Print <u>Charles M. Marchetti, Jr.</u>	2903/1667	5.206	A-1	M-1
	Sign <u>Charles M. Marchetti, Jr.</u>				
7767-17-2423 MARCHETTI PROPERTIES ☐	Print <u>Charles M. Marchetti, Jr.</u>	2972/2804	256.515	A-1	M-1
	Sign <u>Charles M. Marchetti, Jr.</u>				
7757-97-5013 TYSON FARMS, INC	Print <u>1</u>	3155/1689	10.836	A-1	M-1
	Sign <u>SEE ATTACHED</u>				
7768-00-5491 TRIBBLE, G M JR BRENDA R R/S ☐	Print <u>1</u>	1571/34	99.767	A-1	M-1
	Sign <u>1</u>				
7757-96-5577 STAPLES MILL SQUARE HOLDING II ☐	Print <u>Charles M. Marchetti, Jr.</u>	2911/329	4.138	A-1	M-1
	Sign <u>Charles M. Marchetti, Jr.</u>				
7757-96-1157 MARCHETTI PROPERTIES II INC. ☐	Print <u>Charles M. Marchetti, Jr.</u>	2884/870	1.001	A-1	M-1
	Sign <u>Charles M. Marchetti, Jr.</u>				
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FOR APPLICATIONS WITH MULTIPLE PARCELS, PLEASE LIST:

GPIN	Property Owner(s)	Deed Book and Page Number	Area (acres/square feet)	Current Zoning	Requested Zoning
7757-98-4106 MARCHETTI PROPERTIES	Print	2906/1667	49.72	A-1	M-1
	Sign				
7767-08-0569 MARCHETTI PROPERTIES	Print	2903/1667	5.206	A-1	M-1
	Sign				
7767-17-2423 MARCHETTI PROPERTIES	Print	2972/2804	256.515	A-1	M-1
	Sign				
7757-97-5013 TYSON FARMS, INC	Print	3155/1689	10.836	A-1	M-1
	Sign				
7768-00-5491 TRIBBLE, G M JR BRENDA R R/S	Print	1571/34	99.767	A-1	M-1
	Sign				
7757-96-5577 STAPLES MILL SQUARE HOLDING llc	Print	2911/329	4.138	A-1	M-1
	Sign				
7757-96-1157 MARCHETTI PROPERTIES II INC	Print	2884/870	1.001	A-1	M-1
	Sign				
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Mountain Road Technology Park

OWNER INFORMATION – PAGE 3

Owner: Charles Marchetti
Address: 2503 C Waco Street,
Henrico, VA 23294
Telephone Number:
Email Address:

c/o Mark H Mille, Esq.
P.O. Box 1555,
Richmond, VA 23218-1555
(804) 343-6189
mmiller@spottsfain.com

Owner: Tyson Farms, Inc. c/o Gordon McGrath
Address: P.O. Box 2020 Tax Dept.,
Springdale, AR 72765
Telephone Number: (479) 799-7729

Owner: G. M. Tribble, Jr.
Address: 12517 Winns Church Road,
Glen Allen, VA 23059
Telephone Number: (804) 339-5149

Owner: Brenda R. Tribble
Address: 12517 Winns Church Road,
Glen Allen, VA 23059
Telephone Number: (804) 339-5149

ATTACHMENTS - For ALL REQUESTS you must submit the following:

- ☒ a. **Acknowledgement of Application Fee Payment Procedure** (Page 6)
- ☒ b. **Adjacent property owners, Board of Supervisors, and Planning Commissioner notification form** (Page 7) – please list all adjacent property owners including those across roadways, watercourses, and/or railroads as well as the members of the Board of Supervisors and Planning Commission for the magisterial district in which the property is located. Adjacent property owners, Board members, and Planning Commissioners must be notified prior to submittal of this application. The form must include owners' names, address, and GPINs for all adjacent property owners. (This information is available from the County website or may be obtained from the Planning Department.) A sample letter has been provided (Page 9), and may be used to notify the adjacent property owners.
- ☒ c. **A plat of the subject property**, which accurately reflects the current property boundaries, includes metes and bounds, is drawn to scale, and shows existing structures. If the full-size plat is larger than 8 ½" x 11", the plat must be folded no larger than 9" x 12", and a reduction of the plat must be submitted which is 8 ½" x 11" in size. (Typically available from the County Clerk's Office in the Circuit Court building.)
- ☒ d. **Responses to questions on Pages 10 and 11**
- ☒ e. **Historic Impact Information** (Page 12) (This information is available on the County website or may be obtained from the Planning Department.)
- ☒ f. **Traffic Impact Analysis Certification Form** (Page 13) In compliance with VDOT's new Traffic Impact Analysis Regulations (24 VAC 30-155 *et seq.*, commonly known as "Chapter 527"), rezonings that meet certain thresholds require Traffic Impact Analyses (TIA).
The process for submitting a TIA is as follows:
- 1) Submit the number of copies of the TIA required by VDOT to the Hanover County Planning Department with your comprehensive plan amendment/rezoning/conditional use permit submittal.
 - 2) The Hanover County Planning Department will stamp "received" on all copies of the TIA, and will keep a copy for its files.
 - 3) The applicant will deliver the remaining copies of the TIA to VDOT and pay the necessary TIA review fee directly to VDOT.
- ☒ g. **Community Meeting Guide** (Check the box if you have read and understand Pages 14 & 15. Please note that applicants that schedule community meetings without coordinating with the staff may be required to reschedule the meeting, which may cause the application process to be delayed.)
- ☒ h. **USPS Cluster Box Units (CBUs)**, please show the general location of USPS' Central Box Units (CBUs) along with elevations, access, parking and lighting, if provided. Please contact the local postmaster to obtain specific guidelines.
- ☒ i. **For applications requiring plans**, please submit ten (10) full-size plans, with sheets no larger than 24" x 36", folded to 9" x 12" in size, and **one – 8 ½" x 11" reduction**.
Specific district requirements:
RS* - Conceptual plans that meet the requirements of Section 26-67 of the Zoning Ordinance.
RC - Existing Feature and Site Analysis plans that meet the requirements of Section 26-54(a).
RM* - Conceptual plans that meet the requirements of Section 26-84.
MX - Master Plan that meets the requirements of Section 26-93.
BP - Master Plan that meets the requirements of Section 26-157.

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

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

NOTE: When **conceptual plans and/or elevations** are requested by the Director of Planning which are larger in size than 8½" x 11" or are in color, please submit ten (10) full-size or colored plans, with sheets no larger than 24" x 36", folded to 9" x 12" in size, and **one - 8 ½" x 11" reduction**.

ACKNOWLEDGEMENT OF APPLICATION FEE PAYMENT PROCEDURE

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

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

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

Signature of applicant/authorized agent



Date 9/26/2025

Print Name Erin Fosdick

Signature of applicant/authorized agent

Date

Print Name

Address to which notification letter is to be sent:

3200 Cherry Creek Drive South, Suite 700

Denver, CO 80209

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

☒ Email erin.fosdick@tract.com

☐ Fax

FEES

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

A-1, OHP	\$500
AR-6 (>2 lots), RC, RS, RM, MX	\$1500 + \$75/acre* for 1st 200 acres; \$30/acre* for acreage>200 acres
B, OS, M, BP	\$1100
Amendment of Proffer or Planned Unit Development	\$1500

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

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

FOR STAFF USE ONLY:

Base Fee _____

Acreage Fee _____

TOTAL FEE _____

Accepted by: _____

HTE #: _____

Applicant's Statement:

ADJACENT PARCEL OWNERSHIP INFORMATION

ID	GPIN	OWNER	OWNER'S ADDRESS	ZONING
1	7757-94-3433	BEVERLY D HARRIS LIVING TRUST	13015 MOUNTAIN ROAD GLEN ALLEN, VA 23059	A-1
2	7757-85-3039	BEVERLY D HARRIS LIVING TRUST	13015 MOUNTAIN ROAD GLEN ALLEN, VA 23059	A-1
3	7757-95-1094	MARILYN MARTIN WALLS	13031 MOUNTAIN ROAD GLEN ALLEN, VA 23059	A-1
4	7757-85-9388	STUART E LEWIS & WILLIAM L EDWARDS, JR	P.O. BOX 2987 GLEN ALLEN, VA 23058	A-1
5	7757-85-8959	ROBERT W GLAUBIT	3012 SUMMERHAVEN COURT GLEN ALLEN, VA 23060-0000	A-1
6	7757-96-1510	OVERHILL PROPERTIES, INC.	5925 SCHOOL AVENUE HENRICO, VA 23228	B-3
7	7757-86-9670	BFG VA LLC	P.O. BOX 320099 ALEXANDRIA, VA 22320	B-3
8	7757-86-7936	WEST 33 LLC	15040 SCOTCHTOWN ROAD MONTPELIER, VA 23192	B-3
9	7757-87-4513	LEONARD G. MURPHY LIVING TRUST; CYNTHIA A. MURPHY LIVING TRUST	10279 GLADFELTER ROAD 3144 GLEN ALLEN, VA 23059	B-3
10	7757-88-1430	STEPHEN W TRAMMELL & ANTOINETTE W TRAMMELL	13081 WINNS CHURCH ROAD GLEN ALLEN, VA 23059	A-1
11	7758-71-6329	ANTOINETTE W TRAMMELL & STEPHEN W TRAMMELL	13081 WINNS CHURCH ROAD GLEN ALLEN, VA 23059	A-1
12	7758-91-4491	BRIAN G & DIANA L TRAMMELL	13031 WINNS CHURCH ROAD GLEN ALLEN, VA 23059-0000	A-1
13	7758-01-0456	LORENZON G AMBROGI & SUSAN A PARKER	12573 WINNS CHURCH ROAD GLEN ALLEN, VA 23059	A-1
14	7768-02-2085	DOUGLAS E WHITE	12572 WINNS CHURCH ROAD GLEN ALLEN, VA 23059	A-1
15	7768-02-6064	DOUGLAS A TRAMMELL	12550 WINNS CHURCH ROAD GLEN ALLEN, VA 23059	A-1
16	7768-03-9004	MANUAL G LOUPASSI LIMITED PARTNERSHIP (C/O ROBIN INN)	2601 PARK AVENUE RICHMOND, VA 23220	A-1
17	7768-10-9843	GARY N PALMER	11513 PRIMROSE LANE ROCKVILLE, VA 23146	A-1
18	7767-39-7416	WILLSON FAMILY, LLC	3031 LYNNHAVEN DRIVE VIRGINIA BEACH, VA 23451	A-1
19	7767-27-5397	HANOVER COUNTY	P.O. BOX 470 HANOVER, VA 23069	A-1
20	763-777-8518	ROBERT L MAUGHAN & FRANCES M KENNEDY	11524 BIRCHILL LANE GLEN ALLEN, VA 23056-5127	A-1
21	762-776-4610	THE TOWNES AT HUNTON PARK TOWNHOUSE ASSOCIATION, INC.	4435 WATERFRONT DRIVE, SUITE 406 GLEN ALLEN, VA 23060	MIXED
22	761-775-6361	STAR CITY LAND AND DEVELOPMENT COMPANY, LLC	148 BRISTOL EAST ROAD BRISTOL, VA 24202- 5500	MIXED



September 26, 2025

RE: Hanover County Development Applications for Mountain Road Technology Park, GPINs: 7757-98-4106 (Marchetti Properties), 7767-08-0569 (Marchetti Properties), 7767-17-2423 (Marchetti Properties), 7757-96-1157 (Marchetti Properties II Inc), 7757-96-5577 (Staples Mill Square Holding LLC), 7757-97-5013 (Tyson Farms Inc), 7768-00-5491 (Tribble)

Dear Neighbors and Surrounding Property Owners,

Tract is excited to present information on an application that is being submitted to Hanover County this month for the Mountain Road Technology Park. Tract is a digital infrastructure and data center developer that focuses on developing master plan technology campuses. This letter is being provided to you as a property owner that is adjacent to the proposed technology park. A community meeting will be held to present information on the project and answer questions; that meeting will be scheduled in the coming weeks, and additional information will be provided to you with meeting details.

Background

The Hanover County Board of Supervisors adopted the Route 33 Gateway Small Area Plan (Gateway Plan) in August of 2025. In conjunction with the Envision Hanover Comprehensive Plan, the Gateway Plan provides guidance on land uses and design for the area along Route 33/Mountain Road, between the Chickahominy River and Winns Church Rd. The Gateway Plan envisions data centers, light industrial, clean manufacturing, and other supporting uses, for this area. Tract is excited to apply for a master planned data center campus in the Gateway area, which will move the County's vision for this area forward!

Project Information

To further the goals of the Comprehensive Plan and Gateway Plan, Tract has applied for a rezoning, conditional use permit, and special exception for seven parcels of land in the area to create a master planned data center campus. These properties are part of an Economic Development Zone and are currently designated 'Employment Center' within the Envision Hanover Comprehensive Plan; they are also within the Suburban Service Area.

This project includes development and building areas to permit data center buildings as well as other supporting uses, consistent with the guidance provided in the Gateway Plan. The data center campus will include a primary entrance and secondary access off Route 33/Mountain Road; no construction or permanent access is being proposed off Winns Church Road (only a gated emergency access has been identified), which is consistent with the adopted Gateway Plan.

The word "tract" in a bold, green, sans-serif font.

The project will preserve substantial natural buffers along Route 33/Mountain Road and along Winns Church, consistent with the Gateway Plan. Consistent with the recommendations from the Gateway Plan, the concept plan also proposes trails along the Chickahominy River, on the southern edge of the property, and along Grassy Swamp Creek, which is on the eastern edge of the property.

We look forward to sharing additional details at our upcoming community meeting and hope to see you there.

Sincerely,

A handwritten signature in black ink that reads "Erin Fosdick".

Erin Fosdick, AICP

CC: Susan P. Dibble, South Anna District
Michael Herzberg IV, Chairman, Cold Harbor District
Sean M. Davis, Vice Chairman, Henry District
Faye O. Prichard, Ashland District
Jeff S. Stoneman, Beaverdam District
Danielle Grieshaber Floyd, Chickahominy District
Ryan M. Hudson, Mechanicsville District
Larry Leadbetter, Planning Commission, South Anna District
Jo Ann Hunter, Planning Director
Andrew Pompeii, Assistant Planning Director

PLEASE RESPOND FOR ALL REZONING APPLICATIONS:

1. What is the General Land Use Plan Map designation for the subject property? The majority of the area is desingated Emp Employment Center. There is a small portion designated as Highway Commercial and as Suburban Neighborhood Residential.
2. What, if any, is the Major Thoroughfare Plan designation for the public road on which the subject property has frontage? Route 33/Mountain Road is a Major Arterial and Winns Church Road is a Major Collector.
3. Describe in detail the proposed use of the property. The applicant is proposing a rezoning consistent with the recommenda of the recently completed Route 33 Small Area Plan. The proposed use of the property would be a master planned industrial campus to accomodate data centers and supporting uses. The campus is being planned to respect the rural character of the corridor by minimizing visual and environmental impacts. The campus will be served by a public entrance along Mountain Rd. & well planned private network to serve buildings within the campus. A public trail is included on the south & east sides of the site.
4. List any sensitive environmental or unique features on the property. Are there any 150kV or greater transmission lines, transmission lines for natural gas, other public utilities, or other entity? There are transmission lines to the north and east of the site. There is a pump station on the southern portion of the site. The site is encumbered by wetlands, which will be carefully considered during site planning. There is an existing pond on the property.
5. Is the subject property located in a Dam Break Inundation Zone? ☐ Yes ☒ No (Please contact the Department of Planning or Public Works for assistance in addressing this question.) If yes, please contact the Department of Public Works for further information.

RESPOND FOR RS AND RM REZONING APPLICATIONS: (Attach additional pages, if needed)

1. Have you provided a conceptual plan of the proposed development, including general lot configurations and road locations? _____
2. How does your proposal preserve or protect the existing trees on the property? If the property is treeless, does your proposal contain provisions to provide trees on the property? _____

3. Are recreational amenities being proposed for the project? If so, specify in detail the amenities planned. _____

4. What provisions will be made to ensure safe and adequate access to the subject property? (Note: A second means of access should be provided for any project in which there will be fifty-one (51) or more lots.) _____

RESPOND FOR AR-6 and RC REZONING APPLICATIONS: (Attach additional pages, if needed)

1. For **AR-6** rezoning requests: Have you provided a conceptual plan of the proposed development, including general lot configurations and road locations? Are the proposed lot sizes compatible with existing parcel sizes in the area? ☐

2. How is the proposed subdivision compatible with the rural setting and sensitive to natural and cultural features? ☐

3. What provisions will be made to ensure safe and adequate access to the subject property? (Note: A second means of access should be provided for any project in which there will be fifty-one (51) or more lots.)

**RESPOND FOR B-1, B-2, B-3, BO, OS, M-1, M-2, M-3 REZONING APPLICATIONS:
(Attach additional pages, if needed)**

1. Has a conceptual plan of the proposed development been provided, showing proposed building locations, parking lots, entrances, and other features? Yes, please see attached concept plan.
2. What provisions will be made to ensure safe and adequate access to the subject property? Access to the property has been planned consistent with the recently adopted Route 33 Gateway Small Area plan. Coordination with VDOT and the County for primary and secondary access from Route 33/Mountain Road will ensure appropriate roadway improvements are
3. How will the traffic impact of this development be addressed?: Data centers have relatively low trip generation rates. The applicant is working closely with VDOT and the County to ensure traffic impacts, especially during construction, are addressed.
4. Describe why the proposed use is desirable and appropriate for the area. What measures will be taken to assure that the proposed use will not have a negative impact on the surrounding vicinity? see attached pages
5. What type of signage is proposed for the site? Signage will be developed at a later date and submitted with site plan applications.
6. Have architectural/building elevations been submitted with this application? Example architectural forms have been included with the proffers. In addition, detailed design guidelines that are consistent with the guidance provided by the Small Area Plan have been included in the proffers and as guidelines with the concept plan.

HISTORIC SITE IMPACT ANALYSIS

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

1. Historic Resource/File No. _____ GPIN _____
2. Historic Resource/File No. _____ GPIN _____
3. Historic Resource/File No. _____ GPIN _____

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

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

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

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

Signature:  Date: 9/26/25

COMPLIANCE WITH VDOT & COUNTY TRAFFIC IMPACT ANALYSIS REQUIREMENTS

The following must be completed for all applications: The selection below is based on a projected daily trip generation of 1,488 vehicles per day and a site peak hour trip generation of 186 vehicles per hour, based on the stipulations of 24 VAC 30-155. The N.A. edition (latest edition) of the ITE Trip Generation Manual was used in determining the trip generation (Code Number N.A. and Page Number N.A.).

Choose one of the two options below:

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

Choose one of the two options below:

- ☒ I certify that this proposal **DOES NOT MEET** any of the VDOT thresholds identified in the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155) that would require a Traffic Impact Analysis to be submitted in conjunction with this application.
- ☐ I certify that this proposal **MEETS** at least one of the VDOT thresholds identified in the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155) that would require a Traffic Impact Analysis to be submitted in conjunction with this application. A Traffic Impact Analysis, prepared in accordance with the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155), has been prepared and will be submitted to VDOT the same day.

David Capparuccini

Digitally signed by David Capparuccini
DN: C=US, E=david.capparuccini@kimley-horn.com,
O=Kimley-Horn, CN=David Capparuccini
Date: 2025.09.23 13:05:08-04'00'

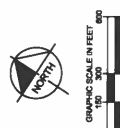
9/23/25

(Signature of Applicant/Applicant's Representative)

(Date)

David Capparuccini

(Applicant/Applicant's Representative – Print Name)



**NOTE: BOUNDARY INFORMATION IS
BASED ON ALTA SURVEYS PREPARED
BY JENNINGSTEPHENSON P.C.**



Hanover County Planning Department Application

Request for a Conditional Use Permit

Case #: CUP2025-00016

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

APPLICANT INFORMATION

Owner/Applicant: Charles Marchetti, et al. - See Attached

Contact Name: Erin Fosdick

Address: 3200 Cherry Creek Dr. South, Suite 500

Denver, CO 80209

Telephone No. 720-552-9172

Fax No. _____

Email Address _____

PARCEL INFORMATION

For multiple parcels, please also complete Page 4 ☒

GPIN(s)(Tax ID #'s) See page 4

Total Area (acres/square feet) 427.183 ac.

Magisterial District South Anna

Location Description (Street Address, if applicable) ☐

Between Mountain Road & Winns Church Road

Total CUP Area (acres/square feet) 427.183 ac.

Current Zoning A-1

In accordance with Article 3, Division ☐ Section _____

§ 13.26-163 of the Ordinance the following use is requested:

Electrical Substation

SIGNATURE OF OWNER ☐ POWER OF ATTORNEY ☒ CONTRACT PURCHASER ☐ (attach contract)

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

Signature [Signature]

Date 9/28/25

Print Name Jeffrey P. Geiger

Signature _____

Date _____

Print Name _____

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

Name Erin Fosdick

Address: 3200 Cherry Creek Dr. South, Suite 500

Denver, CO 80209

Telephone No. 720-552-9172

Fax No. _____

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

RECEIVED

SEP 29 2025

HANOVER COUNTY
PLANNING DEPARTMENT

FOR APPLICATIONS WITH MULTIPLE PARCELS, PLEASE LIST:

GPIN	Property Owner(s)	Deed Book and Page Number	Area (acres/square feet)	Current Zoning	Requested Zoning
7757-98-4106 MARCHETTI PROPERTIES	Print	2906/1667	49.72	A-1	M-1
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	Sign				
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	Sign				
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	Sign JS				
7768-00-5491 TRIBBLE, G M JR BRENDA R R/S	Print Jeffrey P. Heyer	1571/34	99.767	A-1	M-1
	Sign JS				
7757-96-5577 STAPLES MILL SQUARE HOLDING LLC	Print	2911/329	4.138	A-1	M-1
	Sign				
7757-96-1157 MARCHETTI PROPERTIES II INC	Print SEE ATTACHED	2884/870	1.001	A-1	M-1
	Sign				
	Print				
	Sign				
	Print				
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	Sign				

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

- ☒ a. **Signature of Property Owner or Contract Purchaser** (Page 3) – If the contract purchaser signs the application, please provide a copy of the signed contract, with all sensitive information redacted.
- ☒ b. **Acknowledgement of Application Fee Payment Procedure** (Page 6)
- ☒ c. **Adjacent property owners, Board of Supervisors, and Planning Commissioner notification form** (Page 7) – please list all property owners including those across roadways, watercourses, and/or railroads as well as the members of the Board of Supervisors and Planning Commission for the magisterial district in which the property is located. Adjacent property owners, Board members, and Planning Commissioners must be notified prior to submittal of this application. The form must include owners' names, address, and GPINs for all adjacent property owners. (This information is available from the County website or can be obtained from the Planning Department.) The form on Page 9 may be used to notify these property owners.
- ☒ d. **A plat of the subject property**, which accurately reflects the current property boundaries. If the full-size plat is larger than 8 ½" x 11", the plat must be folded no larger than 9"x12", and a reduction of the plat must be submitted which is 8 ½" x 11" in size. (Typically available from the County Clerk's Office in the Circuit Court building.)
- ☒ e. **Responses to questions on Page 10**
- ☒ f. **Historic Impact Information** (Page 11) (This information is available on the County website or may be obtained from the Planning Department.)
- ☒ g. **Traffic Impact Analysis Certification Form** (Page 12) In compliance with VDOT's new Traffic Impact Analysis Regulations (24 VAC 30-155 *et seq.*, commonly known as "Chapter 527"), Conditional Use Permits that meet certain thresholds require Traffic Impact Analyses (TIAs). The process for submitting TIAs is as follows: (1) you must submit the number of copies of the TIA required by VDOT to the Hanover County Planning Department with your comprehensive plan amendment/rezoning/conditional use permit submittal; (2) the Hanover County Planning Department will stamp "received" on all copies of the TIA, and will keep a copy for its files; and (3) you must deliver the remaining copies of the TIA to VDOT and pay the necessary TIA review fee directly to VDOT.
- ☒ h. **Sketch Plan Checklist (Page 13) and ten (10) copies of the sketch plan and architectural elevations**, folded no larger than 9" x 12", and 1 - 8 ½" x 11" **reduction**. Individual sheets should be no larger than 24" x 36". For Filling and/or Grading CUP Applications, a plan should be submitted that meets the Public Works Department's requirements for an Erosion and Sedimentation Control (E&S) Plan. However, please note that submittal of this plan will not be considered as a submittal of an E&S plan application. For a checklist of items to be included on this plan, please contact Public Works at (804) 365-6181.
- ☒ i. For CUP applications for telecommunication facilities, a **Telecommunications application** must be completed and include all of the required attachments.
- ☒ j. **Community Meeting Guide** (Check the box if you have read and understand Pages 14 & 15. **Please note that applicants that schedule community meetings without coordinating with the staff may be required to reschedule the meeting, which may cause the application process to be delayed.**)



September 26, 2025

RE: Hanover County Development Applications for Mountain Road Technology Park, GPINs: 7757-98-4106 (Marchetti Properties), 7767-08-0569 (Marchetti Properties), 7767-17-2423 (Marchetti Properties), 7757-96-1157 (Marchetti Properties II Inc), 7757-96-5577 (Staples Mill Square Holding LLC), 7757-97-5013 (Tyson Farms Inc), 7768-00-5491 (Tribble)

Dear Neighbors and Surrounding Property Owners,

Tract is excited to present information on an application that is being submitted to Hanover County this month for the Mountain Road Technology Park. Tract is a digital infrastructure and data center developer that focuses on developing master plan technology campuses. This letter is being provided to you as a property owner that is adjacent to the proposed technology park. A community meeting will be held to present information on the project and answer questions; that meeting will be scheduled in the coming weeks, and additional information will be provided to you with meeting details.

Background

The Hanover County Board of Supervisors adopted the Route 33 Gateway Small Area Plan (Gateway Plan) in August of 2025. In conjunction with the Envision Hanover Comprehensive Plan, the Gateway Plan provides guidance on land uses and design for the area along Route 33/Mountain Road, between the Chickahominy River and Winns Church Rd. The Gateway Plan envisions data centers, light industrial, clean manufacturing, and other supporting uses, for this area. Tract is excited to apply for a master planned data center campus in the Gateway area, which will move the County's vision for this area forward!

Project Information

To further the goals of the Comprehensive Plan and Gateway Plan, Tract has applied for a rezoning, conditional use permit, and special exception for seven parcels of land in the area to create a master planned data center campus. These properties are part of an Economic Development Zone and are currently designated 'Employment Center' within the Envision Hanover Comprehensive Plan; they are also within the Suburban Service Area.

This project includes development and building areas to permit data center buildings as well as other supporting uses, consistent with the guidance provided in the Gateway Plan. The data center campus will include a primary entrance and secondary access off Route 33/Mountain Road; no construction or permanent access is being proposed off Winns Church Road (only a gated emergency access has been identified), which is consistent with the adopted Gateway Plan.

EXPLANATION: (Attach additional sheets, if necessary)

1. What type of use is being requested? In addition to this CUP, a rezoning and special exception request are being submitted to facilitate the construction of a master planned technology campus that will include data center and other supporting uses.

One of the essential supporting uses are substations. The concept plan being proposed as part of this application, contemplate substations in two building areas; these will provide the necessary power for the campus.

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

proposed to be developed as the Mountain Road Technology Park. The campus is being developed in conformance with the recently adopted Route 33 Gateway Small Area Plan, which contemplates data centers and other supporting uses as ideal, compatible uses for this area. The concept plan submitted for the rezoning and this CUP contains three development areas and several associated building areas where data center buildings, administration buildings, substations, parking lots, mechanical equipment, generators, utilities, and other supporting uses can be located. Substations will specifically be allowed in building areas 2b and 3b, which are located on the eastern edge of the site; this configuration is most efficient based on the expected routing of power infrastructure. Detailed developments standards for development areas and building areas will guide overall site development to ensure conformance with the SAP and Envision Hanover Comprehensive Plan. Thoughtful site design including substantial natural buffers, significant building setbacks, and strategic siting for building areas, will ensure compatibility with surrounding areas. Access has been carefully considered and follows the SAP. The primary entrance to the campus is located off Route 33 at the southern end of the site. A secondary access is proposed along Route 33, further north on the site. An emergency & utility only access is shown from Winns Church Road.

3. Describe why the proposed use is desirable and appropriate for the area. What measures will be taken to assure that the proposed use will not have a negative impact on the surrounding vicinity? (For example, this may include traffic or environmental impacts.) The proposed use is consistent with the County's recently adopted Route 33 Gateway Small Area

Plan (SAP). The planning process undertaken by the County for the SAP included significant community and stakeholder outreach, so the plan represents the vision and desires for residents and community members in this area. Compatible uses identified in the plan include data centers and other supporting uses; these uses were identified as being consistent with the comprehensive plan, but were also recognized as having more limited impacts on the surrounding residential and rural areas.

The concept plan developed for the Mountain Road Technology Park incorporates substantial natural buffers along Route 33/ Mountain Road and Winns Church. Areas along the Chickahominy River and Grassy Swamp Creek have been preserved, which provide additional buffering to the south and east. Development and buildings areas have been thoughtfully situated to reduce impacts to wetlands, the RPA, and other environmentally sensitive areas. In addition, access has been restricted to Route 33/ Mountain Road and kept off of Winns Church, which was an important request made by community members.

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

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

COMPLIANCE WITH VDOT & COUNTY TRAFFIC IMPACT ANALYSIS REQUIREMENTS

The following must be completed for all applications: The selection below is based on a projected daily trip generation of 1,488 vehicles per day and a site peak hour trip generation of 186 vehicles per hour, based on the stipulations of 24 VAC 30-155. The N.A. edition (latest edition) of the ITE Trip Generation Manual was used in determining the trip generation (Code Number N.A. and Page Number N.A.).

Choose one of the two options below:

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

Choose one of the two options below:

- ☒ I certify that this proposal DOES NOT MEET any of the VDOT thresholds identified in the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155) that would require a Traffic Impact Analysis to be submitted in conjunction with this application.
- ☒ I certify that this proposal MEETS at least one of the VDOT thresholds identified in the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155) that would require a Traffic Impact Analysis to be submitted in conjunction with this application. A Traffic Impact Analysis, prepared in accordance with the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155), has been prepared and will be submitted to VDOT the same day.

David Capparuccini

Digitally signed by David Capparuccini
DN: C=US, E=david.capparuccini@kimley-horn.com,
O=Kimley-Horn, CN=David Capparuccini
Date: 2025.09.23 12:57:00-04'00'

9/23/25

(Signature of Applicant/Applicant's Representative)

(Date)

David Capparuccini

(Applicant/Applicant's Representative – Print Name)

Traffic Study
(Appendix Available Upon Request)

TRAFFIC IMPACT ANALYSIS

MOUNTAIN ROAD TECHNOLOGY PARK

HANOVER COUNTY, VIRGINIA

NOVEMBER 2025 (VERSION 2)

Prepared By:

Kimley»Horn

2035 Maywill Street, Suite 200

Richmond, VA 23230

(804) 673-3882

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TABLE OF CONTENTS

1	Introduction	5
1.1	Purpose	5
1.2	Methodology	5
1.3	Project Area	6
1.4	Development Information	6
2	Traffic Operational Analysis	8
2.1	Methodology	8
2.2	Key Assumptions	9
3	Data Collection	9
3.1	Existing Roadway Characteristics	9
3.2	Existing Traffic Volumes	9
4	Construction Peak – Traffic Operational Analysis	10
4.1	Peak Hour Determination	10
4.2	Existing Conditions Analysis Results	12
4.3	Projected No-Build Conditions	12
4.4	Build Conditions	14
4.5	I-295 Interchange Highway Capacity Analysis	23
5	Full Buildout - Traffic Operational Analysis	24
5.1	Peak Hour Determination	24
5.2	Existing Conditions Analysis Results	26
5.3	Projected No-Build Conditions	26
5.4	Build Conditions	28
5.5	I-295 Interchange Highway Capacity Analysis	35
6	Access Management	36
7	Conclusion and Recommendations	39

TABLE OF FIGURES

Figure 1: Study Area	7
Figure 2: 2025 Existing Turning Movement Volumes (Construction Peak)	11
Figure 3: 2034 No-Build Turning Movement Volumes (Construction Peak)	13
Figure 4: Construction Peak – Trip Distribution	16
Figure 5: Construction Peak – Trip Assignment	17
Figure 6: 2034 Build Turning Movement Volumes (Construction Peak)	18
Figure 7: 2025 Existing Turning Movement Volumes	25
Figure 8: 2034 No-Build Turning Movement Volumes	27
Figure 9: Trip Distribution	29
Figure 10: Trip Assignment	30
Figure 11: 2034 Build Turning Movement Volumes	31
Figure 12: Access Management	37
Figure 13: Access Management: Inset A	38

TABLE OF TABLES

Table 1: Intersection Level of Service (LOS) Analysis Criteria	8
Table 2: Existing Roadway Characteristics	9
Table 3: Anticipated Hourly Construction Traffic Distribution	10
Table 4: Anticipated Hourly Construction Traffic Volumes	14
Table 5: Control Delay and LOS Summary (Construction Peak)	20
Table 6: 95th Percentile Queue Lengths (Construction Peak)	22
Table 7: Proposed Development Trip Generation	28
Table 8: Control Delay and LOS Summary	33
Table 9: 95th Percentile Queue Lengths	34
Table 10: Turn Lane Warrant Analysis	36

APPENDICES

Appendix A: Conceptual Site Plan
Appendix B: Pre-Scope of Work Form
Appendix C: Traffic Count Data and Signal Timing Data
Appendix D: Synchro 11 TM Output Sheets
Appendix E: HCS7 Output Sheets
Appendix F: Trip Generation Calculations
Appendix G: Turn Lane Warrants

Executive Summary

The Traffic Impact Analysis (TIA) documented in this report evaluates the traffic impacts of a data center generally located in the northeast quadrant of the intersection of Mountain Road (US-33) and Hunton Park Boulevard in Hanover County, Virginia.

The project proposes to rezone the 434-acre property to permit a 900-megawatt (MW) data center. Access to the proposed site will be provided via one full-access driveway along US-33 at an existing median break and two (2) emergency/utility access driveways; one (right-in/right-out driveway) along US-33 and one (full-access driveway) along Winns Church Road. The emergency/utility access along US-33 will serve as a temporary driveway during construction operations.

Traffic operations were analyzed at the intersections identified below during the AM and PM peak hours using *Synchro 11TM* software for the Existing 2025, No-Build 2034, and Build 2034 conditions. However, at the request of VDOT staff, traffic operations were also analyzed during the construction AM (6:00 – 7:00 AM) and construction PM (3:00 – 4:00 PM) peak hours and include Existing 2025 (Construction Peak), No-Build 2034 (Construction Peak), and Build 2034 (Construction Peak) conditions. The following intersections were identified as the study area intersections:

1. US-33 (Mountain Road) & Hunton Park Boulevard
2. US-33 (Mountain Road) & Gladfelter Road
3. US-33 (Mountain Road) & Winns Church Road
4. Winns Church Road & Greenwood Road

The results of the operational analyses indicate that under the No-Build conditions (both construction peak and commuter peak hours), all signalized intersections and all unsignalized approaches are projected to operate with an overall delay equivalent to LOS D or better, with the exception of the intersection of US-33 and Winns Church Road, which operates at LOS E during the commuter AM and PM peak hours.

The results of the Build 2034 (Construction Peak) traffic operational analysis indicate that all signalized intersections and all unsignalized approaches are projected to operate with delays equivalent to LOS D or better, with the exception of the westbound approach at the intersection of US-33 and Project Driveway #1 during the PM peak hour, which is projected to operate with delays equivalent to LOS F. Note that these results are typical where a low volume, stop-controlled, road intersects a high-volume, free-flow road. On occasions where vehicles are unable to exit the site, or excessive queues are observed on-site, it is expected that the contractor will deploy flaggers to maintain the safety and operations of the intersection.

The results of the Build 2034 traffic operational analysis indicate that all signalized intersections and all unsignalized approaches are projected to operate with an overall delay equivalent to LOS D or better, with the exception of the westbound approach at the intersection of US-33 and Winns Church Road, which operates at LOS E during the commuter AM and PM peak hour. Note that the approach was projected to operate with delays equivalent to LOS E under No-Build conditions, prior to the completion of the project.

Additionally, Highway Capacity Software (HCS7) was used to evaluate the merge and diverge operations of the US-33 and Interstate 295 (I-295) interchange ramps that are anticipated to be used by the proposed development traffic. The results of the highway capacity analysis indicate that under all analysis scenarios, the I-295 on/off-ramps are projected to operate with densities equivalent to LOS C or better under all analysis conditions.

Turn lane warrant analyses were conducted for the 2034 Build (Construction Peak) and 2034 Build conditions at the proposed Project Driveway #1 and Project Driveway #2 using the turn lane warrant standards outlined in Appendix F of the VDOT Road Design Manual.

A northbound right-turn lane with 200 feet of taper and 200 feet of storage is warranted at Project Driveway #1. Note that the project is committed to providing a dedicated right-turn lane with 200 feet of taper and 100 feet of storage, consistent with the adjacent left and right-turn lanes along Mountain Road. The proposed taper at Project Driveway #1 does not meet turn lane design standards due to the proximity of the Chickahominy River bridge crossing that is located approximately 400 feet south of the existing median break. An Access Management Exception (AME) form will be submitted for the proposed turn lane length at Project Driveway #1. Additionally, A northbound right-turn lane with 200 feet of taper and 200 feet of storage is warranted and proposed at Project Driveway #2.

1 Introduction

1.1 Purpose

Kimley-Horn has performed a Traffic Impact Analysis (TIA) to evaluate the traffic impacts of a proposed data center generally located in the northeast quadrant of the intersection of US-33 (Mountain Road) and Hunton Park Boulevard in Hanover County, Virginia. The purpose of this study is to determine and evaluate the potential future impact of the proposed development on the external roadway network. A conceptual site plan is included in **Appendix A**.

1.2 Methodology

In preparation of the TIA, Kimley-Horn coordinated with Hanover County and VDOT staff to receive concurrence on the scope of the study, the limits of the study area, and the proposed methodology. The approved pre-scope of work form is contained in **Appendix B**. As determined through the coordination, the study area intersections included the following:

1. US-33 (Mountain Road) & Hunton Park Boulevard
2. US-33 (Mountain Road) & Gladfelter Road
3. US-33 (Mountain Road) & Winns Church Road
4. Winns Church Road & Greenwood Road

Traffic operations were analyzed at the intersections identified during the AM and PM peak hours using *Synchro 11TM* software for the Existing 2025, No-Build 2034, and Build 2034 conditions. However, at the request of VDOT staff, traffic operations were also analyzed during the construction AM (6:00 – 7:00 AM) and construction PM (3:00 – 4:00 PM) peak hours and include Existing 2025 (Construction Peak), No-Build 2034 (Construction Peak), and Build 2034 (Construction Peak) conditions.

Existing conditions represent the roadway network geometry and traffic volumes at the time of the study. No-Build conditions represent the future roadway network prior to the completion of the proposed development with the addition of background traffic growth. Build conditions represent the future roadway network with the addition of background traffic growth, proposed roadway improvements, and traffic generated by the project (construction or operations).

Highway Capacity Software (HCS7), Freeway Facilities, module was used to evaluate the US-33 and I-295 interchange mainline merge and diverge operations for the on/off ramps identified to be used by the proposed development traffic. The following I-295 on/off ramps were analyzed:

- I-295 eastbound to US-33 northbound
- US-33 southbound to I-295 eastbound
- I-295 westbound to US-33 northbound
- US-33 southbound to I-295 westbound

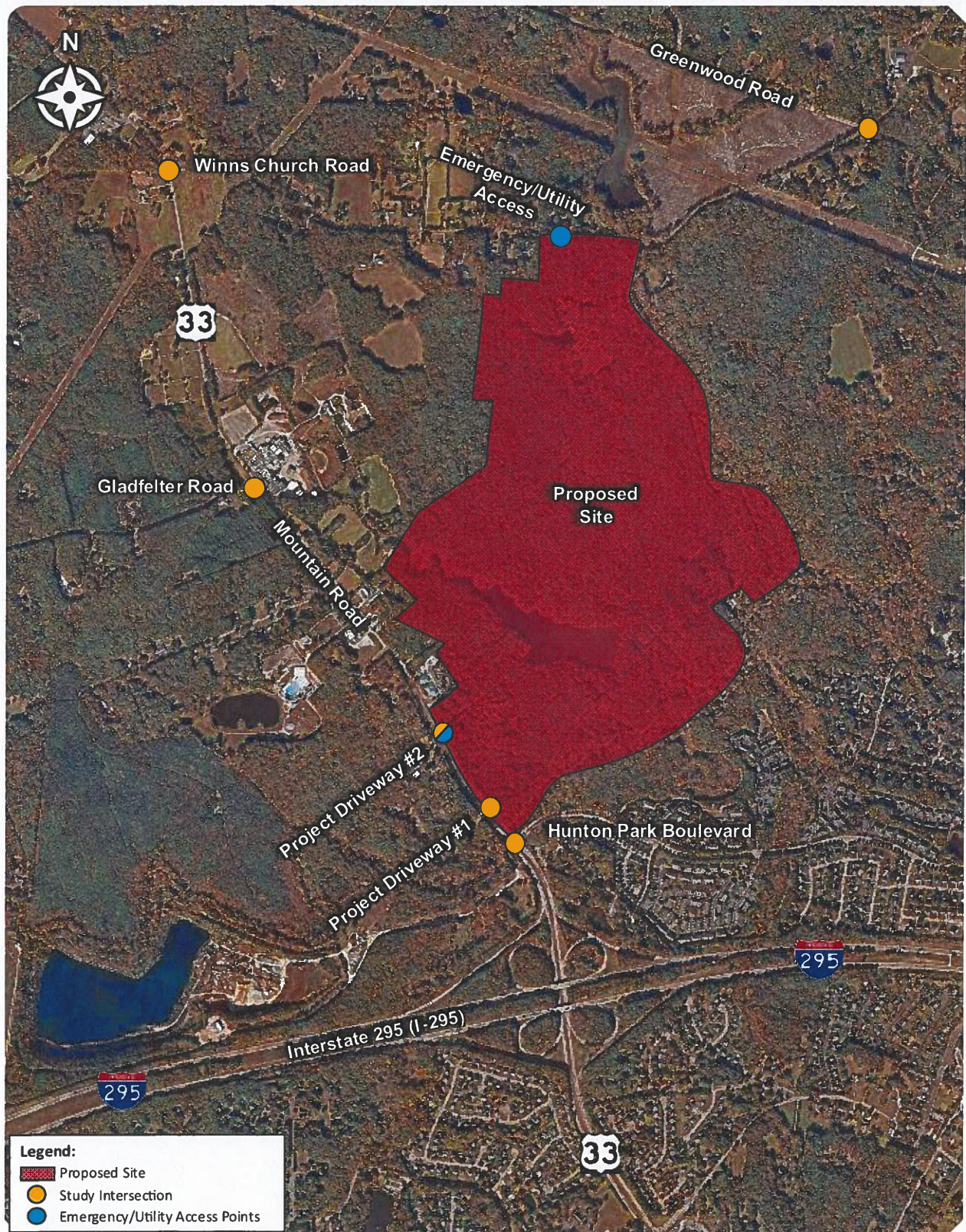
1.3 Project Area

The project area is generally located in the northeast quadrant of the intersection US-33 (Mountain Road) and Hunton Park Boulevard in Hanover County, Virginia. The project area for the proposed development is shown in **Figure 1**.

1.4 Development Information

The site proposed for development is currently vacant. The proposed development consists of data center buildings and support structures, with access to be provided via one full-access driveway along US-33 at an existing median break and two (2) emergency/utility access driveways; one (right-in/right-out driveway) along US-33 and one (full-access driveway) along Winns Church Road. The emergency/utility access along US-33 will serve as a temporary driveway during construction operations.

FIGURE 1: STUDY AREA



2 Traffic Operational Analysis

2.1 Methodology

The traffic operational analysis performed for this study using *Synchro 11™* was conducted in accordance with VDOT's Traffic Operations Safety Analysis Manual (TOSAM), version 2.0 for deterministic intersection capacity analyses. Existing signal timings were provided by VDOT and were input into *Synchro 11™*. The interchange on/off-ramp operational analysis performed for this study using Highway Capacity Software (HCS7), Freeway Facilities, module was in accordance with VDOT's TOSAM for deterministic basic freeway, merging and diverging, and weaving segment analyses.

The evaluation of traffic operations within the study area was comprised of an intersection capacity level of service (LOS) analysis during the AM and PM peak hours, a 95th percentile queueing analysis to evaluate the adequacy of existing turn lanes and the potential need for turn lane improvements, and an analysis of the US-33 and I-295 interchange mainline merge and diverge operations to evaluate the density of the interchange ramps.

Capacity analyses were conducted using methodologies contained in the Highway Capacity Manual (HCM) reported from *Synchro 11™*. Queue analyses were conducted using the 95th percentile queues from *Synchro 11™*. Interchange merge, diverge, and weaving operational analysis was conducted using methodologies contained in the Highway Capacity Manual (HCM) reported from HCS7.

As part of the traffic operational analysis, the projected No-Build conditions served as the baseline for evaluating intersection delays and identifying mitigation measures under the Build conditions.

Intersection capacity defines the volume of traffic that can be accommodated by a roadway at a specified LOS. Capacity is affected by various geometric factors including roadway type (e.g., divided or undivided), number of lanes, lane widths, and grades. LOS, which is a measure of the degree of congestion, ranges from LOS A (free flowing) to LOS F (a congested, forced flow condition). Delay, measured in seconds per vehicle, and the associated LOS thresholds for signalized and unsignalized intersections based on HCM methodologies are presented in **Table 1**. Density, measured in passenger cars per lane per mile, and the associated LOS thresholds for basic, merge, diverge, and weaving segments are shown in **Appendix E**.

Table 1: Intersection Level of Service (LOS) Analysis Criteria

Level of Service (LOS)	Average Control Delay per Vehicle (sec/veh)		Description of Traffic Conditions
	Signalized	Unsignalized	
A	≤ 10	≤ 10	No delays at intersections with continuous traffic flow. Uncongested operations; high frequency of long gaps available for all left and right-turning traffic; no observable queues.
B	> 10 and ≤ 20	> 10 and ≤ 15	
C	> 20 and ≤ 35	> 15 and ≤ 25	Moderate delays at intersections with satisfactory traffic flow. Light congestion; infrequent backups on critical approaches.
D	> 35 and ≤ 55	> 25 and ≤ 35	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No long-standing lines formed.
E	> 55 and ≤ 80	> 35 and ≤ 50	Heavy traffic flow conditions. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limit of stable flow.
F	> 80	> 50	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow conditions. Average delays greater than one minute highly probable. Total breakdown.

2.2 Key Assumptions

The following assumptions were made as part of the traffic operational analysis for all scenarios:

- For the No-Build and Build conditions, all signalized intersections used the higher of the calculated peak hour factor or 0.92 in accordance with TOSAM. All existing peak hour factors were calculated per TOSAM.
- A posted speed limit of 25 MPH was asserted for roads without a posted speed limit.

3 Data Collection

3.1 Existing Roadway Characteristics

Roadway characteristics including geometry and posted speed limits for roadway facilities adjacent to the proposed development are summarized in **Table 2**.

Table 2: Existing Roadway Characteristics

Road	Lanes	Posted Speed (mph)	Functional Classification ⁽¹⁾
US-33 (North of Overhill Lake Lane)	2 Lanes Undivided	55	Minor Arterial
US-33 (South of Overhill Lake Lane)	4 Lanes Divided	55	Minor Arterial
Hunton Park Boulevard	2 Lanes Divided	35	Unclassified
Gladfelter Road	2 Lanes Undivided	25	Unclassified
Winns Church Road	2 Lanes Undivided	45	Minor Collector
Greenwood Road	2 Lanes Undivided	45	Major Collector

⁽¹⁾ Based on the VDOT Functional Classification Map

3.2 Existing Traffic Volumes

Turning movement counts (TMCs) for the study intersections were collected on May 15, 2025, when school was in session, during the AM peak period (6:00 AM to 10:00 AM) and PM peak period (3:00 PM to 7:00 PM) at the following intersections:

1. US-33 (Mountain Road) & Hunton Park Boulevard
2. US-33 (Mountain Road) & Gladfelter Road
3. US-33 (Mountain Road) & Winns Church Road
4. Winns Church Road & Greenwood Road

Kimley-Horn coordinated with Henrico County staff to use the traffic data collected for the ongoing *I-295 at Woodman Road Interchange Access Report* for the US-33 and I-295 interchange ramps and mainline traffic volumes. The provided 48-hour ramp and mainline counts were collected on September 13, 2023, and January 24, 2024, at the US-33 and I-295 interchange. Signal timings and traffic count data are included in **Appendix C**.

4 Construction Peak – Traffic Operational Analysis

The purpose of the temporary construction traffic operational analysis was to evaluate the impacts of the traffic generated by peak construction operations prior to the completion of the project.

4.1 Peak Hour Determination

The construction peak hours were determined based on data provided by the applicant. Construction will consist of one shift that is staggered to occur outside of the typical AM and PM commuter peak hours, with construction employees arriving on-site between 4:00–7:00 AM and departing between 2:00–5:00 PM.

The hourly distribution of construction employees arriving/departing the site was provided by the applicant and used to determine the morning and evening construction traffic peak hours. The anticipated hourly arrival and departure distributions are provided in **Table 3**. The AM construction peak hour was assumed to be from 6:00–7:00 AM and the PM construction peak hour was assumed to be from 3:00–4:00 PM. Existing (Construction Peak) AM and PM peak hour traffic turning volumes are summarized in **Figure 2**.

Table 3: Anticipated Hourly Construction Traffic Distribution

Start Time	Percent Arriving/Departing
AM Peak Period	
4:00 AM	10%
5:00 AM	30%
6:00 AM	50%
7:00 AM	10%
PM Peak Period	
2:00 PM	10%
3:00 PM	50%
4:00 PM	30%
5:00 PM	10%



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX** AM Peak Hour Traffic
- (XX)** PM Peak Hour Traffic

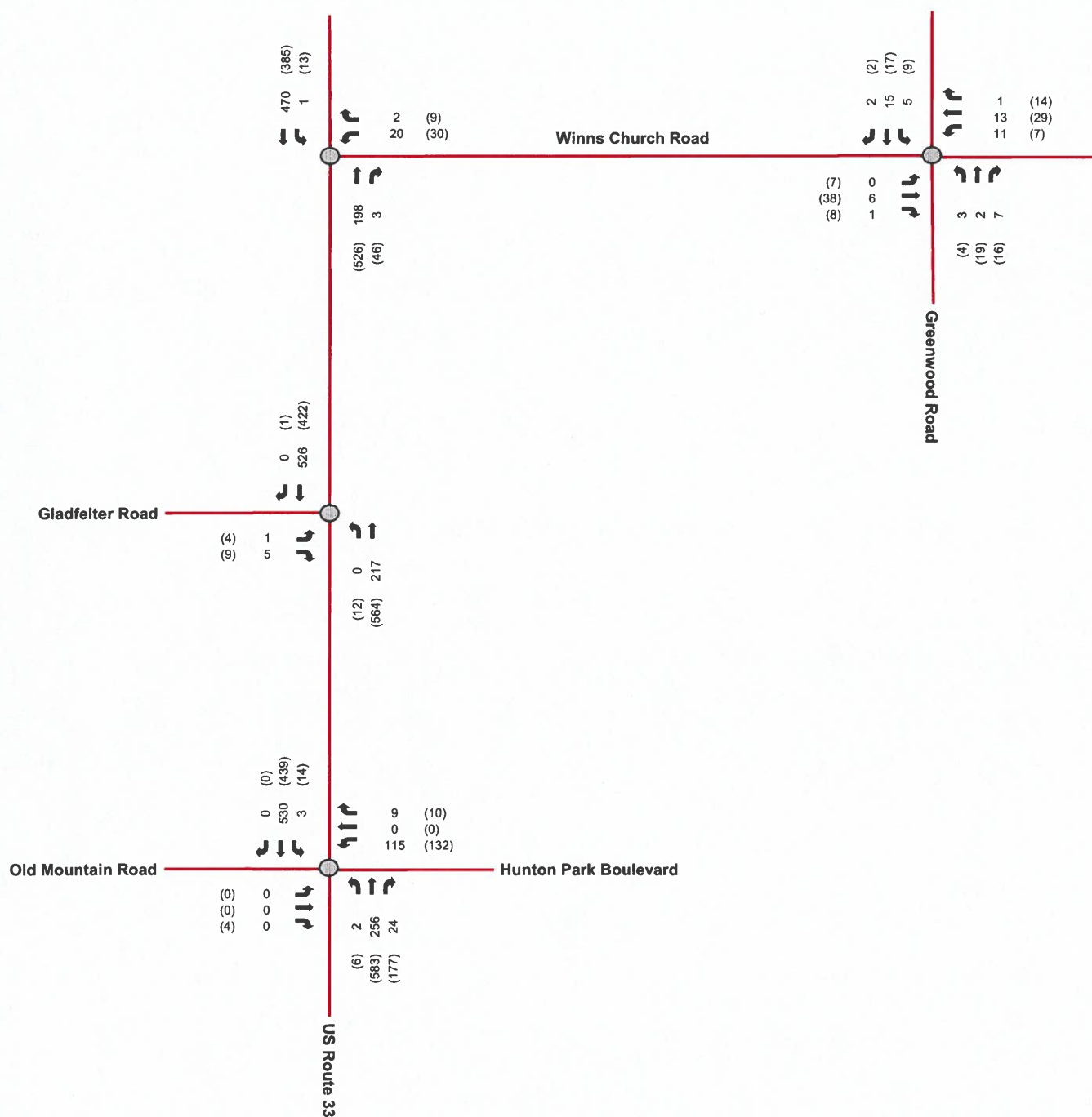


Figure 2
2025 Existing (Construction Peak) Conditions
Mountain Road Technology Park
Hanover, Virginia

4.2 Existing Conditions Analysis Results

Existing Conditions Intersection Capacity Analysis

During the construction peak hours, all signalized intersections and all unsignalized approaches operate with overall delays equivalent to LOS C or better, during the AM and PM peak hour.

Control delay and LOS results are summarized in **Table 5** following the analysis sections. The intersection capacity analysis results are included in **Appendix D**.

Existing Conditions 95th Percentile Queuing Analysis

The existing 95th percentile vehicle queue lengths during the construction peak hour were calculated by movement for each study intersection using Synchro 11™. All queue lengths are expected to be accommodated within existing storage lanes during the AM and PM peak hour.

The queue results are summarized in **Table 6** following the analysis sections. The queueing analysis results are included in **Appendix D**.

4.3 Projected No-Build Conditions

The projected No-Build conditions represent the future roadway network and background traffic growth in the study area. Projected No-Build conditions were analyzed in the year 2034. No future developments that have been approved but not yet built were identified or included in the analyses conducted in this traffic impact analysis.

Traffic Growth Rate

A linear growth rate of 1.0% was applied and agreed upon by VDOT staff during the pre-scope of work meeting. The pre-scope of work form is provided in **Appendix B**. The growth rate was applied to the collected turning movement counts to establish volumes for future year (2034) conditions. No-Build (Construction Peak) AM and PM peak hour traffic volumes are summarized in **Figure 3**.

No-Build Conditions Intersection Capacity Analysis

During the construction peak hours, all signalized intersections and all unsignalized approaches are projected to operate with overall delays equivalent to LOS C or better, during the AM and PM peak hour.

Control delay and LOS results are summarized in **Table 5** following the analysis sections. The intersection capacity analysis results are included in **Appendix D**.

No-Build Conditions 95th Percentile Queueing Analysis

The no-build 95th percentile vehicle queue lengths during the construction peak hour were calculated by movement for each study intersection using Synchro 11™. All queue lengths are expected to be accommodated within existing storage lanes during the AM and PM peak hour.

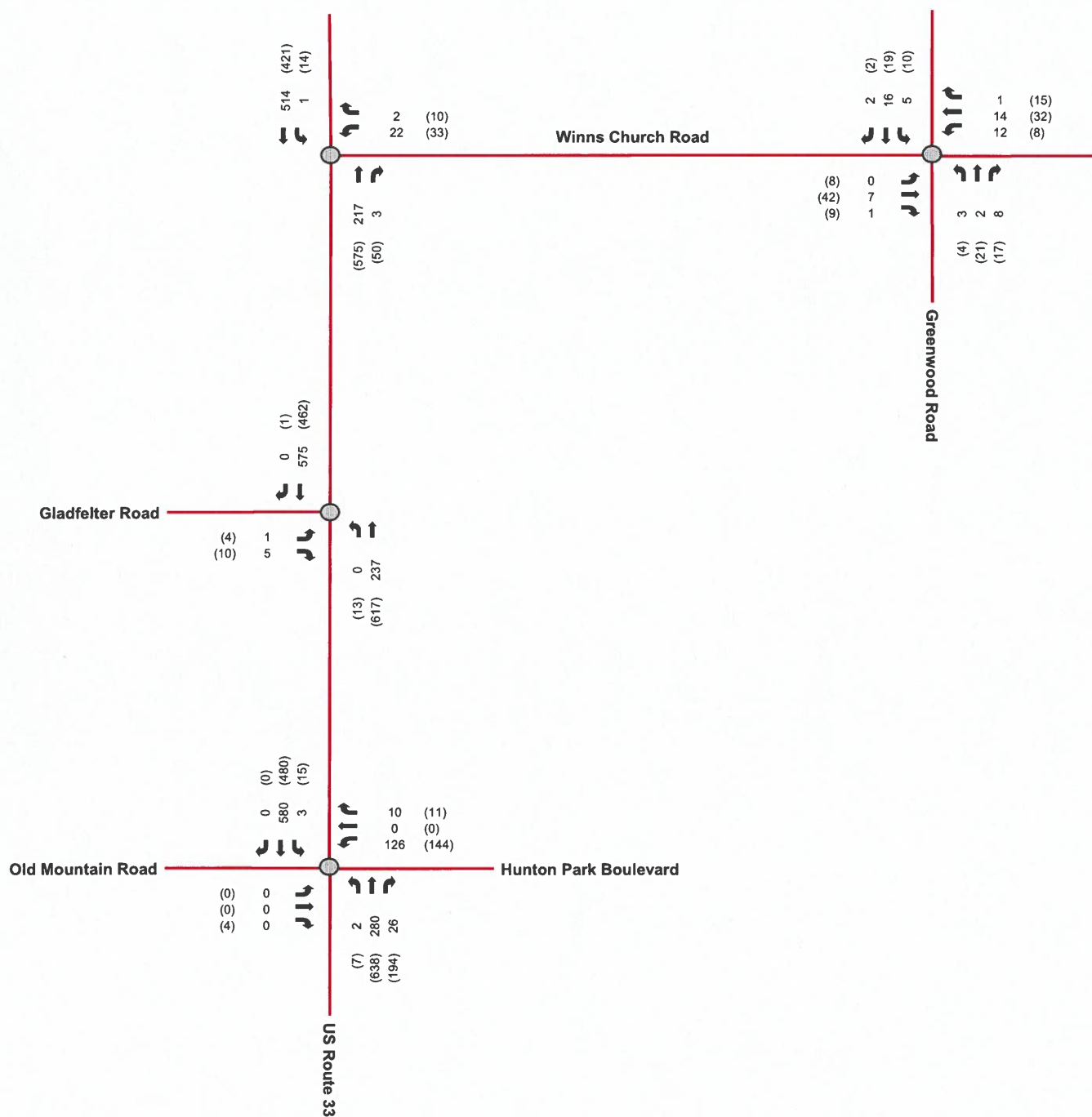
The queue results are summarized in **Table 6** following the analysis sections. The queueing analysis results are included in **Appendix D**.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX** AM Peak Hour Traffic
- (XX)** PM Peak Hour Traffic



4.4 Build Conditions

For the temporary construction traffic operational analysis, the Build 2034 conditions represent the future roadway network with the addition of background traffic growth, proposed roadway improvements, and traffic generated by the peak construction operations prior to the completion of the project.

During the construction period, access to the proposed development will be provided by one full-access and one partial-access (right-in/right-out only) driveway along US-33/Mountain Road. Construction employees will be directed to enter the site via the northern driveway (Project Driveway #2) and exit via the southern driveway (Project Driveway #1) to provide efficient traffic flow on-site. Roadway improvements included in Build 2034 (Construction Peak) conditions include a northbound right-turn lane with 200 feet of storage and 200 feet of taper at Project Driveway #2.

Site Trip Generation

Based on information provided by the applicant, the anticipated peak construction work force consists of 600-800 employees on-site daily. Construction employees would arrive between 4:00–7:00 AM and depart between 2:00–5:00 PM. The following assumptions were made regarding the peak construction traffic:

- 1,600 weekday daily trips
- 800 morning trips; employee arrival distributed between 4:00–7:00 AM; directional distribution was assumed to be 90% entering, 10% exiting
- 800 evening trips; employee departures distributed between 2:00–5:00 PM; directional distribution was assumed to be 10% entering, 90% exiting

The hourly distribution of construction employees arriving/departing the site was provided by the applicant and used to distribute the morning and evening trips to capture the employees' non-uniform arrival/departure. The anticipated hourly arrival and departure volumes are provided in **Table 4**.

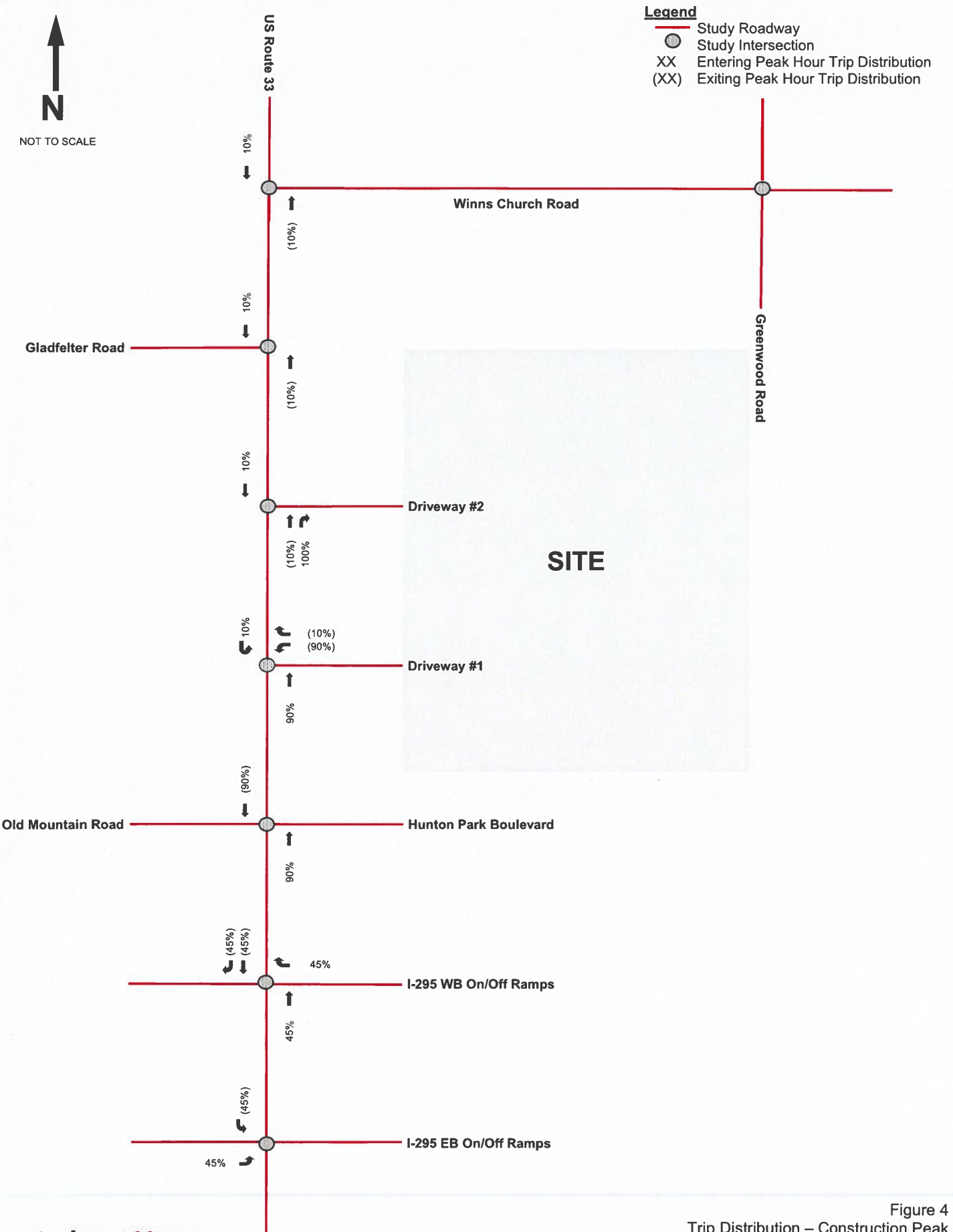
Table 4: Anticipated Hourly Construction Traffic Volumes

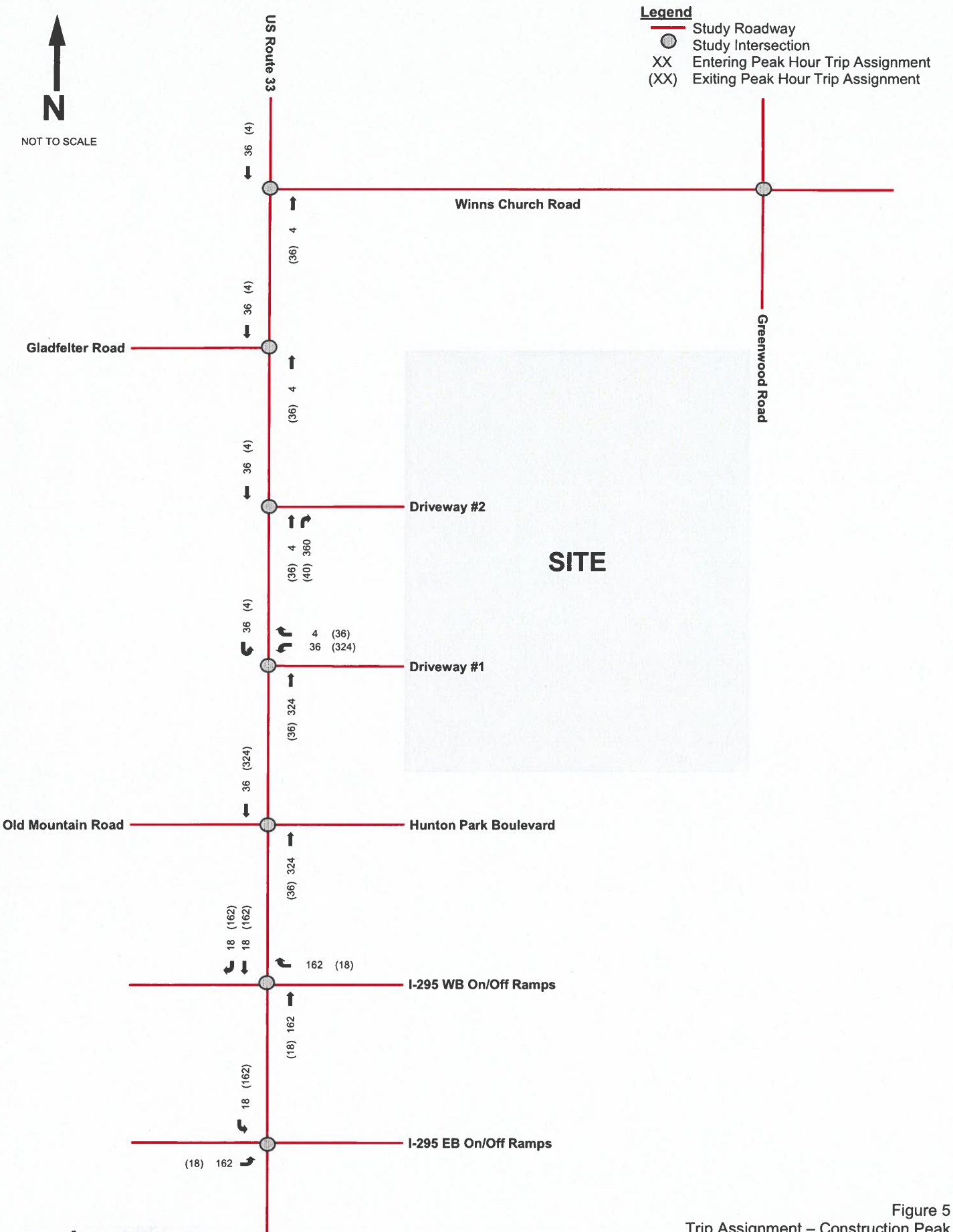
Start Time	Percent Arriving/Departing	In	Out	Total
AM Peak Period				
4:00 AM	10%	72	8	80
5:00 AM	30%	216	24	240
6:00 AM	50%	360	40	400
7:00 AM	10%	72	8	80
PM Peak Period				
2:00 PM	10%	8	72	80
3:00 PM	50%	40	360	400
4:00 PM	30%	24	216	240
5:00 PM	10%	8	72	80

Site Trip Distribution and Assignment

The distribution of traffic at study area intersections, including proposed access locations, was established based on information provided by the applicant, which assumed that a majority of the traffic attributable to the proposed development would originate from the US-33 and I-295 interchange. Note that the trip distribution assumptions were included in the approved Pre-scope of Work Form. The inbound and outbound distribution of traffic are shown in **Figure 4**. Trip assignment based on the trip distribution is shown in **Figure 5**.

The assignment of traffic generated by the project was calculated by applying the distribution percentage for a specific turning movement to the total number of inbound or outbound trips generated to establish the turning movement volume at that location. The build condition traffic volumes were then calculated by adding the site generated trips to the projected No-Build traffic volumes. The resulting Build 2034 (Construction Peak) volumes for the AM and PM peak hours are shown in **Figure 6**.







Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

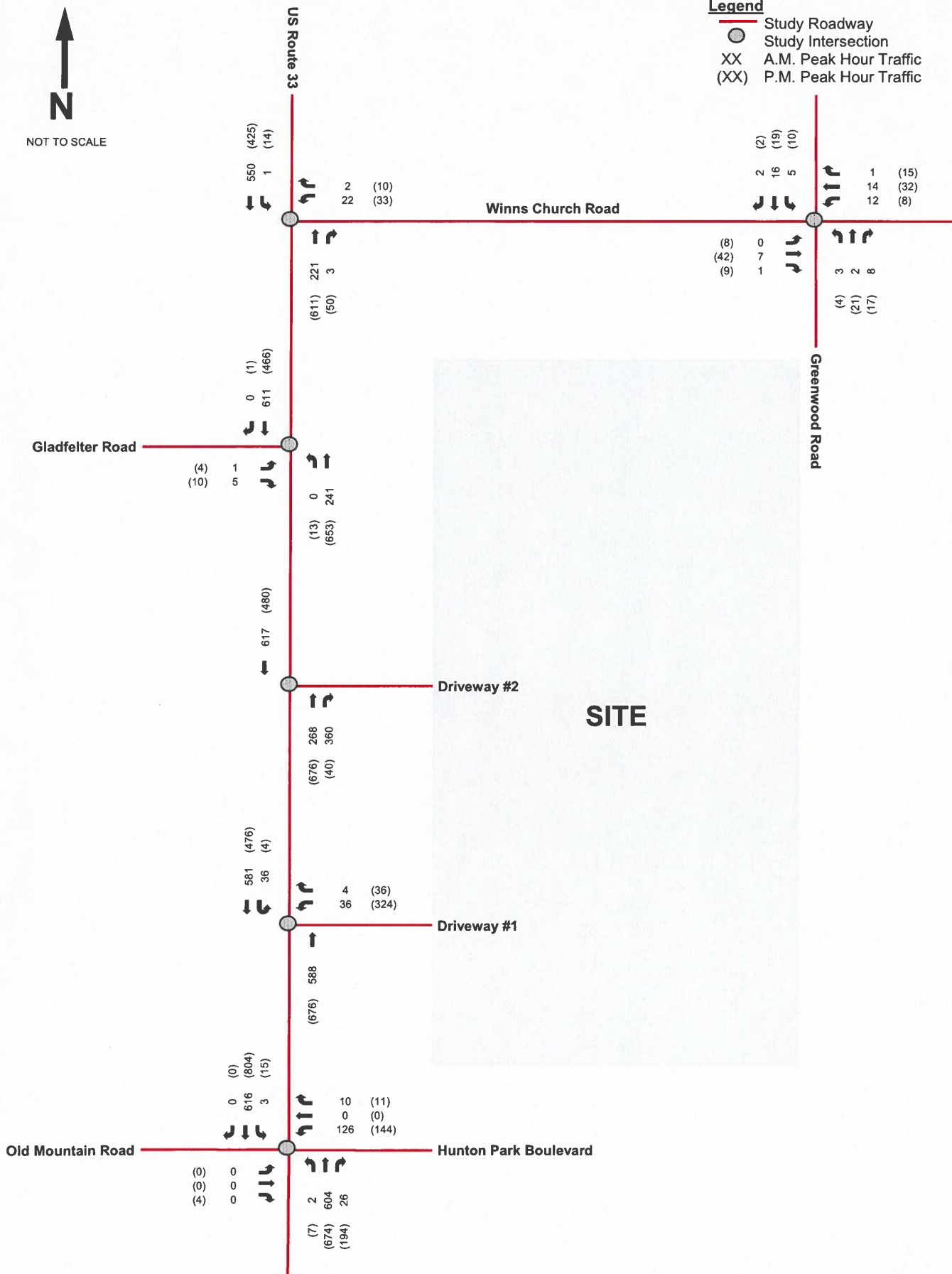


Figure 6
2034 Build (Construction Peak) Conditions
Mountain Road Technology Park
Hanover, Virginia

Build Conditions Intersection Capacity Analysis

During the construction peak hours, all signalized intersections and all unsignalized approaches are projected to operate with overall delays equivalent to LOS D or better, with the exception of the westbound approach at the intersection of US-33 and Project Driveway #1 during the PM peak hour, which is projected to operate with delays equivalent to LOS F.

Note that these results are typical where a low volume, stop-controlled, road intersects a high-volume, free-flow road. On occasions where vehicles are unable to exit the site, or excessive queues are observed on-site, it is expected that the contractor will deploy flaggers to maintain the safety and operations of the intersection.

Control delay and LOS results are summarized in **Table 5** following the analysis sections. The intersection capacity analysis results are included in **Appendix D**.

Build Conditions 95th Percentile Queue Analysis

The build 95th percentile vehicle queue lengths during the construction peak hour were calculated by movement for each study intersection using Synchro 11TM. All queue lengths are expected to be accommodated within existing storage lanes during the AM and PM peak hour.

The queue results are summarized in **Table 6** following the analysis sections. The queueing analysis results are included in **Appendix D**.

Table 5: Control Delay and LOS Summary (Construction Peak)

Intersection Number and Description		Approach	Lane Group	2025 Existing Conditions				No-Build Conditions				Build Conditions			
				AM		PM		AM		PM		AM		PM	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	US-33/Mountain Road & Hunton Park Boulevard	Eastbound	Left	s	s	s	s	s	s	s	s	s	s	s	s
			Through	0.0	A	32.9	C	0.0	A	34.3	C	0.0	A	35.7	D
			Right	s	s	s	s	s	s	s	s	s	s	s	s
			Approach	0.0	A	32.9	C	0.0	A	34.3	C	0.0	A	35.7	D
		Westbound	Left	22.5	C	29.2	C	23.2	C	28.2	C	23.7	C	29.5	C
			Through	22.5	C	29.2	C	23.4	C	28.2	C	23.7	C	29.5	C
			Right	20.9	C	26.7	C	21.5	C	26.1	C	21.8	C	27.3	C
			Approach	22.4	C	29.0	C	23.2	C	28.1	C	23.6	C	29.3	C
		Northbound	Left	11.2	B	13.3	B	10.3	B	14.2	B	10.2	B	14.0	B
			Through	13.1	B	17.2	B	12.0	B	18.8	B	13.6	B	18.5	B
			Right	11.7	B	14.5	B	10.9	B	15.4	B	10.8	B	15.0	B
			Approach	13.0	B	16.5	B	11.9	B	18.0	B	13.5	B	17.7	B
		Southbound	Left	11.1	B	13.4	B	10.3	B	14.3	B	10.2	B	13.9	B
			Through	15.2	B	16.1	B	13.5	B	17.4	B	13.6	B	20.2	C
			Right	s	s	s	s	s	s	s	s	s	s	s	s
			Approach	15.2	B	16.0	B	13.5	B	17.3	B	13.6	B	20.1	C
		Intersection		15.5	B	17.7	B	14.3	B	18.9	B	14.5	B	19.8	B
2	US-33/Mountain Road & Gladfelter Road	Eastbound	Left	s	s	s	s	s	s	s	s	s	s	s	s
			Right	14.6	B	15.2	C	13.2	B	15.7	C	13.6	B	16.2	C
			Approach	14.6	B	15.2	C	13.2	B	15.7	C	13.6	B	16.2	C
		Northbound	Left	0.0	A	8.5	A	0.0	A	8.5	A	0.0	A	8.6	A
			Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
			Approach	0.0	A	0.2	A	0.0	A	0.2	A	0.0	A	0.2	A
		Southbound	Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
			Right	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
			Approach	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
		Intersection		-	-	-	-	-	-	-	-	-	-	-	-
3	US-33/Mountain Road & Winns Church Road	Westbound	Left	s	s	s	s	s	s	s	s	s	s	s	s
			Right	18.2	C	20.9	C	15.3	C	23.6	C	15.3	C	23.6	C
			Approach	18.2	C	20.9	C	15.3	C	23.6	C	15.3	C	23.6	C
		Northbound	Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
			Right	s	s	s	s	s	s	s	s	s	s	s	s
			Approach	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
		Southbound	Left	7.8	A	9.0	A	7.7	A	9.1	A	7.7	A	9.1	A
			Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
			Approach	0.0	A	0.3	A	0.0	A	0.3	A	0.0	A	0.3	A
		Intersection		-	-	-	-	-	-	-	-	-	-	-	-
4	Winns Church Road & Greenwood Road	Eastbound	Left	0.0	A	7.3	A	0.0	A	7.3	A	0.0	A	7.3	A
			Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
			Right	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
			Approach	0.0	A	1.0	A	0.0	A	1.0	A	0.0	A	1.0	A
		Westbound	Left	7.2	A	7.3	A	7.2	A	7.3	A	7.2	A	7.3	A
			Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
			Right	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
			Approach	3.2	A	1.0	A	3.2	A	1.1	A	3.2	A	1.1	A
		Northbound	Left	s	s	s	s	s	s	s	s	s	s	s	s
			Through	8.7	A	9.5	A	8.7	A	9.5	A	8.7	A	9.5	A
			Right	s	s	s	s	s	s	s	s	s	s	s	s
			Approach	8.7	A	9.5	A	8.7	A	9.5	A	8.7	A	9.5	A
		Southbound	Left	s	s	s	s	s	s	s	s	s	s	s	s
			Through	9.2	A	9.8	A	9.2	A	9.9	A	9.2	A	9.9	A
			Right	s	s	s	s	s	s	s	s	s	s	s	s
			Approach	9.2	A	9.8	A	9.2	A	9.9	A	9.2	A	9.9	A
		Intersection		-	-	-	-	-	-	-	-	-	-	-	-

Intersection Number and Description		Approach	Lane Group	2025 Existing Conditions				No-Build Conditions				Build Conditions			
				AM		PM		AM		PM		AM		PM	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
5	US-33/Mountain Road & Project Driveway #1	Westbound	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	s	s	s	s
			Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	16.4	C	104.0	F
		Approach	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	16.4	C	104.0	F
			Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
		Northbound	Through	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
			Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
		Approach	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
			Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
		Southbound	Through	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11.9	B	12.8	B
			Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
6	US-33/Mountain Road & Project Driveway #2	Northbound	Through	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
			Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
		Approach	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
			Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
		Southbound	Through	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
			Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
		Approach	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
			Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
		Intersection		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	—	—	—	—
		Intersection		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	—	—	—	—

Note: — Synchro does not report delay for free-flow movements; no delay reported
S Shared lane
N/A Movement does not exist for scenario

Table 6: 95th Percentile Queue Lengths (Construction Peak)

Intersection Number and Description		Approach	Lane Group	Effective Storage	2025 Existing Conditions		No-Build Conditions		Build Conditions	
					AM	PM	AM	PM	AM	PM
1	US-33/Mountain Road & Hunton Park Boulevard	Eastbound	Left	s	s	s	s	s	s	s
			Through	Continuous	0	0	0	0	0	0
			Right	s	s	s	s	s	s	s
		Westbound	Left	215	56	81	60	89	63	94
			Through	Continuous	56	81	61	90	63	95
			Right	530	0	0	0	0	0	0
		Northbound	Left	175	3	7	3	9	3	9
			Through	Continuous	68	202	74	226	163	239
			Right	Continuous	0	44	0	45	0	45
		Southbound	Left	350	3	13	3	14	3	14
			Through	Continuous	140	148	154	164	165	294
			Right	s	s	s	s	s	s	s
2	US-33/Mountain Road & Gladfelter Road	Eastbound	Left	s	s	s	s	s	s	s
			Right	Continuous	3	3	0	3	0	3
		Northbound	Left	s	0	0	0	0	0	0
			Through	Continuous	0	0	0	0	0	0
		Southbound	Through	Continuous	0	0	0	0	0	0
			Right	s	0	0	0	0	0	0
3	US-33/Mountain Road & Winns Church Road	Westbound	Left	s	s	s	s	s	s	s
			Right	Continuous	8	15	5	18	5	20
		Northbound	Through	Continuous	0	0	0	0	0	0
			Right	s	s	s	s	s	s	s
		Southbound	Left	s	s	s	s	s	s	s
			Through	Continuous	0	0	0	3	0	3
4	Winns Church Road & Greenwood Road	Eastbound	Left	s	s	s	s	s	s	s
			Through	Continuous	0	0	0	0	0	0
			Right	s	s	s	s	s	s	s
		Westbound	Left	s	s	s	s	s	s	s
			Through	Continuous	0	0	0	0	0	0
			Right	s	s	s	s	s	s	s
		Northbound	Left	s	s	s	s	s	s	s
			Through	Continuous	0	5	0	5	0	5
			Right	s	s	s	s	s	s	s
		Southbound	Left	s	s	s	s	s	s	s
			Through	Continuous	3	3	3	3	3	3
			Right	s	s	s	s	s	s	s
5	US-33/Mountain Road & Project Driveway #1	Westbound	Left	s	N/A	N/A	N/A	N/A	s	s
			Right	Continuous	N/A	N/A	N/A	N/A	10	350
		Northbound	Through	Continuous	N/A	N/A	N/A	N/A	0	0
			Right	s	N/A	N/A	N/A	N/A	s	s
		Southbound	Left	245	N/A	N/A	N/A	N/A	5	0
			Through	Continuous	N/A	N/A	N/A	N/A	0	0
6	US-33/Mountain Road & Project Driveway #2	Northbound	Through	Continuous	N/A	N/A	N/A	N/A	0	0
			Right	300 ⁽¹⁾	N/A	N/A	N/A	N/A	0	0
		Southbound	Through	245	N/A	N/A	N/A	N/A	0	0

Note: Effective storage length is equal to the storage length plus half of the existing taper length, per VDOT Traffic Operations and Safety Analysis Manual (TOSAM) version 2.0
 S Shared lane
 N/A Movement does not exist for scenario

4.5 I-295 Interchange Highway Capacity Analysis

The HCS7 Freeway Facilities module was used to evaluate the merge and diverge operations of the US-33 and Interstate 295 (I-295) interchange ramps that are anticipated to be used by the proposed development construction traffic. The following I-295 on/off ramps were analyzed during the AM and PM peak hour for the Existing 2025 (Construction Peak), No-Build 2034 (Construction Peak), and Build 2034 (Construction Peak) conditions:

- I-295 eastbound to US-33 northbound
- US-33 southbound to I-295 eastbound
- I-295 westbound to US-33 northbound
- US-33 southbound to I-295 westbound

The results of the construction peak highway capacity analysis indicate that under all analysis conditions, the I-295 on/off-ramps are projected to operate with densities equivalent to LOS C or better.

Figures showing the speed, density, volume, and LOS results and complete reports generated by the HCS7 Freeway Facilities module for each scenario are included in **Appendix E**.

5 Full Buildout - Traffic Operational Analysis

The traffic operational analysis conducted in the following sections was conducted to evaluate the impact of the traffic that is anticipated to be generated for the development after construction is completed, and the development is operational (Full Buildout).

5.1 Peak Hour Determination

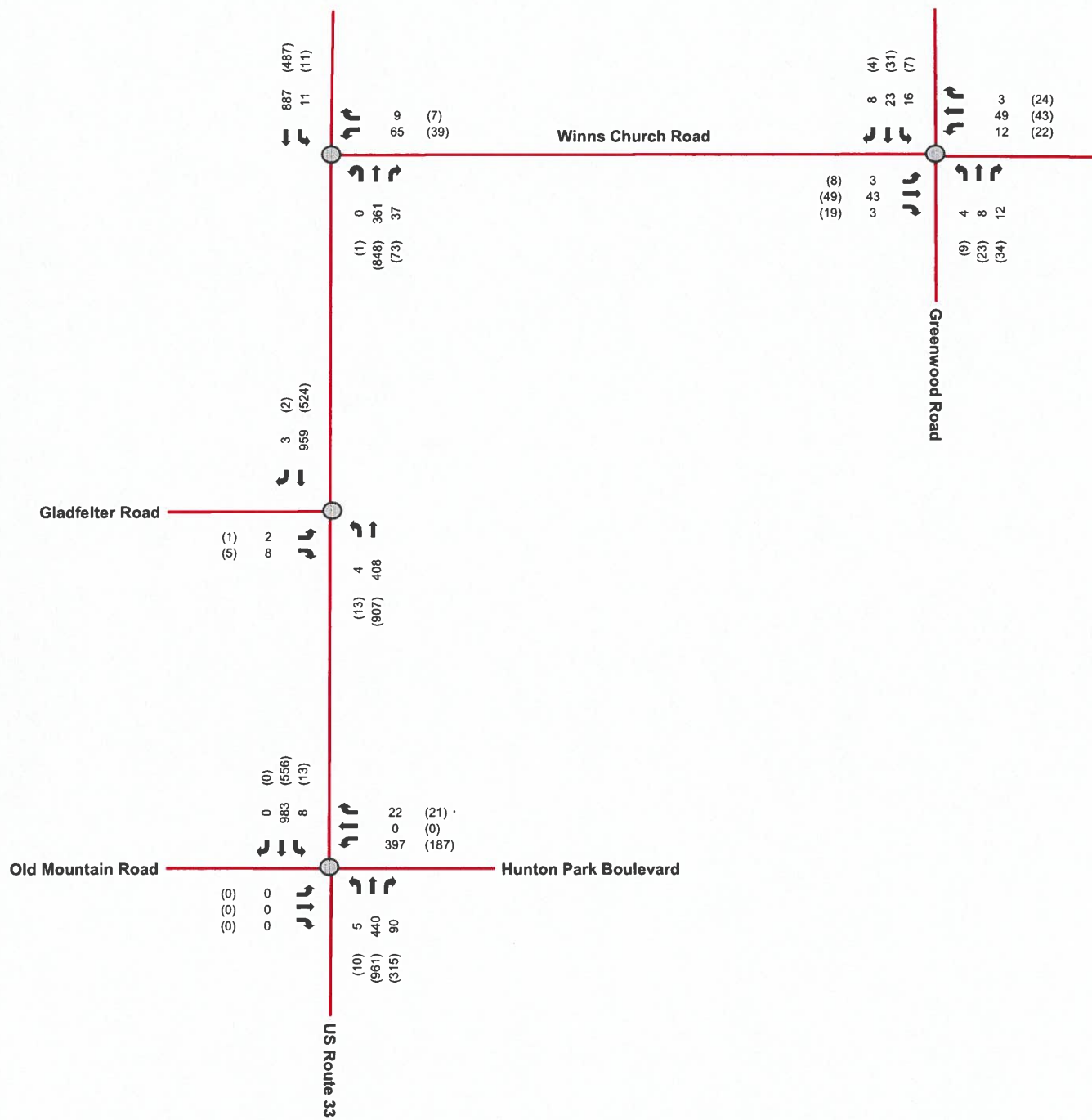
The previously discussed collected TMCs were used to determine a network-wide commuter peak hour for the AM and PM peak periods based on the peak hours calculated for each study intersection. The hours that captured the highest percentage of overall traffic in the network peak hours. The AM peak hour was determined to be from 7:15–8:15 AM and the PM peak hour was determined to be from 4:15–5:15 PM. Existing AM and PM peak hour traffic turning volumes are summarized in **Figure 7**.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX AM Peak Hour Traffic
- (XX) PM Peak Hour Traffic



5.2 Existing Conditions Analysis Results

Existing Conditions Intersection Capacity Analysis

During the commuter peak hours, all signalized intersections and all unsignalized approaches operate with overall delays equivalent to LOS D or better, with the exception of the westbound approach at the intersection of US-33 and Winns Church Road, which operates at LOS E during the AM peak hour.

Control delay and LOS results are summarized in **Table 8** following the analysis sections. The intersection capacity analysis results are included in **Appendix D**.

Existing Conditions 95th Percentile Queuing Analysis

The existing 95th percentile vehicle queue lengths during the commuter peak hour were calculated by movement for each study intersection using Synchro 11™. All queue lengths are expected to be accommodated within existing storage lanes during the AM and PM peak hours.

The queue results are summarized in **Table 9** following the analysis sections. The queueing analysis results are included in **Appendix D**.

5.3 Projected No-Build Conditions

The projected No-Build conditions represent the future roadway network and background traffic growth in the study area. Projected No-Build conditions were analyzed in the year 2034. No future developments that have been approved but not yet built were identified or included in the analyses conducted in this traffic impact analysis.

Traffic Growth Rate

As previously discussed, a linear growth rate of 1.0% was applied and agreed upon by VDOT staff during the pre-scope of work meeting. The pre-scope of work form is provided in **Appendix B**. The growth rate was applied to the collected turning movement counts to establish volumes for future year (2034) conditions. No-Build AM and PM peak hour traffic volumes are summarized in **Figure 8**.

No-Build Conditions Intersection Capacity Analysis

During the commuter peak hours, all signalized intersections and all unsignalized approaches are projected to operate with overall delays equivalent to LOS D or better, with the exception of the westbound approach at the intersection of US-33 and Winns Church Road, which operates at LOS E during the AM and PM peak hour.

Control delay and LOS results are summarized in **Table 8** following the analysis sections. The intersection capacity analysis results are included in **Appendix D**.

No-Build Conditions 95th Percentile Queueing Analysis

The no-build 95th percentile vehicle queue lengths during the commuter peak hour were calculated by movement for each study intersection using Synchro 11™. All queue lengths are expected to be accommodated within existing storage lanes during the AM and PM peak hours.

The queue results are summarized in **Table 9** following the analysis sections. The queueing analysis results are included in **Appendix D**.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX AM Peak Hour Traffic
- (XX) PM Peak Hour Traffic

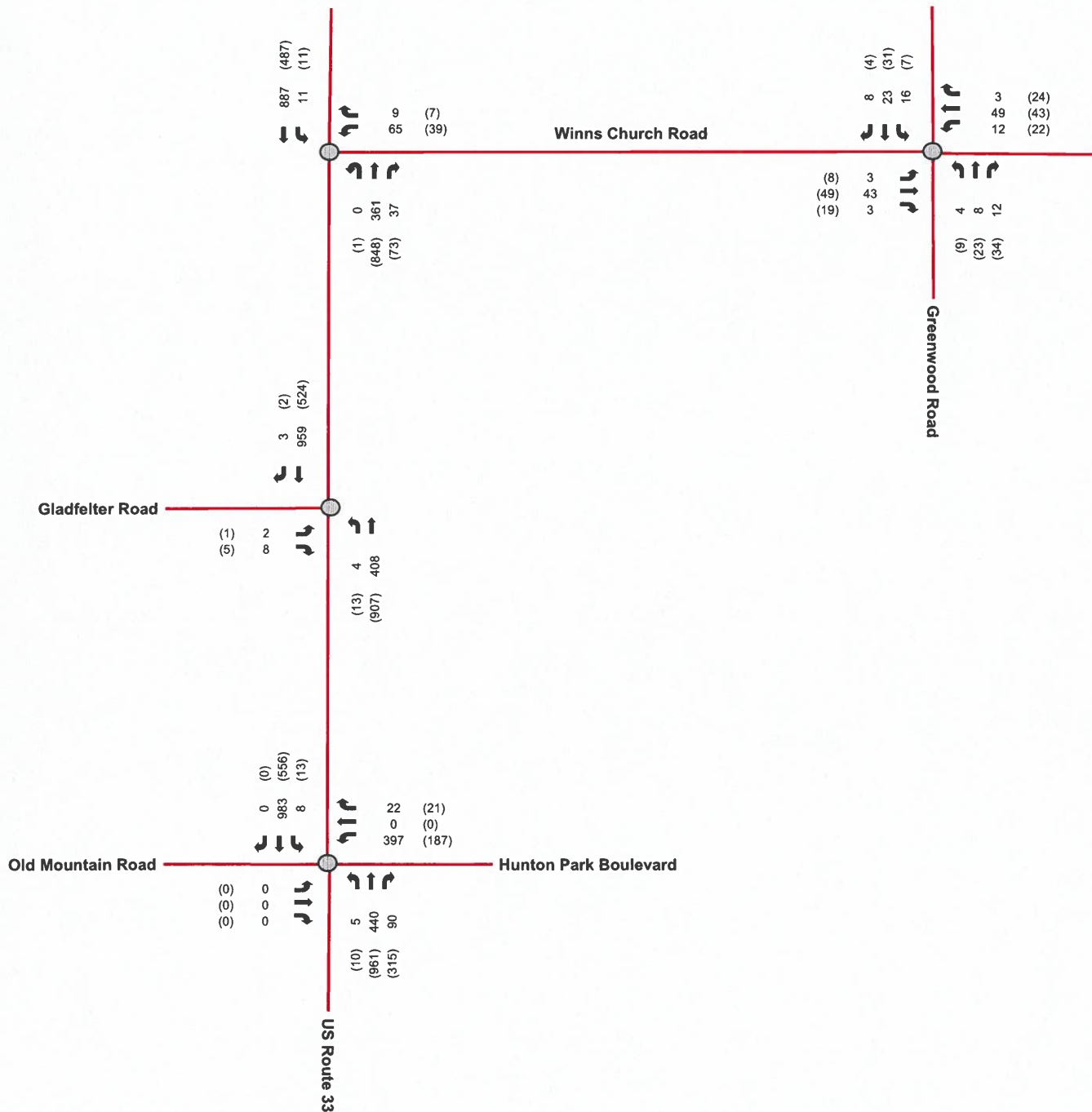


Figure 8
2034 No-Build Conditions
Mountain Road Technology Park
Hanover, VA

5.4 Build Conditions

For the traffic operational analysis, the Build 2034 conditions represent the future roadway network with the addition of background traffic growth, proposed roadway improvements, and traffic generated by the proposed project when construction is complete and the development is operational. Access to the proposed site will be provided via one full-access driveway along US-33 at an existing median break and two (2) emergency/utility access driveways; one (right-in/right-out driveway) along US-33 and one (full-access driveway) along Winns Church Road. Roadway improvements included in the Build 2034 conditions include a northbound right-turn lane with 200 feet of storage and 100 feet of taper at Project Driveway #1, consistent with the adjacent left and right-turn lanes along Mountain Road.

Site Trip Generation

Traffic projections were estimated for the proposed development based on the VDOT-approved *AWS Data Center Trip Generation Assessment* conducted by Bowman, March 2023. The total trips represent the number of vehicles entering and exiting the proposed development to and from the adjacent street network. **Table 7** summarizes the project's trip generation potential during the AM and PM peak hours. Detailed trip generation calculations are included in **Appendix F**.

Table 7: Proposed Development Trip Generation

Land Use	Scale	Weekday Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Data Center	900 Megawatts	1,488	102	84	186	18	42	60

Site Trip Distribution and Assignment

The distribution of traffic at study area intersections, including proposed access locations, was established based on data provided by the applicant, which assumed that a majority of the traffic attributable to the proposed development would originate from the US-33 and I-295 interchange. Note that the trip distribution assumptions were included in the approved Pre-scope of Work Form. The inbound and outbound distribution of traffic are shown in **Figure 9**. Trip assignment based on the trip distribution is shown in **Figure 10**.

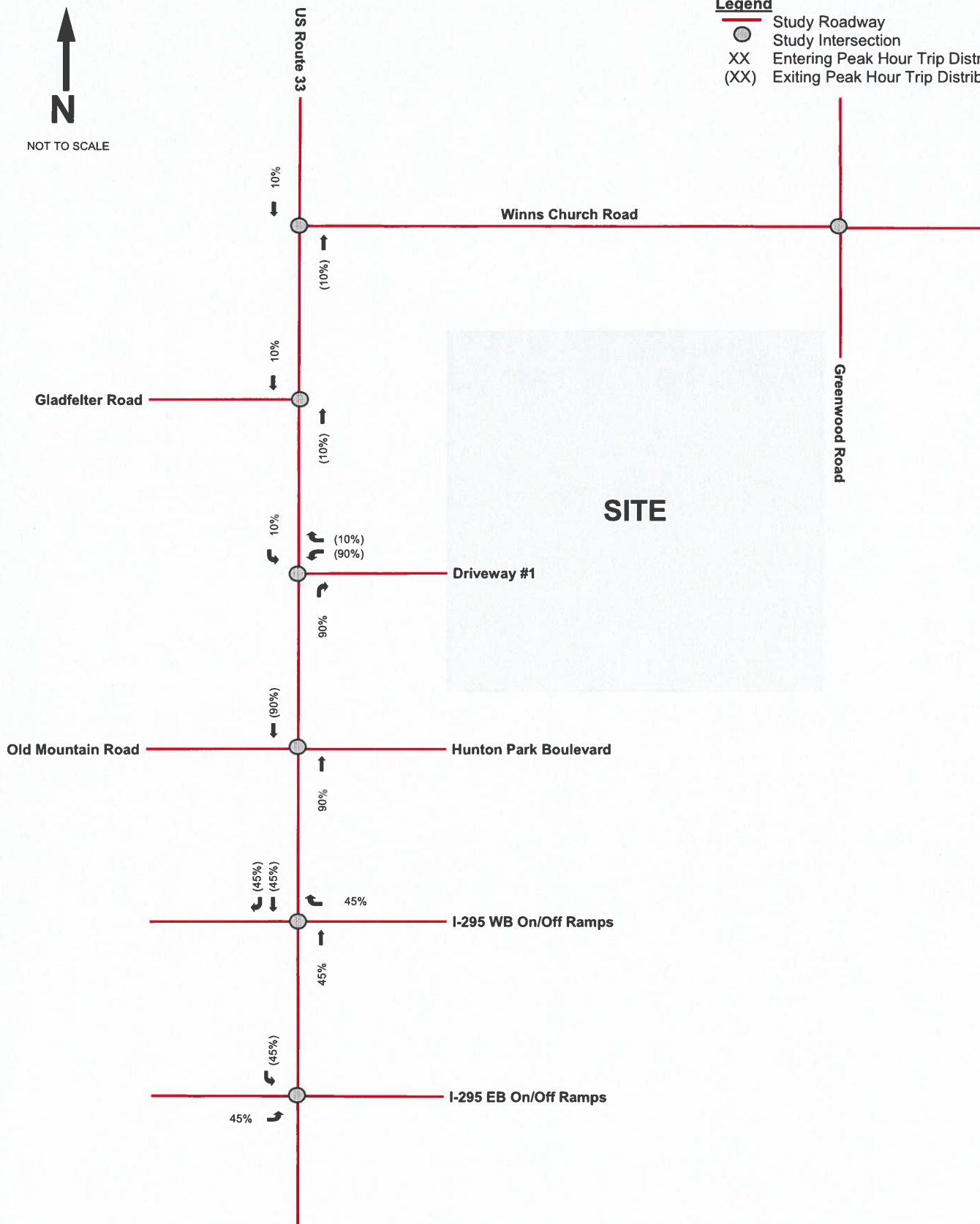
The assignment of traffic generated by the project was calculated by applying the distribution percentage for a specific turning movement to the total number of inbound or outbound trips generated to establish the turning movement volume at that location. The build condition traffic volumes were then calculated by adding the site generated trips to the projected no-build traffic volumes. The resulting 2034 Build volumes for the AM and PM peak hours are shown in **Figure 11**.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX Entering Peak Hour Trip Distribution
- (XX) Exiting Peak Hour Trip Distribution



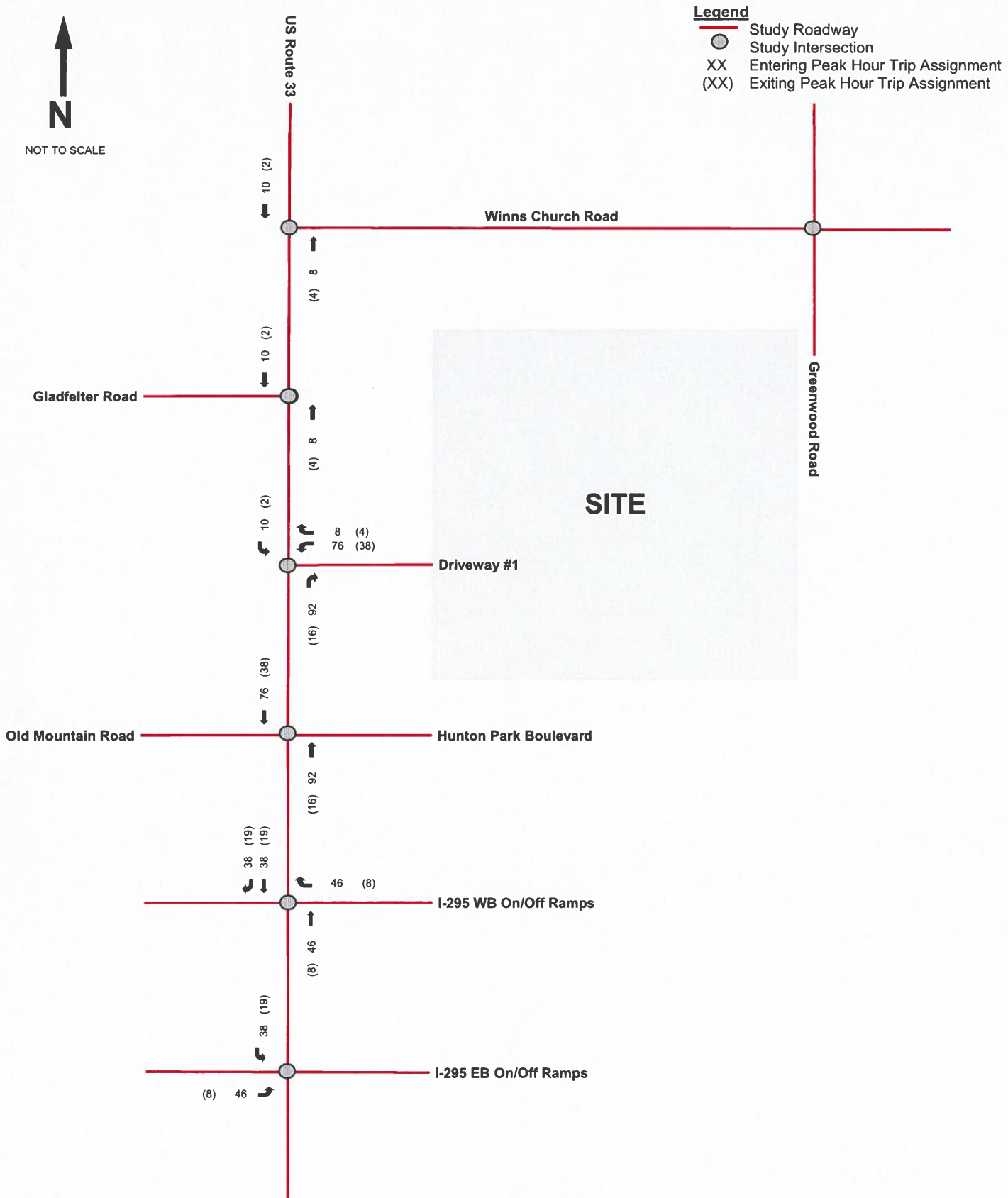


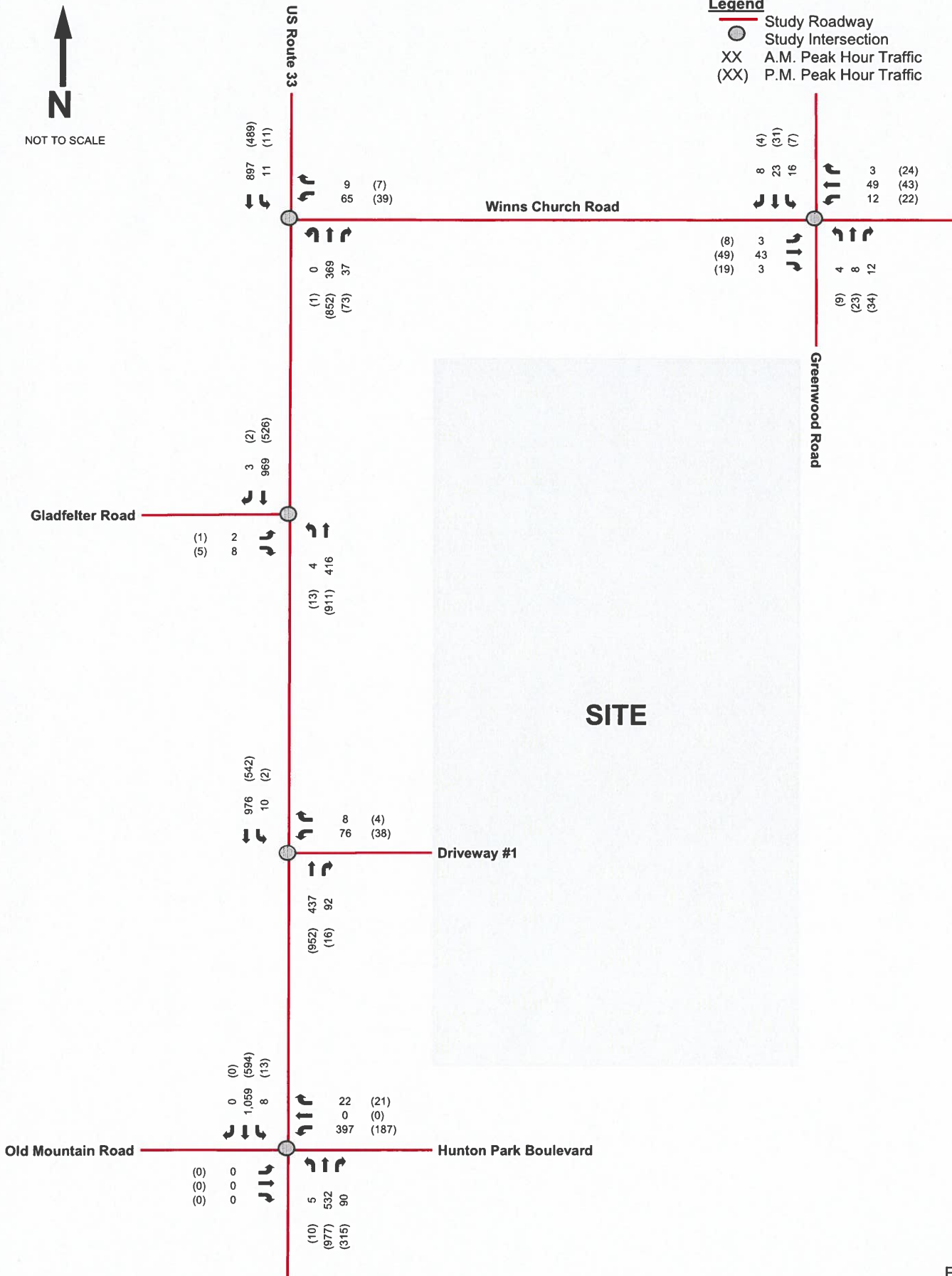
Figure 10
Trip Assignment
Mountain Road Technology Park
Hanover, VA



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic



Build Conditions Intersection Capacity Analysis

During the commuter peak hours, all signalized intersections and all unsignalized approaches are projected to operate with delays equivalent to LOS D or better, with the exception of the westbound approach at the intersection of US-33 and Winns Church Road, which operates at LOS E during the AM and PM peak hour.

Note that the approach was projected to operate with delays equivalent to LOS E under No-Build conditions, prior to the completion of the project. The project is not expected to increase traffic on the minor street at this intersection.

Control delay and LOS results are summarized in **Table 8** following the analysis sections. The intersection capacity analysis results are included in **Appendix D**.

Build Conditions 95th Percentile Queueing Analysis

The build 95th percentile vehicle queue lengths during the commuter peak hour were calculated by movement for each study intersection using Synchro 11™. All queue lengths are expected to be accommodated within existing storage lanes during the AM and PM peak hours.

The queue results are summarized in **Table 9** following the analysis sections. The queueing analysis results are included in **Appendix D**.

Table 8: Control Delay and LOS Summary

Intersection Number and Description		Approach	Lane Group	2025 Existing Conditions				No-Build Conditions				Build Conditions				
				AM		PM		AM		PM		AM		PM		
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
1	US-33/Mountain Road & Hunton Park Boulevard	Eastbound	Left	s	s	s	s	s	s	s	s	s	s	s	s	
			Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
			Right	s	s	s	s	s	s	s	s	s	s	s	s	
			Approach	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
		Westbound	Left	28.3	C	29.5	C	34.9	C	31.3	C	43.1	D	32.1	C	
			Through	28.3	C	29.5	C	35.0	C	31.3	C	43.3	D	32.2	C	
			Right	23.2	C	26.8	C	26.8	C	28.2	C	30.9	C	28.9	C	
			Approach	28.0	C	29.2	C	34.5	C	31.0	C	42.5	D	31.8	C	
		Northbound	Left	12.7	B	9.8	A	12.1	B	9.5	A	11.3	B	9.3	A	
			Through	14.7	B	14.7	B	14.0	B	14.6	B	13.3	B	14.4	B	
			Right	13.0	B	11.8	B	12.3	B	11.7	B	11.3	B	11.5	B	
			Approach	14.4	B	13.9	B	13.7	B	13.9	B	13.0	B	13.7	B	
		Southbound	Left	12.3	B	10.1	B	11.5	B	9.9	A	10.4	B	9.8	A	
			Through	19.2	B	12.2	B	18.4	B	12.0	B	17.2	B	12.0	B	
			Right	s	s	s	s	s	s	s	s	s	s	s	s	
			Approach	19.2	B	12.2	B	18.3	B	12.0	B	17.2	B	11.9	B	
		Intersection			19.8	B	15.0	B	20.5	C	15.1	B	20.9	C	14.9	B
2	US-33/Mountain Road & Gladfelter Road	Eastbound	Left	s	s	s	s	s	s	s	s	s	s	s	s	
			Right	19.4	C	14.3	B	21.4	C	15.4	C	21.7	C	15.5	C	
			Approach	19.4	C	14.3	B	21.4	C	15.4	C	21.7	C	15.5	C	
		Northbound	Left	9.4	A	8.4	A	10.3	B	8.5	A	10.3	B	8.5	A	
			Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
			Approach	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	
		Southbound	Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
			Right	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
			Approach	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
		Intersection			-	-	-	-	-	-	-	-	-	-	-	
3	US-33/Mountain Road & Winns Church Road	Westbound	Left	s	s	s	s	s	s	s	s	s	s	s	s	
			Right	35.2	E	31.3	D	45.5	E	39.2	E	48.3	E	39.6	E	
			Approach	35.2	E	31.3	D	45.5	E	39.2	E	48.3	E	39.6	E	
		Northbound	Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
			Right	s	s	s	s	s	s	s	s	s	s	s	s	
			Approach	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
		Southbound	Left	8.3	A	10.0	A	8.4	A	10.3	B	8.4	A	10.4	B	
			Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
			Approach	0.1	A	0.2	A	0.1	A	0.2	A	0.1	A	0.2	A	
		Intersection			-	-	-	-	-	-	-	-	-	-	-	
4	Winns Church Road & Greenwood Road	Eastbound	Left	7.3	A	7.3	A	8.0	A	7.3	A	8.0	A	7.3	A	
			Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
			Right	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
			Approach	0.5	A	0.7	A	0.5	A	0.8	A	0.5	A	0.8	A	
		Westbound	Left	7.3	A	7.4	A	7.3	A	7.4	A	7.3	A	7.4	A	
			Through	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
			Right	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	
			Approach	1.4	A	1.8	A	1.4	A	1.8	A	1.4	A	1.8	A	
		Northbound	Left	s	s	s	s	s	s	s	s	s	s	s	s	s
			Through	9.2	A	9.7	A	9.3	A	9.9	A	9.3	A	9.9	A	
			Right	s	s	s	s	s	s	s	s	s	s	s	s	
			Approach	9.2	A	9.7	A	9.3	A	9.9	A	9.3	A	9.9	A	
		Southbound	Left	s	s	s	s	s	s	s	s	s	s	s	s	s
			Through	9.7	A	10.4	B	9.8	A	10.7	B	9.8	A	10.7	B	
			Right	s	s	s	s	s	s	s	s	s	s	s	s	
			Approach	9.7	A	10.4	B	9.8	A	10.7	B	9.8	A	10.7	B	
		Intersection			-	-	-	-	-	-	-	-	-	-	-	-

Intersection Number and Description	Approach	Lane Group	2025 Existing Conditions				No-Build Conditions				Build Conditions			
			AM		PM		AM		PM		AM		PM	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
5	US-33/Mountain Road & Project Driveway #1	Westbound	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A	s	s	s	s
			Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	17.5	C	21.9	C
		Approach	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	17.5	C	21.9	C
	Northbound	Through	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
		Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
		Approach	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
	Southbound	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	8.7	A	10.5	B
		Through	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	A	0.0	A
		Approach	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.1	A	0.0	A
	Intersection		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	-	-	-

Note: – Synchro does not report delay for free-flow movements; no delay reported
 S Shared lane
 N/A Movement does not exist for scenario

Table 9: 95th Percentile Queue Lengths

Intersection Number and Description	Approach	Lane Group	Effective Storage	2025 Existing Conditions		No-Build Conditions		Build Conditions	
				AM	PM	AM	PM	AM	PM
1	US-33/Mountain Road & Hunton Park Boulevard	Eastbound	Left	s	s	s	s	s	s
			Through	Continuous	0	0	0	0	0
			Right	s	s	s	s	s	s
	Westbound	Through	Left	215	192	107	215	112	215
			Through	Continuous	192	107	216	114	216
			Right	530	0	0	0	0	0
	Northbound	Through	Left	175	6	7	6	8	6
			Through	Continuous	128	263	144	292	176
			Right	Continuous	4	73	7	87	7
	Southbound	Through	Left	350	8	8	9	9	9
			Through	Continuous	319	138	369	151	410
			Right	s	s	s	s	s	s
2	US-33/Mountain Road & Gladfelter Road	Eastbound	Left	s	s	s	s	s	s
			Right	Continuous	3	0	3	3	3
		Northbound	Left	s	0	0	0	0	0
			Through	Continuous	0	0	0	0	0
		Southbound	Through	Continuous	0	0	0	0	0
			Right	s	0	0	0	0	0
3	US-33/Mountain Road & Winns Church Road	Westbound	Left	s	s	s	s	s	s
			Right	Continuous	43	23	58	33	60
		Northbound	Through	Continuous	0	0	0	0	0
			Right	s	s	s	s	s	s
		Southbound	Left	s	s	s	s	s	s
			Through	Continuous	0	0	0	1	0
4	Winns Church Road & Greenwood Road	Eastbound	Left	s	s	s	s	s	s
			Through	Continuous	0	0	0	0	0
			Right	s	s	s	s	s	s
		Westbound	Left	s	s	s	s	s	s
			Through	Continuous	0	0	0	0	0
			Right	s	s	s	s	s	s
		Northbound	Left	s	s	s	s	s	s
			Through	Continuous	3	8	3	8	3
			Right	s	s	s	s	s	s
		Southbound	Left	s	s	s	s	s	s
			Through	Continuous	5	5	5	5	5
			Right	s	s	s	s	s	s
5	US-33/Mountain Road & Project Driveway #1	Westbound	Left	s	N/A	N/A	N/A	s	s
			Right	Continuous	N/A	N/A	N/A	23	15
		Northbound	Through	Continuous	N/A	N/A	N/A	0	0
			Right	250 ⁽¹⁾	N/A	N/A	N/A	0	0
		Southbound	Left	245	N/A	N/A	N/A	0	0
			Through	Continuous	N/A	N/A	N/A	0	0

Note: Effective storage length is equal to the storage length plus half of the existing taper length, per VDOT Traffic Operations and Safety Analysis Manual (TOSAM) version 2.0
 S Shared lane
 N/A Movement does not exist for scenario

5.5 I-295 Interchange Highway Capacity Analysis

The HCS7 Freeway Facilities module was used to evaluate the merge and diverge operations of the US-33 and Interstate 295 (I-295) interchange ramps that are anticipated to be used by the proposed development traffic. The following I-295 on/off ramps were analyzed during the AM and PM peak hour for the Existing 2025, No-Build 2034, and Build 2034 conditions:

- I-295 eastbound to US-33 northbound
- US-33 southbound to I-295 eastbound
- I-295 westbound to US-33 northbound
- US-33 southbound to I-295 westbound

The results of the highway capacity analysis indicate that under all analysis conditions, the I-295 on/off-ramps are projected to operate with densities equivalent to LOS C or better.

Figures showing the speed, density, volume, and LOS results and complete reports generated by the HCS7 Freeway Facilities module for each scenario are included in **Appendix E**.

6 Access Management

An evaluation of access management and turn lane warrants was prepared based on the projected traffic volumes and the spacing standards outlined in Table 2-2 and Figure 4-11 in Appendix F of the VDOT Road Design Manual.

Access to the proposed site will be provided via one full-access driveway along US-33 at an existing median break and two (2) emergency/utility access driveways; one (right-in/right-out driveway) along US-33 and one (full-access driveway) along Winns Church Road. The emergency/utility access along US-33 will serve as a temporary driveway during construction operations. Proposed project driveways are expected to meet spacing and corner clearance criteria outlined within the VDOT Road Design Manual. The required and proposed access spacing is shown in **Figure 12** and **Figure 13**.

Turn lane warrant analyses were conducted for the 2034 Build (Construction Peak) and 2034 Build conditions at the proposed Project Driveway #1 and Project Driveway #2 using the turn lane warrant standards outlined in Appendix F of the VDOT Road Design Manual. The right-turn and left-turn lane warrant analysis results for the project driveways are summarized in **Table 10**.

Table 10: Turn Lane Warrant Analysis

Project Driveway	Right-Turn Lane Warranted?		Left-Turn Lane Warranted?	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
2034 Build (Construction Peak) Conditions				
DW 1	Not evaluated, no traffic assigned	Not evaluated, no traffic assigned	N/A ⁽²⁾	N/A ⁽²⁾
DW 2	Yes – 200 feet of storage and 200 feet of taper ⁽¹⁾	Yes – 200 feet of taper	N/A ⁽³⁾	N/A ⁽³⁾
2034 Build Conditions				
DW 1	Yes – 200 feet of storage and 200 feet of taper ⁽¹⁾	Yes – 200 feet of taper	N/A ⁽²⁾	N/A ⁽²⁾
DW 2	Not evaluated, emergency/utility access	Not evaluated, emergency/utility access	N/A ⁽³⁾	N/A ⁽³⁾

Notes: (1) Per Figure 3-1 of the VDOT Road Design Manual, a turn lane on a roadway with a speed limit ≥ 50 mph must have a minimum of 200' storage and 200' taper.

(2) A left-turn lane is currently provided under existing conditions; therefore, a left-turn lane warrant analysis was not conducted; any improvements to the left-turn lane will be determined by queueing analysis

(3) Left-turn lane does not exist; therefore, a left-turn lane warrant analysis was not conducted

Note that the project is committed to providing a dedicated right-turn lane with 200 feet of taper and 100 feet of storage, consistent with the adjacent left and right-turn lanes along Mountain Road. The proposed taper at Project Driveway #1 does not meet turn lane design standards due to the proximity of the Chickahominy River bridge crossing that is located approximately 400 feet south of the existing median break. An Access Management Exception (AME) form will be submitted for the proposed turn lane length at Project Driveway #1. The turn lane warrant analysis using Appendix F of the VDOT Road Design Manual is included in **Appendix G**.

FIGURE 12: ACCESS MANAGEMENT

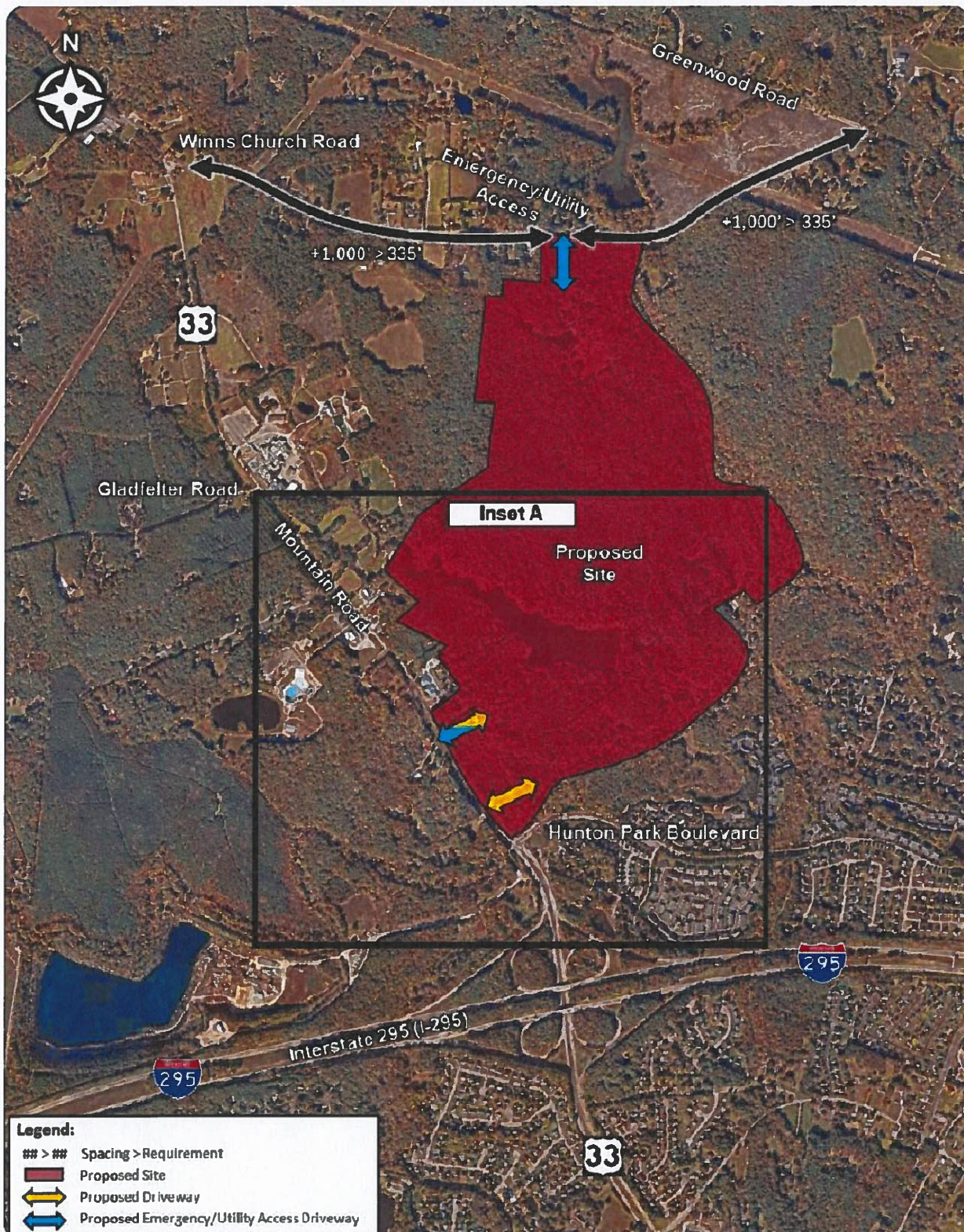
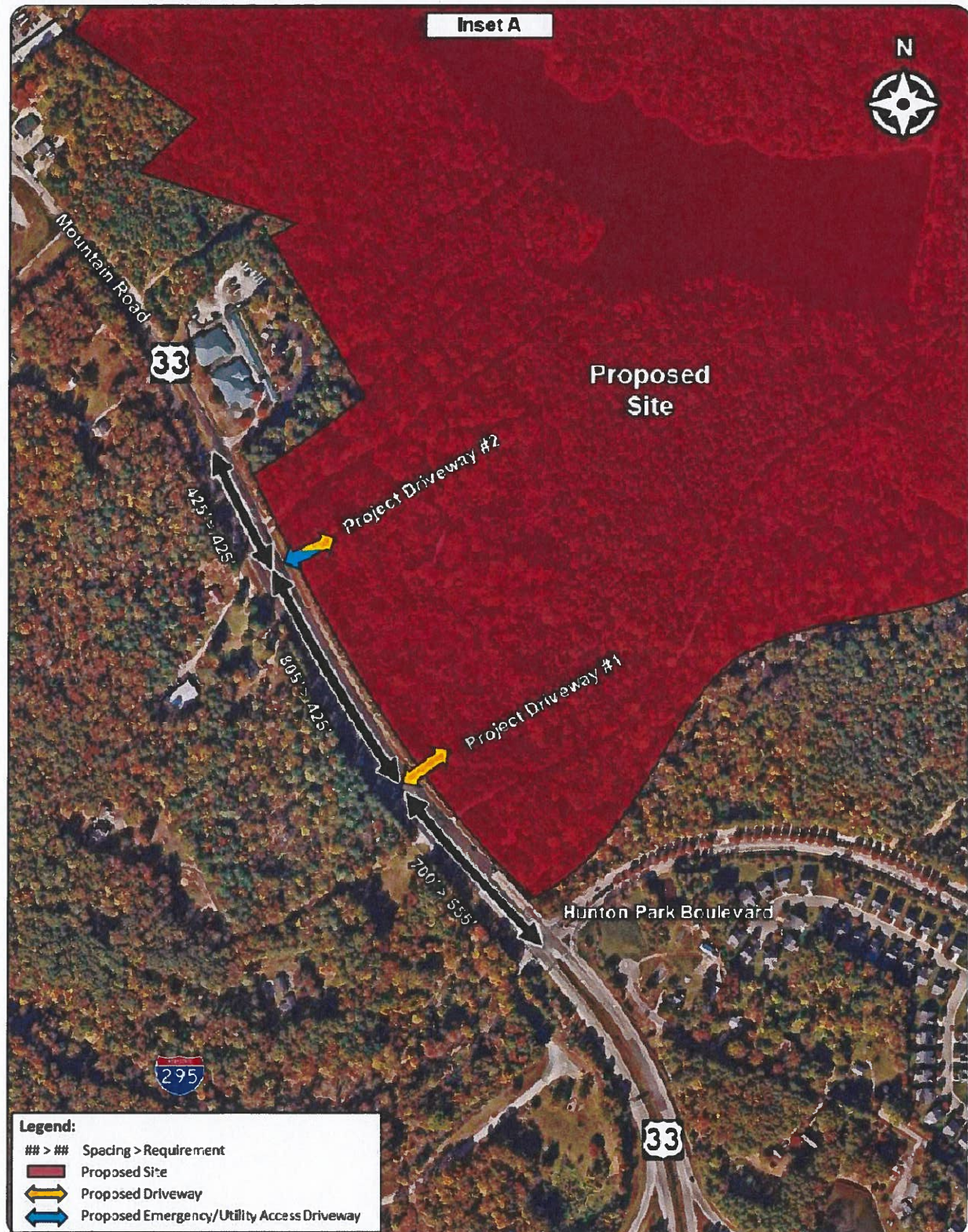


FIGURE 13: ACCESS MANAGEMENT: INSET A



7 Conclusion and Recommendations

The Traffic Impact Analysis (TIA) documented in this report evaluates the traffic impacts of a data center generally located in the northeast quadrant of the intersection of Mountain Road (US-33) and Hunton Park Boulevard in Hanover County, Virginia.

The project proposes to rezone the 434-acre property to permit a 900-megawatt (MW) data center. Access to the proposed site will be provided via one full-access driveway along US-33 at an existing median break and two (2) emergency/utility access driveways; one (right-in/right-out driveway) along US-33 and one (full-access driveway) along Winns Church Road. The emergency/utility access along US-33 will serve as a temporary driveway during construction operations.

Traffic operations were analyzed at the intersections identified below during the AM and PM peak hours using *Synchro 11TM* software for the Existing 2025, No-Build 2034, and Build 2034 conditions. However, at the request of VDOT staff, traffic operations were also analyzed during the construction AM (6:00 – 7:00 AM) and construction PM (3:00 – 4:00 PM) peak hours and include Existing 2025 (Construction Peak), No-Build 2034 (Construction Peak), and Build 2034 (Construction Peak) conditions. The following intersections were identified as the study area intersections:

1. US-33 (Mountain Road) & Hunton Park Boulevard
2. US-33 (Mountain Road) & Gladfelter Road
3. US-33 (Mountain Road) & Winns Church Road
4. Winns Church Road & Greenwood Road

The results of the operational analyses indicate that under the No-Build conditions (both construction peak and commuter peak hours), all signalized intersections and all unsignalized approaches are projected to operate with an overall delay equivalent to LOS D or better, with the exception of the intersection of US-33 and Winns Church Road, which operates at LOS E during the commuter AM and PM peak hours.

The results of the Build 2034 (Construction Peak) traffic operational analysis indicate that all signalized intersections and all unsignalized approaches are projected to operate with delays equivalent to LOS D or better, with the exception of the westbound approach at the intersection of US-33 and Project Driveway #1 during the PM peak hour, which is projected to operate with delays equivalent to LOS F. Note that these results are typical where a low volume, stop-controlled, road intersects a high-volume, free-flow road. On occasions where vehicles are unable to exit the site, or excessive queues are observed on-site, it is expected that the contractor will deploy flaggers to maintain the safety and operations of the intersection.

The results of the Build 2034 traffic operational analysis indicate that all signalized intersections and all unsignalized approaches are projected to operate with an overall delay equivalent to LOS D or better, with the exception of the westbound approach at the intersection of US-33 and Winns Church Road, which operates at LOS E during the commuter AM and PM peak hour. Note that the approach was projected to operate with delays equivalent to LOS E under No-Build conditions, prior to the completion of the project.

Additionally, Highway Capacity Software (HCS7) was used to evaluate the merge and diverge operations of the US-33 and Interstate 295 (I-295) interchange ramps that are anticipated to be used by the proposed development traffic. The results of the highway capacity analysis indicate that under all analysis scenarios, the I-295 on/off-ramps are projected to operate with densities equivalent to LOS C or better under all analysis conditions.

Turn lane warrant analyses were conducted for the 2034 Build (Construction Peak) and 2034 Build conditions at the proposed Project Driveway #1 and Project Driveway #2 using the turn lane warrant standards outlined in Appendix F of the VDOT Road Design Manual.

A northbound right-turn lane with 200 feet of taper and 200 feet of storage is warranted at Project Driveway #1. Note that the project is committed to providing a dedicated right-turn lane with 200 feet of taper and 100 feet of storage, consistent with the adjacent left and right-turn lanes along Mountain Road. The proposed taper at Project Driveway #1 does not meet turn lane design standards due to the proximity of the Chickahominy River bridge crossing that is located approximately 400 feet south of the existing median break. An Access Management Exception (AME) form will be submitted for the proposed turn lane length at Project Driveway #1. Additionally, A northbound right-turn lane with 200 feet of taper and 200 feet of storage is warranted and proposed at Project Driveway #2.

Utility Usage

Pompei, Andrew J.

From: Erin Fosdick <erin.fosdick@tract.com>
Sent: Thursday, February 5, 2026 4:12 PM
To: Pompei, Andrew J.
Cc: Brandon Smith; Aric Crable; Trey Thomasson
Subject: Fw: [EXTERNAL]Tract Projects - Batch Numbers / Target Energization Dates

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Andrew,

Please see the information below to demonstrate Tract's position in Dominion's queue. Let me know if this is adequate. Thanks!



Erin Fosdick, AICP

Director of Entitlements

✉ erin.fosdick@tract.com

☎ 720-552-9172

🌐 www.tract.com

From: Brandon Smith <brandon.smith@tract.com>
Sent: Thursday, February 5, 2026 12:34 PM
To: Erin Fosdick <erin.fosdick@tract.com>; Trey Thomasson <Trey.Thomasson@tract.com>; Aric Crable <aric.cable@tract.com>
Subject: FW: [EXTERNAL]Tract Projects - Batch Numbers / Target Energization Dates

Erin,

Dominion said we can use the communication below as verification of our queue position.

Regards,



Brandon Smith

Vice President – Utility Development

✉ brandon.smith@tract.com

☎ 434.409.1915

🌐 www.tract.com

From: andrew.b.molinares@dominionenergy.com <andrew.b.molinares@dominionenergy.com>
Sent: Thursday, February 5, 2026 2:02 PM
To: Brandon Smith <brandon.smith@tract.com>
Cc: dominic.j.minor@dominionenergy.com; jacob.r.wiseman@dominionenergy.com
Subject: [EXTERNAL]Tract Projects - Batch Numbers / Target Energization Dates

Good afternoon,

Below are the current batch positions/ target energization dates for project sites in Hanover.

Marchetti
Flamingo DP – Q4 2029
Pelican DP – Batch 13

Hanover Technology Park
Slayden Creek DP – Q2 2029
Falling Creek DP – Batch 1

Thank you,

Andrew B. Molinares
Key Account Manager
Customer Service & Strategic Partnerships

Dominion Energy Virginia
3072 Centreville Rd. Herndon, VA 20171
C: 571-485-0887
To Report An Outage Call: 866-591-0157



Actions Speak Louder

CONFIDENTIALITY NOTICE: This electronic message contains information which may be legally confidential and or privileged and does not in any case represent a firm ENERGY COMMODITY bid or offer relating thereto which binds the sender without an additional express written confirmation to that effect. The information is intended solely for the individual or entity named above and access by anyone else is unauthorized. If you are not the intended recipient, any disclosure, copying, distribution, or use of the contents of this information is prohibited and may be unlawful. If you have received this electronic transmission in error, please reply immediately to the sender that you have received the message in error, and delete it. Thank you.



February 6, 2026

Mr. Andrew Pompei
Deputy Director
Hanover County Planning

Re: *Mountain Road Technology Park
Water and Sewer
Hanover County, VA*

Dear Mr. Pompei:

The Mountain Road Technology Park will be served by Hanover County's public water and wastewater systems. The project team has met with the Hanover County Public Utilities Department to verify that sufficient system capacity is available to support the proposed development. The County has confirmed that the Tyson's facility previously received an allocation of 800,000 gallons per day. The Mountain Road Technology Park is projected to utilize an average of 600,000 gallons per day, which represents only a portion of the former Tyson's allocation.

The Public Utilities Department has indicated that adequate capacity currently exists, and it is our understanding that a formal will-serve letter will be issued following successful rezoning of the property. To further support utility planning and provide additional technical detail, the project team is also coordinating with the County's utilities consultant to evaluate the existing water distribution system under anticipated project demands. A scope of work has been approved to complete hydraulic modeling for the projected flows and to identify any potential public infrastructure improvements that may be required to meet development needs and fire flow requirements.

We trust that this information provides the necessary assurance regarding the availability of adequate water capacity to serve the proposed project.

Should you have any questions or wish to discuss this matter further, please feel free to contact me.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

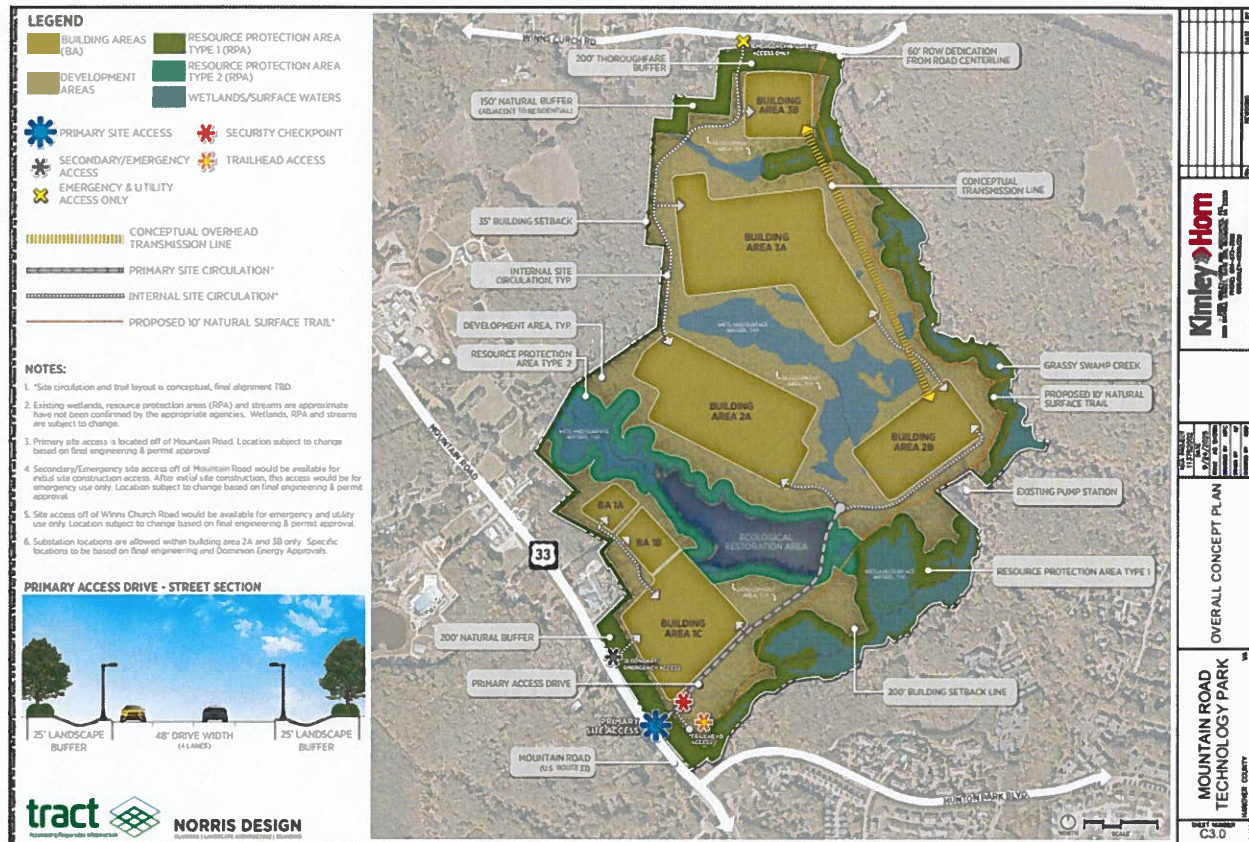
A handwritten signature in black ink, appearing to read "Ryan Perkins".

Ryan Perkins, P.E.
Vice President

Community Meeting Notes

Community Meeting Notes
REZ2025-00023, Marchetti Properties, et. al.
CUP2025-00016 + SE2025-00023, VALCO Hanover County Four L.L.C.
Proposed Data Center Campus on U.S. Route 33 at the Chickahominy River

Date/Time	Thursday, October 30, 2025 (6:00 p.m.)
Meeting Location	Elmont Elementary School 12007 Cedar Lane Ashland, VA 23005
Request	Rezoning: A-1 to M-1 CUP: Substation SE: Buildings Taller than Permitted
Number of Attendees	Approx. 110
Board of Supervisors' Members Present	Susan Dibble (South Anna) Jeff Stoneman (Beaverdam)
Planning Commission Members Present	Larry Leadbetter (South Anna) Fred McGhee (Cold Harbor)
Staff Members Present	Gretchen Biernot Andrew Pompei



Applicant Overview

Ms. Dibble and Mr. Pompei provided a welcome/introduction. The applicant's representative (Erin Fosdick) introduced other team members from Tract (data center company) and led a presentation/overview of the proposed project, which encompasses about 428 acres along U.S. Route 33 adjacent to the Chickahominy River. She also provided information regarding the U.S. Route 33 Small Area Plan. Another representative from Tract (Grant Pulley) provided additional information about the features shown on the conceptual plan, indicating that about 40% of the site will remain as open space (building areas cover 30% of the site). He provided information about site access and building areas. Proposed buildings will have a maximum building height of 62 to 85 feet depending on the building area, with view profiles presented that show whether buildings are visible from different vantage points along U.S. Route 33 and Winns Church Road (considering buffers that are 200 feet in width along adjacent thoroughfares). Another representative from Tract provided information about power from Dominion Energy, with an expected service date in the first quarter of 2030, with Tract responsible for all extensions of power infrastructure to the site. The applicant provided an estimated fiscal impact 15 years after construction, as well as estimates on the number of jobs. A rendering of a natural surface trail was shown to provide an illustration of the proposed trails along the Chickahominy River and Grassy Swamp Creek. The applicant created a website at www.mountainroadtechpark.com.

Public Questions/Discussion

The following questions, concerns, and responses from the applicant were addressed in the meeting:

- *How big will the substation be?*
 - *Applicant:* Each substation will be 300 MW with a footprint that is 540 feet by 450 feet, with a height of up to 25 feet. Three substations are proposed in specific building areas on the site.
- *Will electricity rates increase?*
 - *Applicant:* Dominion Energy has changed its process to ensure other ratepayers are not impacted by the infrastructure needed to serve the site. The developer is responsible for all costs to extend infrastructure to the data center campus with significant deposits put in place. Each substation costs \$450 million, with the developer signing a power agreement. The State Corporation Commission also reviews costs to ensure that data center customers "pay their fair share."
 - *Citizen:* Every state with data centers has experienced increased electricity rates. Dominion will likely raise rates. Dominion is also unreliable as nearby residents experience power outages all of the time. There are also outages for WiFi. How will this problem be fixed?
 - *Applicant:* In terms of cost and reliability, the applicant would not choose this area if they did not believe there is a reliable source of power. The substations for this project

will be on a different circuit than those serving homes, schools, etc. If the power is not reliable, the data center would not be built because consistent power is needed.

- *General Comments:* There are significant concerns about increasing power rates for customers and that Dominion will prioritize providing service to the data centers versus residential customers.
- *Citizen:* How many houses would 900 megawatts of electricity serve for residential uses? Research indicates it is about 10,000 homes.
- *Applicant:* The applicant did not know the answer.
- *Citizen:* Has a deposit been paid to Dominion Energy? Is the project in the queue?
- *Applicant:* A load study has been completed and a deposit has been paid for the load study. There is already an energization date for this site. A deposit of \$250,000 has been paid for each substation for the initial study, with a deposit of \$13 million required at the next review step.
- *Where is the water coming from? Will wells be impacted? What are the water pollution implications?*
 - *Applicant:* The project will use public water. There was a recent high-water user that was in this area that is no longer operating. The applicant will abide by all pollution prevention requirements. The project will connect to existing water mains on Winns Church Road and Mountain Road, creating a loop for redundancy. Water consumption varies by time of year, with it being consistent with residential uses. The water will be used for cooling purposes.
 - *Citizen:* What happens to the water after it is used as cooling?
 - *Applicant:* Cooling water will go into the sewage pump station that is nearby. The water is generally the same as what arrives at the site but is slightly more concentrated. It is the same composition as what comes into the site, but some evaporation occurs that makes some minerals concentrate.
 - *Citizen:* How much water will be used?
 - *Applicant:* Water usage is correlated with megawatts.
 - *Citizen:* Will rainwater be captured for reuse?
 - *Applicant:* Stormwater management practices will comply with state stormwater management requirements. An agreement for water supply with Hanover County would just be for usage. Enough water has to run off the site to supply local water bodies downstream.
 - *Citizen:* There are concerns about Hanover County purchasing water from the City of Richmond and the data center being prioritized for water if there is another water issue.
 - *Applicant:* Information about expected water usage will be available on the project website in the coming weeks.

- *What would the maximum building square footage be?*
 - *Applicant:* The applicant correlates building size to water usage and energy usage.
- *Will these buildings be two- or three-story data centers?*
 - *Applicant:* The two-story buildings will be up to 62 feet, with the three-story buildings being up to 82 feet. There will be a mix of two- and three-story buildings.
- *What research has been done to determine if the project will impact well water? Wells have been impacted in other areas.*
 - *Applicant:* The project will connect to public water. Stormwater management facilities will be designed to meet state requirements. In other areas, neighbors have been impacted by improper construction techniques, not by the data center development itself.
- *When will these buildings be built? Will there be demand for data centers then? What happens to the buildings if the data centers are no longer needed?*
 - *Applicant:* There is demand for these facilities due to significant online usage.
- *Is VDOT going to widen U.S. Route 33? Will a traffic signal be installed at U.S. Route 33/Winns Church Road?*
 - *Applicant:* Turn lanes will be constructed at the project entrance. The project will not generate a need for a signal at U.S. Route 33/Winns Church Road.
 - *Citizen:* There is a serious accident every four weeks along Route 33, which causes backups. There is traffic congestion in the mornings and evenings. The proposed project does not effectively mitigate traffic.
- *Once one rezoning is approved, more rezonings will be approved. U.S. Route 33 is designated for light industrial development within the Hanover County Comprehensive Plan.*
- *What will the noise impacts be? There should be more analysis and explanation regarding the noise concerns.*
 - *Applicant:* There is a noise ordinance that must be complied with. There are a variety of noise attenuation techniques that can be used to reduce noise.
- *How would a gated emergency entrance on Winns Church Road be accessed during an emergency?*
 - *Applicant:* There is a lock box emergency responders have codes or keys for access. It is a common practice.
- *Where is there a data center that is comparable in size that has three substations in Virginia?*
 - *Applicant:* There are similar-size facilities in Northern Virginia, but there is less land area. White Oak Technology Park in Henrico County has data centers that may be an accurate representation of what will be built on this site.

- *There is currently only one pond. Will you build more?*
 - *Applicant:* The blue areas are existing wetland areas.
- *Substations generate electromagnetic fields (EMFs).*
 - *Applicant:* Data centers do not generate any EMFs. The substations do not have radical ions. At the property lines, there are no EMFs from the substations per scientific tests. Reputable studies demonstrating this will be researched.
- *How much noise do generators make?*
 - *Applicant:* Generators must abide by local and state ordinances.
- *What are the building setbacks?*
 - *Applicant:* There is a 200' building setback along Winns Church Road and Mountain Road.
 - *Citizen:* There are concerns about there being visibility when leaves fall off the trees.
- *Can there be more engineering studies about how far noise will be heard? How tall are the trees and how long do they take to grow? Most of the questions relate to engineering issues.*
 - *Applicant:* More specific feedback will be provided on the project website. Not all of the details are known now, since the project is not at site plan review.
- *Will there be any incentives for this project provided by the County?*
 - *Applicant:* No.
- *The plan mentions fuel storage and water treatment. What do they mean?*
 - *Applicant:* If the cooling water needs further treatment, some water treatment would be provided. There is fuel storage for the generators.
- *How much revenue will this project generate? Hanover County needs more businesses to provide more tax revenue, helping alleviate tax burdens. Residential uses create tax burdens.*
- *Will there be another community meeting? Do you know when the Planning Commission public hearing will be scheduled?*
 - *Applicant:* Another community meeting has not yet been determined. The public hearing for the Planning Commission has not yet been determined, as staff comments have not been received.
- *How much more land do you plan to buy? How would the project connect to the transmission lines? Access to a transmission line would require more land.*
 - *Applicant:* We do not plan to buy more land.
- *Is there any discharge into the Chickahominy River?*
 - *Applicant:* Stormwater would be discharged to the Chickahominy River.
- *What is the purpose of the pump station?*

- *Applicant:* There is an existing public sewage pump station.
- *What would the estimated 300 employees working in the data center be doing?*
 - *Applicant:* There is a variety of jobs at different salaries and skill levels.
 - *Citizen:* Can a certain number of jobs be reserved for Hanover County residents?
 - *Applicant:* It is too early in the process to determine who will be employed on-site.
- *Concerns were noted regarding generator noise (including limiting testing to weekdays), building orientation, light, visual impacts from taller building heights, and other potential impacts the project may have on the property to the east along Grassy Swamp Creek, which is designated for residential development.*
- *Why do you want to locate this project in Hanover County and Virginia, where there is already a proliferation of data centers?*
 - *Applicant:* Infrastructure to support the internet started in Northern Virginia (related to national security and proximity to Washington, D.C.). In Hanover County, there is available power, and there are areas designated for data center uses.
- *Do data centers have a lifespan?*
 - *Applicant:* The equipment within the data centers has a lifespan, which influences personal property tax rates.
- *Is there anything that would prevent data centers from expanding outside of the development area?*
 - *Applicant:* The development areas cannot be expanded without a proffer amendment (zoning review and change).

Citizen Correspondence

Biernot, Gretchen W.

From: Caroline Fahed <crfahed@gmail.com>
Sent: Thursday, February 12, 2026 5:39 AM
To: Dibble, Susan P.
Cc: Leadbetter, Larry A; Biernot, Gretchen W.
Subject: Re: Hanover Data Center: Mountain Rd

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Ms Dibble

Thank you for your quick reply. I don't wish to argue the format of the meeting, but I will say that the community members I spoke with also found it suspect and that some were getting different answers to the same question.

Thank you for asking for my questions. Here is a list that I don't think Tract has answered on its website.

1. Does the host agreement include a 'curtailment clause' that prioritizes residential drinking water over data center cooling during a declared drought?
2. Has the utility provider issued a formal Impact Study confirming that the X megawatts required for this facility will not trigger rate hikes for residents or necessitate the construction of new high-voltage transmission lines through existing neighborhoods?
3. Will the board mandate continuous, real-time sound monitoring at the property line, and what specific decibel limits—including low-frequency 'hum'—will be written into the zoning permit as enforceable violations?
4. What is the estimated tax revenue for Hanover County for this project over the next 5 years? Is Hanover providing any incentives for this project?
5. Does the project include a binding commitment to 24/7 carbon-free energy matching, or will the facility rely on the current grid mix, which may increase the local carbon footprint?
6. Has the Fire Marshal approved a specific Hazard Mitigation Plan for the on-site backup generators and fuel storage, and who is financially liable for environmental cleanup in the event of a storage tank leak?
7. Beyond the temporary construction phase, how many permanent, full-time equivalent (FTE) jobs will be created locally, and what is the guaranteed minimum percentage of those roles that must be filled by county residents?
8. If the data center becomes obsolete due to shifts in cloud technology or AI hardware, what decommissioning bond or 'proffers' are in place to ensure the county isn't left with a multi-million square foot 'gray box' shell?

9. Will the county establish an Independent Oversight Committee with access to the facility's actual energy and water meters to ensure compliance with the performance standards promised during this approval process?

Hoping for a reply to these questions before the next meeting.

Sincerely
Caroline Fahed

On Mon, Feb 9, 2026, 5:14 PM Dibble, Susan P. <spdibble@hanovercounty.gov> wrote:

Thank you for reaching out to share your thoughts and concerns. With regard to the format of the meeting, as I said at the meeting, the purpose of that gathering was for the developer and their team to offer additional information and details regarding their proposed project. (It was not a Public Hearing) The 'open house' format is actually one that is used quite often by architects and engineers in group settings and is usually very effective in delivering information and receiving detailed feedback. Many individuals sincerely appreciated the one-on-one time with members of the Project Team as they were able to discuss their specific questions and concerns instead of the more general comments and questions that took place at the previous community meeting for this proposed project. Also, it is my understanding that the Project Team is collectively reviewing the conversations that were had at each 'station,' and will be adding those comments, questions and additional information to their website by the end of the week so that the information is shared with all. (the website is: mountainroadtechpark.com)

However, most importantly, I want to be sure that your specific questions and concerns are heard and responded to as well! I have copied Ms. Gretchen Biernot, Hanover County Planning Office. Please email your specific questions/concerns to her. If her office is unable to answer, she will get responses from the developer.

As always, if I can assist further, just let me know!

Best,

Susan P. 'Sue' Dibble

Hanover County Board of Supervisors

South Anna District Representative

From: Caroline Fahed <crfahed@gmail.com>
Sent: Saturday, February 7, 2026 7:35 AM
To: Dibble, Susan P. <spdibble@hanovercounty.gov>
Cc: Leadbetter, Larry A <laleadbetter@hanovercounty.gov>
Subject: Hanover Data Center: Mountain Rd

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Dear Ms. Dibble,

Initially, I was not opposed to the proposed data center. As it aligned somewhat with the comprehensive plan, I believed it deserved a fair assessment provided the process remained transparent.

However, I was deeply disappointed by the recent information meeting. Trak's lack of transparency and refusal to answer questions in a public forum were telling. Actively avoiding public questioning appeared to be a deliberate attempt to subvert discovery. This behavior leaves the people of Hanover to conclude that the company is obscuring its true intentions. Given this lack of clarity and the conflicting information provided, I feel compelled to oppose this project.

Furthermore, I believe making any decision before the end of the current State legislative session would be a significant mistake. Pending state-level data center bills may offer essential protections for Hanover County that should be considered.

Thank you for your time and consideration.

Sincerely,

Caroline Fahed
16014 Greenwood Church Rd

Biernot, Gretchen W.

From: Holly Manke <hmanke@yahoo.com>
Sent: Thursday, February 5, 2026 7:58 AM
To: Planning; Davis, Sean M.; Stoneman, Jeff S.; Prichard, Faye O.; Herzberg, F. Michael; Hudson, Ryan M.; Dibble, Susan P.; Floyd, Danielle G.; Abbott, Alan C.; Leadbetter, Larry A; Martin, William E.; Iverson, Edmonia P.; Parker IV, Clifton L.; Heizer, Brett; McGhee, Jr, Fredric I.; Biernot, Gretchen W.
Subject: Mountain Road Technology park

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Good Morning,

After attending the community open house last night about the Mountain Road Technology Park, I have more questions than before I attended. The format created an environment where, depending on to whom you spoke, you received a different answer, which is not conducive to being transparent about the process. I will provide an example (there are too many for an email), the water guy said the water would come from the same supplier as the Chicken plant, Henrico/Richmond, while another presenter said it would come from Doswell?? If the meeting was conducted where everyone could hear the same answer and hear others questions, then there would be much less confusion.

I learned there could be 4 different cooling systems and they could not say which one would be used. That is concerning. I was also told no chemicals were added to the water, only the chlorine that comes from the original water, with maybe some inhibitors, which could not be named? The closed loop system might contain a form of Glycol, but not the kind that is poisonous? So what kind is that?

Additionally, the number of buildings could not be confirmed and the track for the path along the river shows it would have some places behind the secured area which I'm sure cannot happen for security reasons.

The open house style format is a disservice to the community. It does not allow information to be given by the applicant and puts the onus on the community members to try and determine the plans with different answers provided to similar questions. I hope you take this into consideration for future community meetings and make the applicant present all the plans, and take questions from the community members.

As I am sure you know, planning cannot be based on these speculations from the applicant. Please make them commit to a plan and enforce that plan. Saying we cannot know until we get a tenant is not acceptable. Please tell them to reapply when they can answer basic questions completely about the number of buildings, how the center will be cooled, etc., or better yet, tell them Hanover is closed for business to Data Centers.

Sincerely,

Holly Manke

Western Hanover

"Don't be afraid to go where you've never gone and do what you've never done, because both are necessary to have what you've never had and be who you've never been." - The Universe

Biernot, Gretchen W.

From: Holly Manke <hmanke@yahoo.com>
Sent: Saturday, January 31, 2026 8:56 AM
To: Davis, Sean M.; Dibble, Susan P.; Stoneman, Jeff S.; Herzberg, F. Michael; Prichard, Faye O.; Hudson, Ryan M.; Floyd, Danielle G.; Planning; Biernot, Gretchen W.; McGhee, Jr, Fredric I.; Iverson, Edmonia P.; Abbott, Alan C.; Parker IV, Clifton L.; Heizer, Brett; Martin, William E.; Leadbetter, Larry A
Subject: Mountain Road Technology Center

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Hello and thank you for taking the time to read my email about the Mountain Road Technology Center. I live and work in Hanover. I had no idea there was even a 33 Gateway Small Area Plan. I decided to read the actual survey responses in this document, <https://publicinput.com/Customer/File/Full/8e649283-c70f-4cfb-9b19-b7c95f92500c> , for myself. I encourage you to read the comments from the people. Most said leave this area alone, keep it rural, if you won't keep it rural then have shopping or sit down restaurants. A lot wanted a Recreational Area. I ask you to look at page 16 for the percentage responses when the survey participants were told this area had been identified as an economic development area and had to choose what types.

The comments throughout the survey are enlightening as to what the people really want. They say traffic is already bad regardless of any new additions to the area. I encourage you to not take my word for it, but read the actual results yourself.

We, as a community feel cheated by this area plan. A data center is not wanted and will disrupt the area completely. I refer to the traffic study done and the results for the buildout.

The results of the Build 2034 (Construction Peak) traffic operational analysis indicate that all signalized intersections and all unsignalized approaches are projected to operate with delays equivalent to LOS D or better, with the exception of the westbound approach at the intersection of US-33 and Project Driveway #1 during the PM peak hour, which is projected to operate with delays equivalent to LOS F. Note that these results are typical where a low volume, stop-controlled, road intersects a high-volume, free-flow road. On occasions where vehicles are unable to exit the site, or excessive queues are observed on-site, it is expected that the contractor will deploy flaggers to maintain the safety and operations of the intersection.

This is what is happening right now on Ashland Road in Goochland for the Amazon buildout. Flaggers impeding the already backed up traffic all day to benefit the construction traffic and not the people trying to get to 64 or home from work. This shows you what will actually happen to 33 if a data center is approved.

This area is still A-1 and should stay A-1 back to Winns Church. The frontage on 33 could be great shopping and not a massive warehouse for Data. The exception to have 85' buildings is completely

unprecedented in the South Anna area. 85' is the height of the Rebel Yell for us old timers or the Racer 75 for the younger people. Imagine seeing that from 33 and Winns Church.

The Chickahominy needs to be protected from industrial development. Stormwater run off will go into the Chickahominy per the developers plans. This is unacceptable as the stormwater run off will contain the secret fluid they use to cool the buildings and can create a fish kill the size we have not seen in the Chickahominy.

The power is also in question. PJM sent out an alert during this latest winter storm that it did not have sufficient power to keep the grid going in several areas of Virginia. REC let its customers know about this possibility of a black out. I did not see any notification from Dominion Energy. This is happening now and shows the current grid strain. Gone are the days of the Grid will provide because it cannot, it will not, and the people will be the ones to suffer.

Please, Please, listen to the people of Hanover and deny the zoning request changes to the 33 – Winns Church area and deny the special exemptions requests.

Sincerely,

Holly Manke

"Don't be afraid to go where you've never gone and do what you've never done, because both are necessary to have what you've never had and be who you've never been." - The Universe

Biernot, Gretchen W.

From: Holly Manke <hmanke@yahoo.com>
Sent: Friday, February 6, 2026 9:58 AM
To: Planning; Davis, Sean M.; Stoneman, Jeff S.; Herzberg, F. Michael; Prichard, Faye O.; Hudson, Ryan M.; Dibble, Susan P.; Floyd, Danielle G.; Biernot, Gretchen W.; ctyadm; Walter, Dennis A.; Economic Development
Subject: Mountain Road Technology Park and the 33 Gateway Plan

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When I first learned about the proposed data center closest to my home, I advocated that the people of Hanover could make a difference. So many people told me that it was a done deal and we had no say. I always said the same thing, I think the Board listens and will do what is best for us. I truly believed that. The planning commission reassured that during their last meeting. I was told over and over, how proud Hanover was about the 33 Gateway plan and all the community input that designed it. I decided to read it. This has changed my mind about this process and how it operates.

https://engage.hanovercounty.gov/33plan?fbclid=IwY2xjawPq3o9leHRuA2FibQlXMABicmlkETFWdFg2alplampWd0VST2hkc3J0YwZhchBfaWQQMjlyMDM5MTc4ODlwMDg5MgABHvZUYuUsYmq3d5ZL4bBQdlV9oQH-2G9sTz8nbhSFb0-XKxKm-hOZKkvAP0V_aem_movpZotAohwNHgNcLvt1ZA

Please read the surveys. Please read the comments and then explain to the people of Hanover how a data center was the best choice or even wanted for this area. This plan was pushed and designed from the start for a data center. I cannot see how Hanover would think the community was on board for a data center when the respondents said it would be nice to... shop on my way home, eat dinner on my way home, or stop and have some recreation on my way home. Not a data center with a walk that destroys the wetlands around the Chickahominy.

We have been sold on a false plan that the residents do not believe in and do not want. I would like to believe that you are still here to listen and do the best thing for the residents. I do not believe it blindly any longer. I do not trust the process after this survey and plan came to light. I do not trust the process after the community open house this week. I think Hanover County Government has to do better for the residents and so does the Board. Once trust is lost, it is hard to earn back. These Data centers have brought all this to light for the residents and now the Board and Hanover County Government have to stand for the people and not for big Money promises.

Sincerely,
Holly Manke
South Anna District

"Don't be afraid to go where you've never gone and do what you've never done, because both are necessary to have what you've never had and be who you've never been." - The Universe

Biernot, Gretchen W.

From: Stepp-Davis, Makayla L.
Sent: Thursday, January 15, 2026 1:09 PM
To: Biernot, Gretchen W.
Subject: Fw: Marchetti Properties, et al, REZ2025-00023
Attachments: Data Centers and Electric Capacity - BOS 1-14-2026 Mtg..docx

Thank you,

Makayla Stepp-Davis

Planning Technician II
Planning Department
(804) 365-6362

Hanover
County

From: Robert Nelson <ranelsonjr1@verizon.net>
Sent: Thursday, January 15, 2026 10:27 AM
To: Planning <planning@hanovercounty.gov>
Subject: Marchetti Properties, et al, REZ2025-00023

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Good morning,

Please find attached my citizen comments on Hanover data center cases. They were presented at yesterday's Board of Supervisors meeting. This rezoning involves 900 megawatts of electric capacity and is referenced in the 2,700 megawatt total for pending cases in the citizen comments.

I request that these comments be included in the record and in any future planning staff reports for this rezoning. Thank you.

Bob Nelson, Ashland District

Good afternoon Chairman Herzberg and Board Supervisors. My name is Bob Nelson. I reside in the Ashland District.

I started working on energy issues in 1973. For almost 30 years, I litigated a broad range of electric and natural gas cases before the Federal Energy Regulatory Commission and on appeal, including cases involving regional transmission organizations.

PJM is a regional transmission organization. Virginia is one of 13 states within PJM.

So imagine my surprise two years ago, when I was literally grabbed by the arm and lectured on Tract data center electric needs. The message. The PJM grid will provide.

The “grid will provide” is a dangerous and irresponsible mantra. Tract requires 2,400 megawatts – more than the North Anna nuclear plant and double the capacity of the Doswell energy center. With other pending projects, Hanover data centers would need 5,100 megawatts, enough to serve 30 times the county’s population.

Dominion experienced record peak demands last January, in the winter no less. The federal EIA has reported that Virginia relies on out of state resources to meet 30 to 40% of its annual electricity needs. These are huge red flags.

A capacity auction was recently held to meet PJM’s forecasted electrical demand. Despite a record maximum price, the resources bid in the auction were inadequate to meet PJM’s reliability requirements by 6,500 megawatts. The capacity auction was a wakeup call to the market and regulators.

PJM’s growing reliability problem is a top FERC concern. Last month, the FERC issued a 120 page order requiring PJM to make fundamental changes to its electric tariff because of data centers.

Major problems have been confirmed by data center consultants. Cushman and Wakefield stated and I quote: "Power constraints remain a critical challenge. Across many markets in the Americas, utility power queues are swelling, delivery timelines are lengthening, and interconnection requests are rising." Cushman and Wakefield doesn't need to be grabbed and told what to think. Its assessment is spot on. I'm not alone.

The grid is not providing. PJM is in crisis mode, increasingly unplanned and unreliable. This Board cannot ignore data center electricity issues in Virginia, Dominion's service territory, and Hanover County.

Citizen Comments, Board of Supervisors Meeting, January 14, 2026

Biernot, Gretchen W.

From: Stepp-Davis, Makayla L.
Sent: Thursday, November 6, 2025 8:32 AM
To: Biernot, Gretchen W.
Subject: Fw: Proposed Mountain Road Technology Park

Thank you,

Makayla Stepp-Davis

Planning Technician II
Planning Department
(804) 365-6362

Hanover
County

From: Tandy Goodwin <goodwin.tlg@gmail.com>
Sent: Wednesday, November 5, 2025 4:55 PM
To: Dibble, Susan P. <spdibble@hanovercounty.gov>
Cc: Planning <planning@hanovercounty.gov>
Subject: Proposed Mountain Road Technology Park

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spdibble@hanovercounty.gov

Dear Ms.Dibble,

I appreciated the meeting with Tract Developers October 30. I have many questions and hope there will be an additional meeting with Hanover citizens when more details are available. Not being an expert, it is hard to know what questions to even ask. The obvious concerns have to do with how it will affect this rural community, including noise, traffic, environmental concerns and water and energy

consumption. It seems much of the infrastructure needs to be in place first.

Although the tax revenue is enticing, my concerns have to do with our quality of life.

The noise generated is a problem as they are asking for quite a tall variance. Hanover County has a noise ordinance. I hope there would not be an exception. The building's heights preclude any type of sound loop mitigating vegetation in the near future.

I believe traffic is estimated at over 1000 vehicles per day. Already, there is a long wait to enter Rte 33 from Winn's Church Road. A traffic light is already needed in that area. The county should do their own unbiased traffic study, especially during peak hours.

Environmental concerns are also unsettling. This property abuts Grassy Swamp Creek and includes a pond. What type of runoff will be going into that area? Where does the "diluted water (???)" spoken about at the meeting go?

What IS diluted water? This area is part of the Chesapeake Bay watershed. Also, many shallow residential wells are in proximity to the project in question. How will they be affected?

Water consumption for cooling...what are the actual numbers once the data center is fully operational? Is the pond/creek area being considered as an alternate (or secondary) source in case of excess need?

Energy consumption....what does this mean for our county? Will their consumption cause the citizens' rates to increase? When power goes out, are generators to be used(which are also noisy)? Have any alternate energy sources been explored to decrease Dominion Energy reliance? I am not an engineer, but some data centers install solar panels on the roof or contract with existing solar banks to decrease their consumption. Perhaps more expensive initially, but it may allow for better neighborhood relations

I was especially concerned with the answers Tract provided. When a simple search states that annually,

“ AI Overview

A 900 MW power plant can power approximately 700,000 to 1 million homes annually, though the exact number varies significantly based on factors like average household energy consumption, climate, and location. A common estimate is that 1 MW can power about 670 homes on average over a year, making

the calculation for 900 MW approximately 603,300 homes. Other estimates show 1 MW can power between 200 and 1000 homes, depending on the usage. "

but the Tract representative says 50,000, I have a hard time with credibility of any of the answers.

We were told to go see White Oak for a comparison. I found the information below (Update) on datacenterdynamics.com concerning White Oak after Iron Mountain purchased land.

NOTE that it says 1,000,000 sq ft for a 200MW capacity. Just how many square feet are we talking?

Update: Iron Mountain has since confirmed the land purchase. The land will support more than 200MW of capacity. The campus will reportedly total four data center buildings covering more than 1 million square feet. Timelines for development haven't been shared.

I know many corporations stand to profit massively from the AI boom. Surely they could listen to the neighbors whose community and daily lives are being upended. If people lose money on their real estate, it may represent their life savings. If this proposal continues to be considered, the citizens deserve another meeting with factual answers.

Sincerely, Tandy Goodwin
12357 Doe Crossing Lane
804-380-2753

Proffers

VOLUNTARY PROFFER STATEMENT

Mountain Road Technology Park Project

Owners: Marchetti Properties III, LLC, a Virginia limited liability company; Marchetti Properties II, LLC, a Virginia limited liability company; Staples Mill Square Holding LLC, a Virginia limited liability company; G.M. Tribble, Jr., and Brenda R. Tribble; and Tyson Farms, Inc., a North Carolina corporation, f/k/a Holly Farms Foods, Incorporated, f/k/a Holly Farms Poultry Industries, Inc.

Project Name: Mountain Road Technology Park (the "Project")

Property: Hanover County (the "County") Tax Parcels 7757-98-4106, 7767-08-0569, 7767-17-2423, 7757-97-5013, 7768-00-5491, 7757-96-5577, and 7757-96-1157 consisting of approximately 427 acres, all as generally depicted in the Concept Plan (collectively, the "Property")

Concept Plan: That certain plan entitled "Mountain Road Technology Park Concept Plan and Conditional Use Permit, Hanover County, Virginia", prepared by Norris Design and Kimley Horn, dated January 13, 2026 (as amended, the "Concept Plan"), which is attached hereto as **Exhibit A**

Re-Zoning Request: Rezoning from Agriculture District (A-1) to Limited Industrial District (M-1)

Date: January 14, 2026

The undersigned, Marchetti Properties III, LLC, a Virginia limited liability company, Marchetti Properties II, LLC, a Virginia limited liability company, Staples Mill Square Holding LLC, a Virginia limited liability company, G.M. Tribble, Jr., and Brenda R. Tribble; and Tyson Farms, Inc., a North Carolina corporation, f/k/a Holly Farms Foods, Incorporated, f/k/a Holly Farms Poultry Industries, Inc. owners of parcels designated as GPINs 7757-98-4106, 7767-08-0569, 7767-17-2423, 7757-97-5013, 7768-00-5491, 7757-96-5577, and 7757-96,1157 (the "Property"), voluntarily agree for themselves, their agents, and their personal representatives, successors and assigns (collectively, the "Applicant") that, in the event the Property is rezoned from A-1 to M-1, and the accompanying Conditional Use Permit and Special Exception request for the Property is approved by the Board of Supervisors, the development and use of the Property must be subject to the below conditions.

1. Land Use.

(a) Permitted Use. The use of the Property shall be limited to data processing, ISPs, search portals and related services, which includes data centers, data equipment, data storage, other

technological services, and research related to the foregoing, together with other supporting uses (collectively referred to herein as "Data Center").

(b) Supporting Uses. Uses in support of the above permitted use may be constructed on the Property, including, (i) buildings for support offices and security, (ii) buildings for maintenance and maintenance offices, (iii) all electric generation, distribution, transmission and substation facilities, (iv) enclosed energy and fuel storage facilities, (v) office, general office and storage, (vi) logistics and maintenance facilities, (vii) water and sewer facilities, (viii) water treatment facilities, (ix) water storage facilities and associated water pumps, (x) communication, broadband, fiber optic utilities, and (xi) and other private utilities, all public utilities, and other supporting uses that relate to and support the permitted primary uses described herein. The Applicant has applied for the Conditional Use Permits to the extent required for the supporting uses and, if approved, the supporting use shall be subject to the conditions set forth in the accompanying Conditional Use Permit or Concept Plan, as applicable.

2. Concept Plan.

(a) The Property will be developed in substantial conformance with the layout illustrated on sheet C3.0 of the Concept Plan, which is attached hereto, incorporated herein by reference and marked as **Exhibit A** and subject to the requirements and adjustments permitted in the conditions and notes stated therein and these proffered conditions. All parcel lines, private road locations, access points and entrances, boundaries of buildable areas, accessory use locations, utility locations (including substations), stormwater management facilities, and dimensions of undeveloped areas, all as illustrated on sheet C3.0 of the Concept Plan, may be adjusted for purposes of final engineering of site or subdivision plans (for multiple phases) and to further allow for compliance with the requirements of state and federal agency regulations including but not limited to, Virginia Department of Historical Resources ("DHR"), Virginia Department of Transportation ("VDOT"), Virginia Department of Environmental Quality ("VDEQ"), Virginia Department of Conservation and Recreation ("DCR"), U.S. Army Corps. of Engineers, and the County's Zoning Ordinance, Subdivision Ordinance, and other applicable design standards. The determination as to whether adjustments are in substantial conformance with the layout illustrated on sheet C3.0 of the Concept Plan shall be made by the Director of Planning. Improvements placed within the boundaries of the buildable areas shall be determined to be in substantial conformance with the Concept Plan.

3. Natural Perimeter Buffers.

(a) Natural Perimeter Buffers. Natural perimeter buffers shall be provided as follows:

- (i) The portion of Property adjacent to Route 33/Mountain Road shall have a natural buffer with a minimum width of 200' (the "Route 33 Buffer").
- (ii) The portion of Property fronting on Winns Church Road shall have a natural buffer with a minimum width of 200' (the "Winns Church Buffer").
- (iii) The northwest portion of the Property shall have a natural buffer with a minimum width of 150' as and to extent shown on the Conceptual Plan (the "Northwest Buffer").

- (iv) The portion of the Property's boundary line shared with a boundary line for an existing commercial use fronting on Route 33, as of the date hereof (the "Existing Commercial"), shall have a natural buffer with a minimum width of 50' along the shared boundary line as generally illustrated shown on the Conceptual Plan (the "Existing Commercial Buffer").
- (v) The western portion of the Property's boundary, adjacent to "Future Industrial" as identified in the Route 33 Gateway Small Area Plan, as of the date hereof, shall have a natural buffer with a minimum width of 50' as and to extent shown on the Conceptual Plan (the "Western Buffer").
- (vi) The Property's eastern boundary line along Grassy Swamp Creek shall have a natural buffer with a minimum width of 200' (the "Eastern Buffer").
- (vii) The Property's southern boundary line along Chickahominy River shall have a natural buffer with a minimum width of 200' (the "Southern Buffer").

(b) Inventory of Existing Vegetation: The existing vegetation within a required natural perimeter buffer specified above shall be inventoried and submitted to the Planning Department no later than as specified below, unless the Director of Planning approves a later time frame:

- (i) For the Route 33 Buffer, site plan submittal for Building Area 1C.
- (ii) For the Winns Church Buffer, site plan submittal for Building Area 3B.
- (iii) For the Northwest Buffer, site plan submittal for Building Area 3B.
- (iv) For the Existing Commercial Buffer, the earlier of site plan submittal for Building Area 1A or Building Area 1B.
- (v) For the Eastern Buffer, if an inventory is required by the Planning Department, landscape plan approval as a part of site plan approval for the earlier of Building Area 2B or Building Area 3A.
- (vi) For the Western Buffer, the earlier of site plan submittal for Building Area 2A or Building Area 3A.
- (vii) For the Southern Buffer, if an inventory is required by the Planning Department, landscape plan approval as a part of site plan approval for the earlier of Building Area 1C or Building Area 2B.

(c) Maintenance of Existing Vegetation and Allowable Disturbance: Existing vegetation within natural buffers shall be undisturbed, except for the limited purposes specifically set forth in this paragraph. Dead or diseased trees may be removed. Entrance improvements, including access roads, signage and other similar and associated improvements, may be installed within these buffer areas. Other improvements having minimal impact on the existing trees within these buffer areas (i.e. handholes, junction boxes, utility pedestals), but not stormwater basins or

other improvements requiring mass grading and/or the removal of a significant number of trees, may be requested by the owner and approved by the Planning Director at the time of site plan review and approval. Security fencing will not be located within natural buffers. Utility easements may pass through these buffer areas in a generally perpendicular manner (may not exceed 45 degrees), unless currently existing. Notwithstanding the foregoing, any resource protection areas (RPAs) and wetlands within these natural buffer area shall be included in the required natural buffer area and shall not be impacted, other than for access roads into the Property as identified on the Concept Plan or as may be required to comply with these proffered conditions. These natural buffers shall be included within any required setback along the perimeter of the Property.

(d) Supplemental Plantings:

- (i) Existing vegetation will not need to be supplemented if the existing vegetation meets the following conditions:
 - (A) The buffer area is covered with at least 75% of naturally-established vegetation;
 - (B) The existing plant material is mature and in healthy condition;
 - (C) The existing plant material consists of a mix of evergreen and deciduous trees which satisfy the following:
 - (a) Existing deciduous trees having a minimum 4 inch caliper measured two feet from the ground;
 - (b) Evergreen trees that are a minimum of ten feet in height; and
 - (c) Hardy shrubs that are a minimum of two feet in height and width with a full growth habit;
 - (d) Any existing trees which are used to satisfy this requirement must have the entirety of their canopies located within the buffer area; and
 - (e) There is an established understory of small trees and shrubs, both evergreen and deciduous, to provide significant buffering at the lower forested area.
- (ii) Existing vegetation that does not meet the requirements above shall be supplemented, with preference given to the tree types of valley forge elm, white oak, red maple, sweetgum (seedless), blackgum, in accordance with the following standards:
 - (A) Existing vegetation with no understory as required in subsection 4.a.iii.1.c.v. above must be improved as follows:
 - (a) 3 small deciduous understory trees per 100 feet of buffer length;

- (b) 3 small evergreen trees per 100 feet of buffer length;
 - (c) 5 large shrubs per 100 feet of buffer length; and
 - (d) 10 small to medium shrubs per 100 feet of buffer length.
- (B) Existing vegetation with no evergreen tree component as required in subsection 4.a.iii.1.c.iii. above must have the following, located along the inside or outside buffer line in a staggered pattern:
- (a) 4 large evergreen trees per 100 feet of buffer length; and
 - (b) 6 small evergreen trees per 100 feet of buffer length.
- (C) Existing vegetation with no deciduous tree component as required in subsection 4.a.iii.1.c.iii. above will not qualify and the existing vegetation must be modified and replanted in accordance with subsection 4.a.iii.1.d. below. Existing evergreen trees can be used to meet the requirements related to evergreen trees.
- (D) Where existing vegetation does not comply with subsection iii. above due to immature, inadequate or unhealthy trees and shrubs, the owner shall plant a staggered pattern and placement in accordance with the following standards:
- (a) Plantings may be clustered within the buffer as long as there are no vegetative gaps of ten (10) or more linear feet or the existing stand of trees have no branches or understory growth lower than six feet from the ground.
 - (b) Clusters to be of no more than 50' in width consisting of:
 - (i) 2 Large Deciduous Trees;
 - (ii) 4 Small Deciduous Trees;
 - (iii) 6 Large Evergreen Trees;
 - (iv) 8 Small Evergreen Trees;
 - (v) 7 large shrubs; and
 - (vi) 15 Small to medium shrubs.
1. Unless otherwise specified, references to the size of required trees and the characteristics of required trees and shrubs are in accordance with Section 26-265. Shrub sizes are as follows: small shrubs are those that do not exceed 4 feet at maturity without pruning, medium

shrubs are those that reach 4 to 8 feet at maturity without pruning, and large shrubs are those that reach greater than 8 feet at maturity. Maturity for shrubs is 7 years of age.

- (iii) The determination of whether existing vegetation needs supplementing shall be made at the time of site plan submittal for building construction and the determination shall be made for the portion of the Natural Buffer shown within or adjacent to the area encompassed within the requested site plan approval. At the time of site plan review and approval the planting standards contained in this Section 4.a.iii may be reasonably modified based on soil and plant growth needs as approved by the Planning Director.

(e) Natural Buffer Protection Measures. If any construction activity or other land disturbance on the interior of the Project comes within 20' of the interior edge of any portion of the Natural Buffer, then in order to protect that portion of the Natural Buffer, a temporary construction fence, with a minimum height of four (4) feet, shall be installed along the interior edge of that portion of the Natural Buffer (i.e. where the Natural Buffer is 200' as set forth above, the temporary construction fence will be installed 220' in from the property boundary line to protect that portion of the Natural Buffer). The temporary fence may be removed upon completion of the applicable construction or other land disturbance activity.

(f) Extension of Buffers Through RPA. The buffers around the Property will be wider than the 150' or 200' set forth above, as applicable, where resource protection areas ("RPA"s) are contiguous to the interior side of the Natural Buffer, as applicable, in the areas noted on the Concept Plan, subject to permitted crossings of roads, trails, and utilities, and the construction of a sanitary sewer lift station and appurtenances, all in compliance with applicable laws.

4. Walking Trails. Applicant shall dedicate a public easement for use and maintenance of a walking trail along the Chickahominy River and Grassy Swamp Creek in the general location illustrated on the Conceptual Plan, with the final location to be determined by site plan submittals. Within this easement, the Applicant will construct and dedicate to the County for maintenance a walking trail constructed in accordance with the following:

(a) The location of the easement and the trail shall generally follow the currently cleared path to minimize tree removal and disturbance for the trail, however, minor boardwalks and crossings may be added, at water crossings, as needed.

(b) The trail shall be constructed from a durable, hard surface material, unless otherwise required at plan review to meet governmental requirements.

(c) A trailhead area to include a minimum of eight (8) paved parking spaces and one bicycle parking area.

(d) The Developer shall provide vehicular access to the Department of Public Utilities to the County pump station through the site via a new access easement. The location and width of the easement shall be approved by the Department of Public Utilities during the site plan review process. The easement will be located in site plan approved vehicle drives to the maximum extent

possible. The existing access to the pump station along the Chickahominy River may be converted to a walking trail once alternative access to the pump station is established.

(e) The trail shall be completed in phases based on the submittal of site plans for Building Areas 1C, 2B, 3A and 3B. Each site plan for these Building Areas must contain a portion of the trail with no gaps between each section of the trail. Each portion of the trail must be completed prior to the issuance of the first certificate of occupancy for a building within Building Area for the applicable site plan. The construction of the trail must be completed no later than the issuance of the last certificate of occupancy issued for a building within these Building Areas.

5. General Design Standards

(a) Definitions

- (i) Building Area(s): Areas within the site where the majority of vertical development will occur.
- (ii) Building Coverage: The total area within a Development Area improved with buildings, represented as a percentage arrived at by dividing building footprints (i.e. first floor gross square footage) by the total area (s.f.) of the Development Area.
- (iii) Development Area(s): areas within the site that contain Building Areas and other supporting uses.
- (iv) Data Centers: as defined above and with associated equipment such as, but not limited to, computer systems, servers, networking and telecommunications equipment and associated components, as well as related infrastructure such as power transmission lines, power supplies, cooling systems, environmental controls, security devices, and staff.
- (v) Ancillary Buildings: facilities that support the primary Data Center use of the site including, but not limited to logistics and operations, utilities, office, security, and other related uses.
- (vi) Utilities: Above-and below-ground infrastructure needed to serve the development. This includes all wet-and dry-utilities, including, but not limited to water, sewer, storm, electric, fiber, cable, phone, and natural gas.
- (vii) Ecological Restoration Area: The area where an existing degraded and/or impacted ecosystem is being intentionally designed and assisted to recover to its original or similar state.

- (b) Landscaping. At least thirty (30%) of the plantings shown on each site plan or landscape plan submitted to the Planning Department for a Development Area (or portion thereof) shall use species native to Hanover County or adjacent.

(c) Perimeter Setbacks for Buildings. All buildings shall be setback from perimeter property lines as follows:

- (i) From Route 33/Mountain Road (east of Route 33/Mountain Road): Minimum of two hundred feet (250') from the right-of-way (ROW).
- (ii) From Winns Church Road (south of Winns Church Road): Minimum of two hundred feet (200') from the right-of-way (ROW).
- (iii) Along the southern and eastern perimeter boundary line: Minimum of two hundred feet (200') from the boundary line, with such setback being as generally illustrated on the Conceptual Plan.
- (iv) Along Existing Commercial: Minimum of fifty feet (50') from the shared boundary line of the project and the Existing Commercial.
- (v) Along the western portion of the Property's boundary adjacent to "Future Industrial" as identified in the Route 33 Gateway Small Area Plan, as of the date hereof: Minimum of fifty feet (50') from the boundary line, for the length as and to extent shown on the Conceptual Plan.
- (vi) These perimeter building setbacks are in addition to yard requirements in the M-1 Zoning District and do not modify the yard requirements in the M-1 Zoning District, but may be collocated with other yards and required buffers.

(d) Use Locations.

- (i) Specific uses are permitted within Development Areas and Building Areas. These are described below. Some uses may have additional requirements or standards, which are described in the Additional Notes section below:
- (ii) The following uses are permitted within all Development Areas, as identified on the approved concept plan and subject to any conditions in any approved Conditional Use Permit or Special Exception applicable to one or more of the uses below:

- (A) Security Fencing (10' or as specified in an approved Special Exception)
- (B) Project Signage
- (C) Wayfinding Signage
- (D) Roadways
- (E) Utilities
- (F) Emergency & Utility Access
- (G) Drive Aisles & Pedestrian Access
- (H) Parking Lots
- (I) Ancillary Building, such as equipment storage, security sheds and

other similar structures

- (J) Lighting
- (K) Stormwater Facilities
- (L) Trails
- (M) Landscaped Areas
- (N) Passive Recreation Amenities

(iii) The following uses are permitted within all Buildings Areas, as identified on the approved concept plan, subject to any applicable and approved Conditional Use Permit and Special Exception:

- (A) Data processing, ISPs, search portals and related services, which includes data centers, data equipment, data storage, other technological services, and research related to the forgoing (continuing to be a part of the defined term Data Center as used herein).
- (B) Substations
- (C) Other supporting uses

(iv) Additional Notes on Permitted Uses.

- (A) Any permitted use requiring a Conditional Use Permit or Special Exception must obtain approval from the Board of Supervisors of the required Conditional Use Permit or Special Exception, as applicable.
- (B) No Project Signage is permitted along Winns Church Road.
- (C) 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.
- (D) Areas outside Development Areas and Building Areas will generally remain undeveloped; however, crossings for utilities, infrastructure, and access facilities are permitted.
- (E) The Planning Director may permit similar uses, not specified above, within each of a Development Area or a Building Area upon the Director finding that the unspecified uses are generally in keeping with the spirit and type of uses listed above for each of a Development Area or a Building Area, provided however the permitted principal uses listed in Proffer 1(a) above shall be expanded under this paragraph.

(e) Dimensional Standards.

- (i) Buildings shall comply with the yard requirements in the M-1 District, in addition to the perimeter setbacks above, where applicable.

- (ii) Building coverage within a Development Area shall not exceed 50%.

(f) Buildings.

- (i) In all instances, the data center buildings, and any energy storage standalone structures, on the Property will be constructed to NFPA code sections 75, 76 and 855, as applicable, as well as all other applicable code, including the applicable provisions of the Virginia Uniform Statewide Building Code in effect at the time of building permit application.
- (ii) Primary building facades and entrances should face internal streets, drive aisles or campus circulation areas and be clearly visible and accessible. Entryways should be emphasized using changes in material, overhangs, or signage to distinguish them from loading and service areas.
- (iii) Administrative or office portions of buildings visible from roads should include windows and transparent elements to break up massing.
- (iv) Sidewalks shall be provided on at least one side of primary site vehicular circulation areas and internal site vehicular circulation areas, as such circulation areas are illustrated on the Concept Plan. Interior site vehicular circulation areas do not include drive-aisles.
- (v) Pedestrian walkways at least five feet in width will be provided through parking areas to provide connections from parking lots to the primary building entrance, with such walkways separated from parking spaces and drive aisles by curbing and/or landscaping.
- (vi) Any secondary entrance(s) shall be connected by a pedestrian walkway to building parking.
- (vii) Landscaping within a parking area shall be provided on the basis of ten (10) square feet per parking space. This required landscaping may be provided within landscaped islands with the parking area or at the perimeter of the parking area.
- (viii) If loading docks or service entries located on the side or rear of buildings are visible from public roadways, then they shall be screened using other buildings, and/or in accordance with standards set forth in Sec. 26-263 (Screening and planting standards). Loading areas shall not be located on the front side of a building.
- (ix) Roof design shall be predominantly flat to accommodate mechanical systems and rooftop infrastructure. Rooftop mechanical equipment shall be screened by parapets or architectural detailing to create a finished appearance from public view.

- (x) Principal Building Facades will meet the following standards:
- (A) For the purposes of this subsection, the term “principal building facades” shall include all building facades substantially visible to abutting public roads or adjacent to planned or existing residential districts.
 - (B) Principal building facades shall avoid the use of undifferentiated surfaces by including at least four (4) of the following design elements:
 - (a) change in building height
 - (b) building step-backs, projections or recesses
 - (c) fenestration
 - (d) changes in building material, pattern, texture, color
 - (e) use of accent material
 - (f) overhangs
 - (g) canopies or porticos
 - (h) arcades
 - (i) variations in the roof line
 - (C) Principal building facades shall use earthtone color palettes (such as tans, grays, warm browns, or muted greens) with accent colors to complement the dominant building color. High-gloss finishes and white tones should be avoided.
 - (D) When a building has more than one principal facade, such facades shall be consistent in their design, materials, details, and treatments.
 - (E) Samples of architectural form are attached hereto as **Exhibit B**.
 - (F) Building elevations must be submitted with the site plan application for each data center building. In the event a building’s architectural style is not in accordance with the foregoing, deviations may be approved by the Planning Director, upon the Planning Director’s finding that the deviations are generally in keeping with the spirit and concept of the illustrations.
- (xi) Security Shed design will meet the following standards:
- (A) The security shed shall use earthtone color palettes (such as tans, grays, warm browns, or muted greens) with accent colors to provide visual appeal. High-gloss finishes and white tones should be avoided.
 - (B) Roofs shall be pitched or sloped and will generally be consistent with regional forms and materials.

(C) Security shed elevations must be submitted with the initial site plan for the campus and shall be approved by the Planning Director for compliance with these requirements.

(xii) Building Materials:

(A) Acceptable building materials include brick, stone, pre-cast concrete, cast-in-place concrete, architectural metal paneling, and similar finishes that support long-term performance, unless different architectural treatments and/or materials are specifically approved by the Planning Director, with respect to the exposed portion of any such wall, at the time of Site Plan review.

(B) Accent materials such as architectural concrete, metal paneling, or high-performance siding may be used if applied consistently and limited in surface area to no more than 20% of a single façade.

(xiii) Subsections (vii) and (ix) shall only apply to Data Center buildings and structures and not to any supporting uses, provided such facilities or buildings are buffered by other uses which mitigate the visual impacts to public roads or abutting properties.

(xiv) Building Height is measured to the top of the building and includes parapet walls that are used to screen equipment. Building height shall be limited to the following in each building area, subject to the approval of a Special Exception by the Board of Supervisors:

(A) Building Area 1A, 1B, 1C, and 2B: 62 feet.

(B) Building 2A, and 3A: 85 feet.

(C) Building 3B: 35' within 350' of Winns Church Road, otherwise 62'.

6. 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:

(a) 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.

(b) 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.

- (c) Director's Review. The method of screening will be provided and reviewed with the Director's review of the building elevations.

7. Signage. All freestanding signs installed at the Project, excluding directional signs, will comply with the following requirements:

- (a) No project signage is permitted along Winns Church Road.

(b) Prior to approval of the first sign permit within a Development Area, a Master Sign Plan shall be submitted and approved by the Planning Director for compliance with the requirements of this Proffered Condition 7. The Master Sign Plan will provide additional details on sign design, materials, and placement to ensure consistency throughout the project area. The Master Sign Plan will include the following:

- (i) Freestanding Signs

(A) Style: Monument-style with a solid masonry base (i.e. brick or stone or architectural masonry materials) at least 18" tall. Other materials used shall compliment the materials used on the principal building(s).

(B) Design Consistency: A shared design motif shall be used throughout the project area. The exterior portions of the sign shall employ rectangular proportions and the top shall be flat or gently curved tops or employ height articulation.

(C) Max Height and width: Freestanding signs shall not exceed six (6) feet in height and shall not exceed ten (10) feet in width.

(D) Max Sign Face Area: The sign face area on a freestanding sign shall not exceed forty (40) square feet (total area).

(E) Road Setback: Freestanding signs shall be setback a minimum of ten (10) feet from the nearest right of way line.

(F) Illumination: Illumination will be permitted for freestanding signs. Lighting should be shielded and downward-directed to minimize glare and preserve the nighttime character of the area.

- (ii) Building Primary Wall Signs

(A) Location: The building's primary (largest) wall mounted sign shall be located near one of the building's primary entrance.

(B) Design: The building's primary (largest) wall mounted sign shall be designed as an architectural element for the building with font styles, colors, and materials that are visually compatible with the building's overall design.

(iii) Multi-User Sites

(A) Multi-user areas within the project should establish a coordinated signage plan to ensure consistency in tenant panel size, font, and placement on both monument and wall signs.

(iv) User Prototypical Design

(A) All users shall be allowed to incorporate their prototypical sign design and materials into all signage.

8. Security, Perimeter Fencing and Security Fencing. Perimeter fencing, security gates, and guard buildings shall be located outside of the Natural Buffer. The perimeter fencing must be installed on the interior of the Natural Buffer, so that it is screened from the ground level view of adjacent property owners at buffer maturity. This perimeter fencing may be installed around the perimeter of the Project or around each "Building Area" shown on sheet C3.0 of the Concept Plan or a combination for these two options, or as otherwise approved by the Planning Director at the time of site plan review and approval. Security fencing shall be used around the perimeter of the pump station or any substation (unless prohibited by Dominion Power) unless otherwise approved by the Planning Director at the time of site plan review and approval. Fencing immediately adjacent to public or private streets shall not be chain-link, with or without slated inserts, and shall not include barbed wire or other similarly visibly intrusive deterrence device. The design and final location for the perimeter fencing and security fencing shall be approved by the Planning Director for consistency with sheet C-5.0 in the Concept Plan at the time of site plan review and approval.

9. Lighting. The maximum height of pole-mounted exterior lighting shall be eighteen feet (18'). Pole-mounted light fixtures will be consistent with the fixtures shown on the page 28 of the U.S. Route 33 Gateway Small Area Plan and described in Section E.1 (as of the date hereof), as determined by the Planning Director at the time of site plan review. All exterior lighting fixtures, including pole-mounted exterior lighting and building-mounted exterior lighting, shall be fully shielded with house side shields installed. Lighting shall not exceed .50 foot-candles at the interior edge of the Natural Buffer. Lighting that is exempt from these requirements includes temporary lighting and lighting provided for emergency or safety and security purposes as required by: the Building Code, Electrical Code, or otherwise within the County Code. The uplighting of buildings is prohibited. The maximum height of any building-mounted exterior light fixture shall be 35 feet in height, with the exception of motion-activated security lighting. Although data centers have minimal windows generally, Applicant further proffers that interior lighting will be minimized from being emitted externally at night (using window coverings or other shading mechanisms) where the windows face Route 33/Mountain Road, Winns Church Road, the Chickahominy River, or the primary external boundary line of the Property.

10. Transportation. Subject to VDOT and County approvals, as applicable, the Applicant proffers the transportation improvements set forth below. Any modifications to the alignment,

design and length shall be approved by VDOT. If any of the road improvements identified below are provided by others, then the specific road improvement shall no longer be required.

(a) Entrances. A maximum of 2 entrances will be provided to Route 33/Mountain Road. Entrances will generally be at the locations shown on the Concept Plan. The final locations and design of the entrances will be completed during the site plan review and approval process and reviewed and approved by the Planning Director for general conformance with the Concept Plan, subject to VDOT entrance approvals.

(b) Restricted Access. Access to Winns Church Road will be permitted only for emergency access and limited permanent utility access once the project is constructed. No construction traffic or regular data center access will be allowed on Winns Church Road.

(c) Turn Lanes at Project Entrances. The Applicant shall design and construct a right turn lane (with a minimum 100' of taper and 200' of storage, unless greater lengths are required or approved by VDOT) into the primary entrance off of Route 33/Mountain Road in accordance with VDOT construction standards and specifications. The applicant will also design and construct a right turn lane (with a minimum 200' of taper and 200' of storage, unless greater lengths are required or approved by VDOT) into the secondary access entrance off of Mountain Road in accordance with VDOT construction standards and specifications.

(d) Construction Road Damage. Pavement damage to Route 33/Mountain Road from I-295 (beginning of entrance ramp from southbound Route 33/Mountain Road to eastbound I-295) to the northernmost entrance to the Property off Route 33/Mountain Road, including shoulders and aprons, attributable to construction of the Project, as reasonably determined by the County Transportation Planner or VDOT staff, as applicable, must be repaired by the Developer / Owner identified by the County Transportation Planner or VDOT staff, as applicable, to have caused such damage, within 120 days of issuance of the final certificate of occupancy for the last building that is subject to each site plan approval, which repair shall be at the Developer / Owner's sole expense. Developer / Owner shall be required to post a bond of \$50,000 prior to site plan approval of the first site plan, not to be released until 120 days after the issuance of the final certificate of occupancy for the final building. This bond may be replaced by different owners within the project depending on the development schedule. Should the County's Transportation Planner or VDOT staff, as applicable, determine that the damage has made the road unsafe, the Developer / Owner identified as causing such unsafe condition will initiate the process of said repairs within forty-eight (48) hours after receiving notice from the County's Transportation Planner or VDOT staff that the damage has made a road unsafe. The applicable Developer / Owner will diligently conduct all repairs required herein in a timely manner.

11. Dedication of Right of Way. For the portion of the Property running along Winns Church Road, adjacent to the northern boundary of the project, the Applicant agrees to dedicate 60 feet of right-of-way for future road widening, free of cost to the County, upon request of the County or VDOT. Off-site dedications shall not be required by this obligation.

12. Noise Attenuation for Building Design and Related Infrastructure. Within 30 days after the "ready for service" date for each data center building constructed at the Project (i.e. the date on which all exterior equipment is installed and operational), the Applicant shall provide a noise

study that is specific to such data center building to ensure that the noise generated from the data center building and the building's associated infrastructure, together with the other noise generated as of that date from the Project, conforms to the Noise Ordinance. This noise study shall be completed by a certified professional and include recommendations for any necessary mitigation measures required to ensure conformity with the Noise Ordinance and the Applicant shall implement such mitigation measures within 60 days after the date of the noise study, unless a particular mitigation measure requires a longer time to implement and that particular mitigation measure shall be implemented within that longer period time as approved by the Planning Director. Any required mitigation measures may be noted on the approved plans as an administrative amendment. In addition to the foregoing, Applicant agrees to install physical sound attenuation on any mechanical equipment (including but not limited to ground supported barriers, earthen berms, mechanical screening or other attenuation techniques as specifically called out in subsequent sound studies) that is installed at a data center building located within 1,200 feet of any adjacent residential use and that is either (i) installed on the rooftop of such building or (ii) that is installed on the exterior side of such data center building and directly facing such adjacent residential uses, in each case unless a noise study demonstrates that there is no incremental noise from such mechanical equipment as a result of the foregoing installation locations. In addition to the foregoing proffers, Applicant agrees that the testing of any back-up generators at the Project shall be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, unless otherwise required by applicable state or federal law or regulation.

13. Construction. A construction management plan, shall be submitted to the County at the time of grading permit for the initial site improvements and for each individual parcel where a building permit has been or is in the process of being approved, which construction management plan shall document the proper administration of construction activities at the applicable portion of the Project. The hours of exterior construction, including operation of bulldozers and other earthmoving equipment, shall only be between 7:00 a.m. and 7:00 p.m., Monday through Saturday, except as provided in Section 16-4 of the Hanover County Code. There shall be no exterior construction activities on Sunday.

(a) Access. The construction management plan shall also specify that construction traffic may only enter and exit the Project at the access points off of Route 33/Mountain Road and shall require the posting of "No Construction Traffic" (or similar) signage at any other access points entering the property. The construction management plan will identify measures that will be taken to minimize congestion, delays, and queuing on Route 33/Mountain Road.

(b) No Construction Access shall be permitted from Winns Church Road.

14. Water and Sewer. Applicant agrees that the Project shall be connected to the County's water and wastewater infrastructure.

15. Generators. Only Tier IV (equivalent or better) generators shall be used.

16. Gateway Entrance Feature. A project gateway entrance feature will be constructed in the general location of the primary site access on Route 33/Mountain Road, as generally illustrated on the Concept Plan. The design and materials to be used for this gateway entrance feature shall be submitted with, or prior to, the first site plan application for Building Area 1 for review and

approval by the Planning Director for compliance with the requirements in this Proffered Condition 16.

(a) The gateway entrance feature shall include:

(i) A design that emphasizes arrival to the Industrial Zone for the Route 33/Mountain Road Corridor, which design is typified on page 27 of the U.S. Route 33 Gateway Small Area Plan (as of the date hereof).

(ii) Use of monument signage in accordance with Proffered Condition 7(b)(i) above, except that materials used shall compliment the materials allowed to be used for buildings.

(iii) Landscaping around the monument signage to include layered plantings with a mix of plant types and sizes without obstructing views.

(b) Also, the gateway entrance feature shall include one of the following improvements incorporated into the entrance feature or at a secondary location near the primary site access on Route 33/Mountain Road and between the security shed and Route 33/Mountain Road:

(i) Plaza or other hardscape feature,

(ii) Public Art,

(iii) Water Feature, or

(iv) Other similar entrance improvement approved by the Planning Director.

**[REMAINDER OF PAGE LEFT INTENTIONALLY BLANK;
AUTHORIZED SIGNATURES TO FOLLOW]**

WITNESS the following signature:

OWNERS:

Marchetti Properties III, LLC, a Virginia limited liability company;
Marchetti Properties II, LLC, a Virginia limited liability company;
Staples Mill Square Holding LLC, a Virginia limited liability company;
G.M. Tribble, Jr., and Brenda R. Tribble; and Tyson Farms, Inc., a North
Carolina corporation, f/k/a Holly Farms Foods, Incorporated, f/k/a Holly
Farms Poultry Industries, Inc.

By: _____

Jeffrey P. Geiger, Attorney-in-Fact for all Owners

Date: _____, 2026

COMMONWEALTH OF VIRGINIA

CITY OF RICHMOND, to-wit:

I, _____, a Notary Public for the
Commonwealth of Virginia, at-large, do certify that Jeffrey P. Geiger, whose name is signed to
the above, bearing date on the ____ day of _____, 2026, has acknowledged the same before me
in my State aforesaid.

Given under my hand this ____ day of _____, 2026.

[SEAL]

My commission expires: _____

Exhibit A

Concept Plan

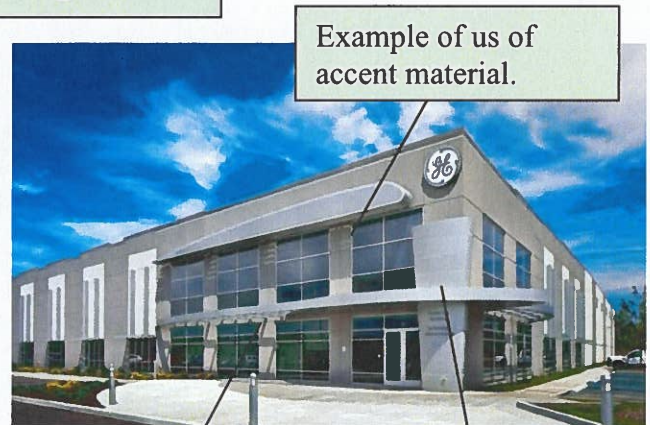
See that certain plan entitled “Mountain Road Technology Park Concept Plan and Conditional Use Permit, Hanover County, Virginia”, prepared by Norris Design and Kimley Horn, dated January 13, 2026.

Exhibit B

Elevations – Illustrative Examples



Example of building recess.



Example of building fenestration.

Example of change in building material and example in change of building texture.

Example of portico



Example of overhang.

Example of building stepback.



Example of change in building pattern and example of change in building color.

Example of canopy.

Example of a variations in roof line.

Conceptual Plan

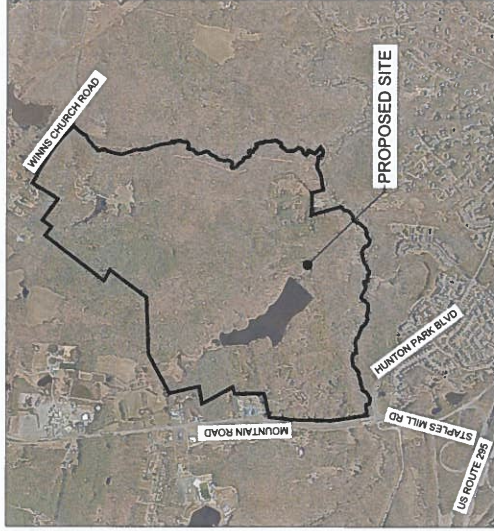
MOUNTAIN ROAD TECHNOLOGY PARK

CONCEPT PLAN AND CONDITIONAL USE PERMIT

HANOVER COUNTY, VIRGINIA
SOUTH ANNA DISTRICT

1/28/2026

VICINITY MAP



VICINITY MAP
SCALE: 1" = 1000'

PARCEL OWNERSHIP

OWNER - PARCEL 1
MARCHETTI PROPERTIES III, LLC
2695-C WACO STREET
HENRICO, VA 23294

OWNER - PARCELS 2, 4, AND 5
MARCHETTI PROPERTIES III, LLC
2695-C WACO STREET
HENRICO, VA 23294

OWNER - PARCEL 3
STAPLES MILL SQUARE HOLDINGS, LLC
2695-C WACO STREET
HENRICO, VA 23294

OWNER - PARCEL 6
G. M. TRIBBLE, JR. & BRENDA R. TRIBBLE
12617 WINNIE CHURCH ROAD
GLEN ALLEN, VA 23059

OWNER - PARCEL 7
TYSON FARMS, INC.
P.O. BOX 2693 FAX DEPT
SPRINGDALE, VA 22153

CIVIL ENGINEER - PLAN PREPARER
Kimley»Horn
KIMLEY-HORN AND ASSOCIATES, INC.
2035 MAYWELL STREET, SUITE 200
RICHMOND, VA 23220
TEL: (804) 875-4703
WWW.KIMLEY-HORN.COM
EMAIL: RYAN.PERRINS@KIMLEY-HORN.COM

SHEET INDEX

Sheet Number	Sheet Title
C-0.0	COVER SHEET
C-1.0	OVERALL PARCEL OWNERSHIP & ZONING
C-1.1	PARCEL OWNERSHIP & ZONING
C-1.2	PARCEL OWNERSHIP & ZONING
C-2.0	OVERALL EXISTING CONDITIONS
C-2.1	EXISTING CONDITIONS
C-2.2	EXISTING CONDITIONS
C-2.3	EXISTING CONDITIONS
C-2.4	EXISTING CONDITIONS
C-2.5	EXISTING CONDITIONS
C-3.0	OVERALL CONCEPT PLAN
C-3.1	OVERALL CONCEPT PLAN
C-3.2	OVERALL CONCEPT PLAN
C-3.3	CONCEPT PLAN NOTES
C-3.4	OVERALL CONCEPT PLAN DEVELOPMENT ZONES & GATEWAY
C-4.0	CONCEPTUAL SUBSTATION LAYOUT
C-5.0	FENCING

PROJECT DATA

PARCEL ID	SITE STATISTICS
PARCEL 1: 7757-98-1157	428 AC
PARCEL 2: 7757-98-1158	428 AC
PARCEL 3: 7757-98-4106	428 AC
PARCEL 4: 7757-98-4107	428 AC
PARCEL 5: 7757-98-4108	428 AC
PARCEL 6: 7757-98-4109	428 AC
PARCEL 7: 7757-97-5013	428 AC
TOTAL PARCEL AREA	428 AC
SITE ADDRESS	13074 MOUNTAIN ROAD
EXISTING ZONING	A-1 - AGRICULTURAL
PROPOSED ZONING	M-1 - LIMITED INDUSTRIAL
HYDROLOGIC UNIT CODE	02880266401-CHICKAHOMY RIVER - GRASSY SWAMP CREEK
WATER	PUBLIC
SEWER	PUBLIC
ESTIMATED VPD	1,488
WETLANDS ON SITE	YES
RPA ON SITE	YES
FLOODPLAIN ON SITE	YES
THIS PROPERTY LIES IN ZONE 'X' AND 'AE' OF THE FEMA DEFINED FLOOD HAZARD AREA AS SHOWN ON THE FLOOD INSURANCE RATE MAP NUMBER 51085C028C, EFFECTIVE DATE JUNE 30, 2024.	

COVER SHEET

MOUNTAIN ROAD
TECHNOLOGY PARK

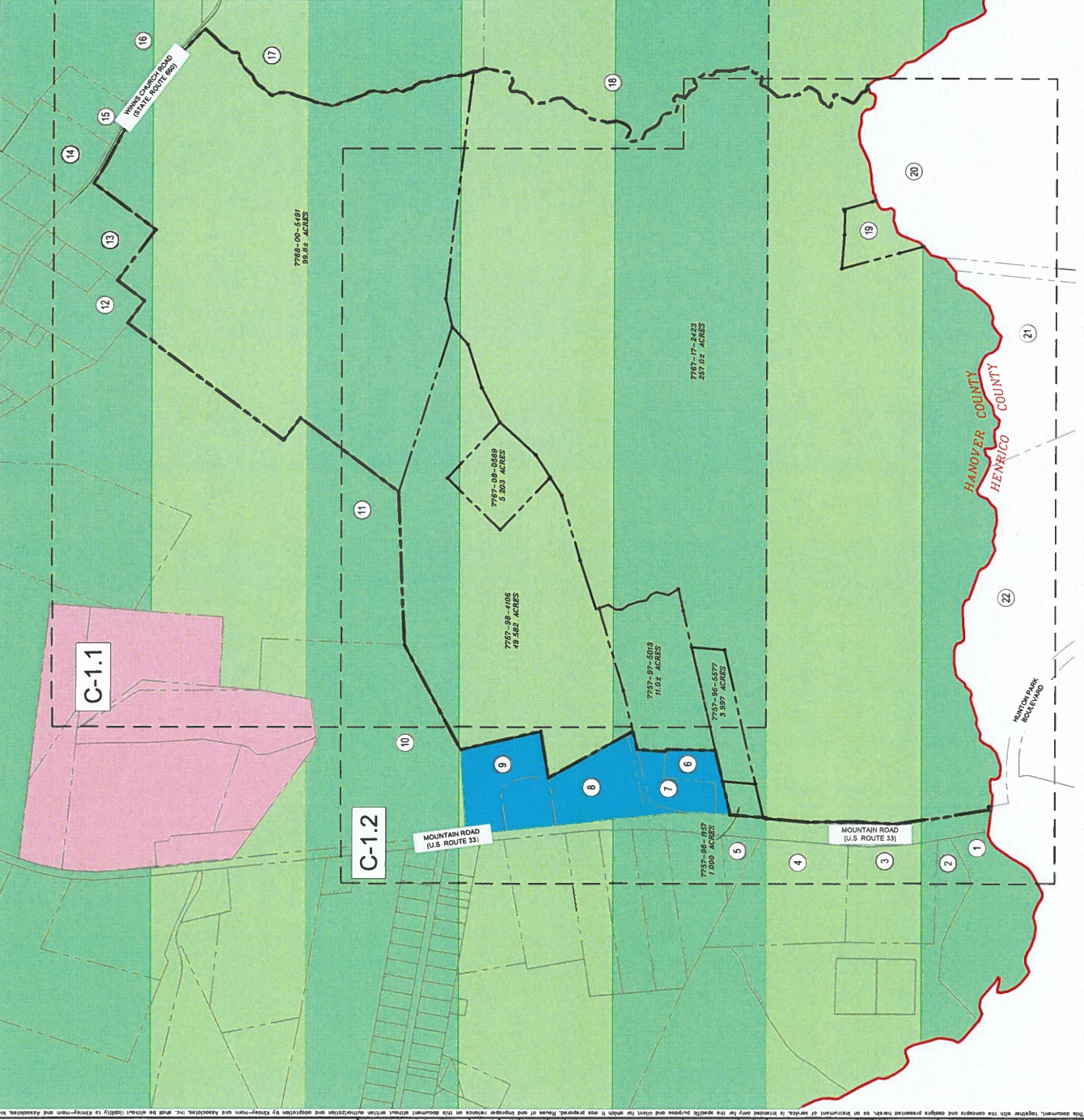
SHEET NUMBER
C-0.0

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OVERALL PARCEL OWNERSHIP & ZONING

Kimley-Horn & Associates, Inc.
2035 MAYMILL STREET, SUITE 200, RICHMOND, VA 23230
PHONE: 804-673-3082
WWW.KIMLEY-HORN.COM

ADJACENT PARCEL OWNERSHIP INFORMATION			
ID	GPIN	OWNER	ZONING
1	7157-94-3433	BEVERLY D HARRIS LIVING TRUST	A-1
2	7157-86-3039	BEVERLY D HARRIS LIVING TRUST	A-1
3	7157-95-1004	MARLYN MARTIN WALLS	A-1
4	7157-86-9388	STUART S & WILLIAM L EDWARDS, JR	A-1
5	7157-86-8589	ROBERT W GLAUBIT	A-1
6	7157-86-1510	OVERHILL PROPERTIES, INC.	B-3
7	7157-86-9870	BFG VA LLC	B-3
8	7157-86-7326	WEST 3 LLC	B-3
9	7157-87-4513	LEONARD & LINDA LIVING TRUST, CYNTHIA M MURPHY LIVING TRUST	B-3
10	7157-86-1430	STEPHEN W TRAMMELL & ANTOINETTE W TRAMMELL	A-1
11	7158-71-6329	STEPHEN W TRAMMELL & ANTOINETTE W TRAMMELL	A-1
12	7158-91-4451	BRIAN G & DIANA L TRAMMELL	A-1
13	7168-01-0468	LORENZO G AMBROSIO & SUSAN A RANGER	A-1
14	7168-02-2085	DOUGLAS E WHITE	A-1
15	7168-02-6064	DOUGLAS A TRAMMELL	A-1
16	7168-03-2004	MANUAL G LOUPASSI LIMITED PARTNERSHIP (CO ROBIN INN)	A-1
17	7168-10-9343	GARY N PALMER	A-1
18	7167-39-7416	WILSON FAMILY, LLC	A-1
19	7167-27-5397	HANOVER COUNTY	A-1
20	7163-777-4518	ROBERT J MAUGHAN & THE TOWNES AT HANTON PARK TOWNHOUSE ASSOCIATION, INC	A-1
21	762-276-4610	STAR CITY LAND AND DEVELOPMENT COMPANY, LLC	MIXED
22	761-776-5061		MIXED



MOUNTAIN ROAD
TECHNOLOGY PARK

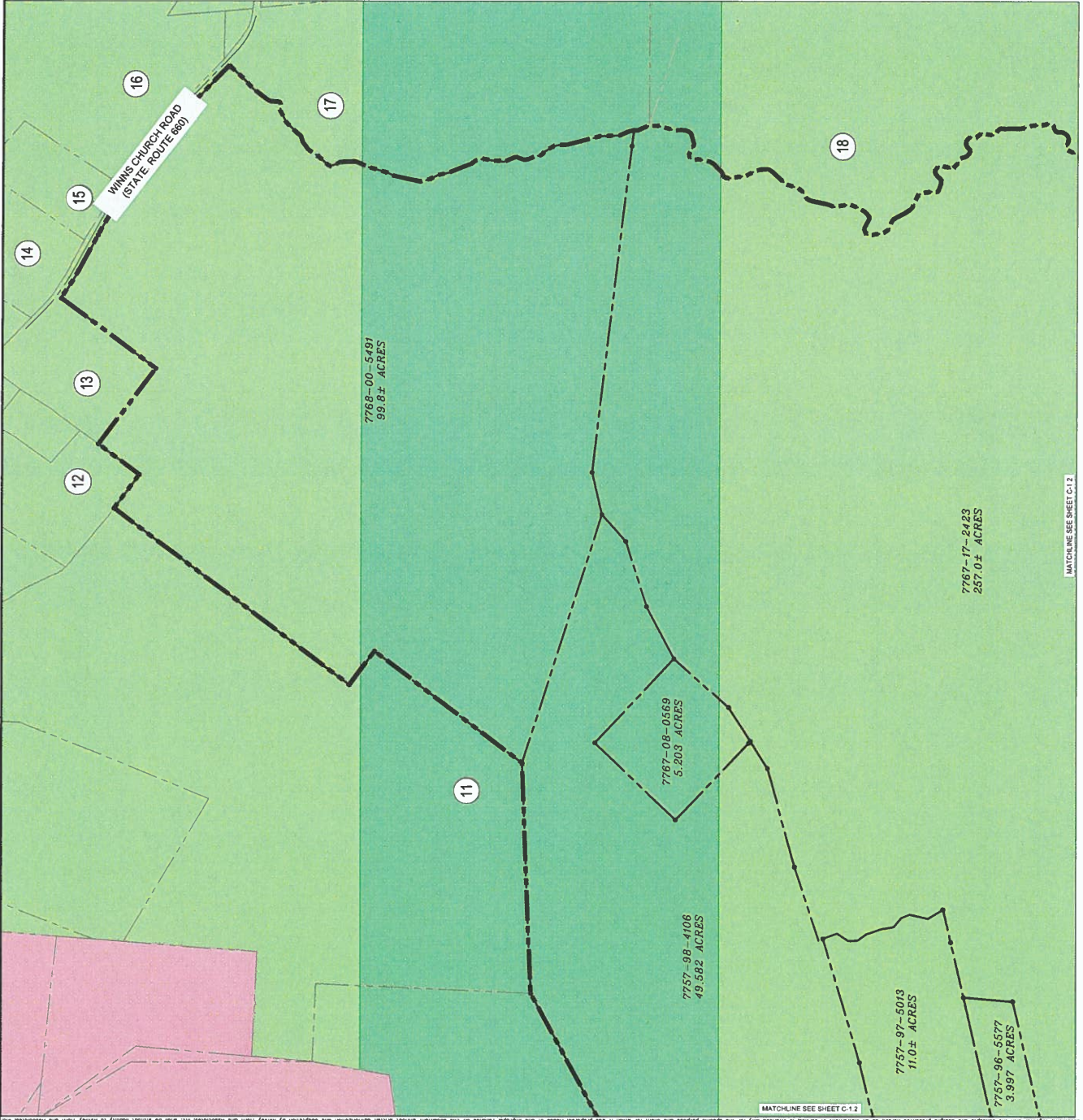
PARCEL OWNERSHIP & ZONING

KHA PROJECT	11/3/2002	DATE	1/28/2026	SCALE AS SHOWN	DESIGNED BY KPC	DRAWN BY AF
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PHONE: 804-673-3882
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ADJACENT PARCEL OWNERSHIP INFORMATION

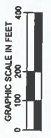
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2	7757-85-3039	BEVERLY D HARRIS LIVING TRUST	A-1
3	7757-96-1094	MARLYN MARTIN WALLS	A-1
4	7757-85-9388	STUART E LEWIS & WILLIAM EDWARDS, JR.	A-1
5	7757-85-8659	ROBERT W GLAUBIT	A-1
6	7757-96-1510	OVERHILL PROPERTIES, INC.	B-3
7	7757-85-9670	BFG VA LLC	B-3
8	7757-85-7936	WEST 33 LLC	B-3
9	7757-87-4513	LEONARD G MURPHY LIVING TRUST G MURPHY LIVING TRUST	B-3
10	7757-88-1430	STEPHEN W TRAMMELL & ANTONETTE W TRAMMELL	A-1
11	7758-71-6329	ANTONETTE W TRAMMELL & STEPHEN W TRAMMELL	A-1
12	7758-91-4491	BRIAN G & DIANA L TRAMMELL	A-1
13	7758-01-0456	LORENZO G AMBROGI & SUSAN A PARKER	A-1
14	7768-02-2085	DOUGLAS E WHITE	A-1
15	7768-02-6064	DOUGLAS A TRAMMELL	A-1
16	7768-03-8004	MANUAL G LOUPASS LIMITED PARTNERSHIP (CO ROBIN INN)	A-1
17	7768-10-9843	GARY N PALMER	A-1
18	7767-38-7416	WILLSON FAMILY, LLC	A-1
19	7767-27-5397	HANOVER COUNTY	A-1
20	7763-771-8518	ROBERT J MAUGHAN & FRANCES M KENNEDY	A-1
21	762-776-4610	THE TOWNES AT HUNTON PARK TOWNHOUSE ASSOCIATION, INC.	MIXED
22	761-775-6361	DEVIL GRABER CONCRETE, LLC	MIXED



MATCHLINE SEE SHEET C-12

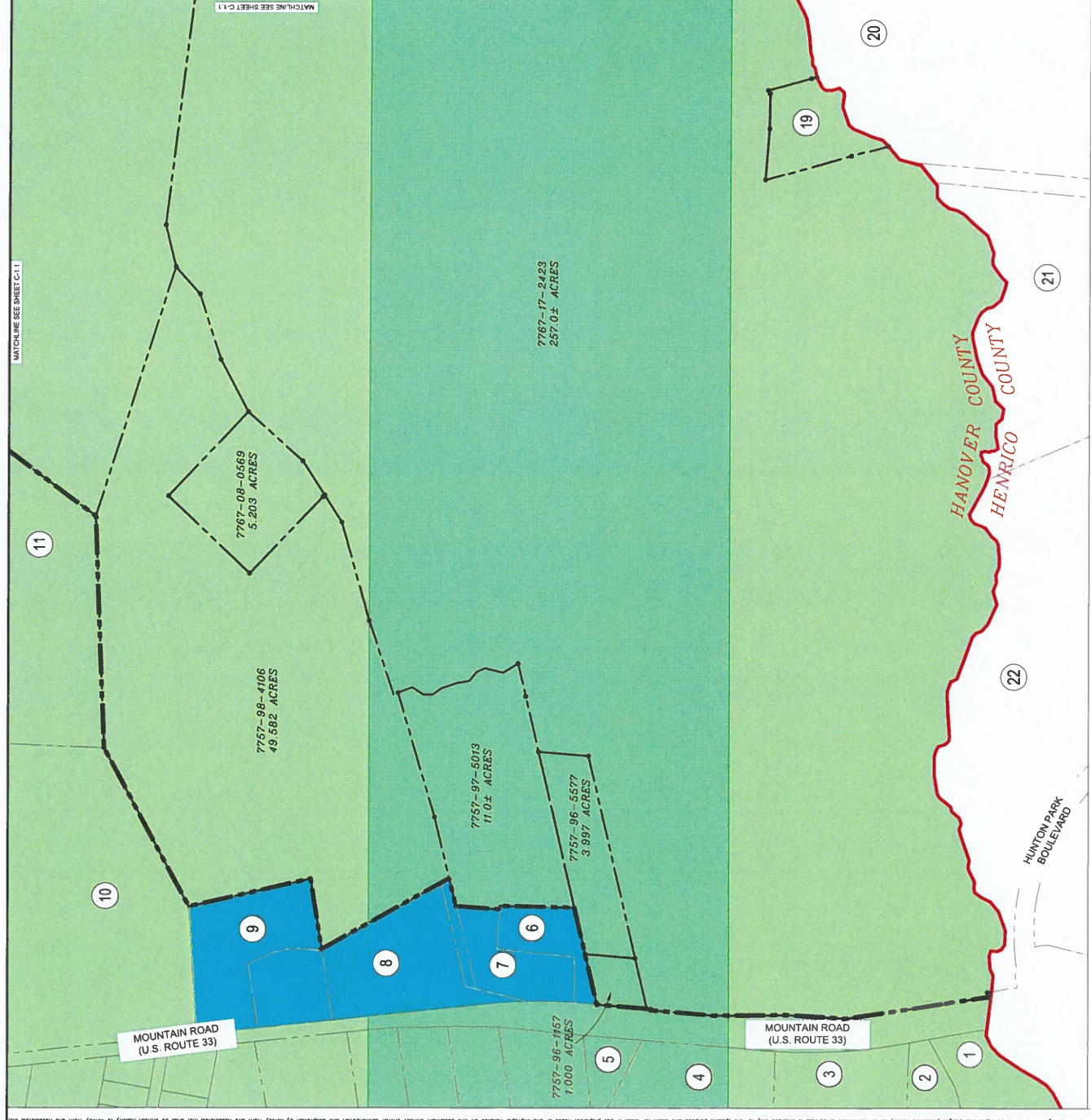
MATCHLINE SEE SHEET C-1

Matchline See Sheet C-12



ADJACENT PARCEL OWNERSHIP INFORMATION

ID	GPIN	OWNER	ZONING
1	7757-94-4433	BEVERLY D HARRIS LIVING TRUST	A-1
2	7757-95-3039	BEVERLY D HARRIS LIVING TRUST	A-1
3	7757-95-1094	MARILYN MARTIN WALLS	A-1
4	7757-95-3388	STUART E LEWIS & WILLIAM EDWARDS, JR	A-1
5	7757-95-8559	ROBERT W GLAUBIT	A-1
6	7757-96-1510	OVERHILL PROPERTIES, INC.	B-3
7	7757-96-8670	BFG VA LLC	B-3
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9	7757-87-4513	LEONARD G MURPHY LIVING TRUST, CYNTHIA A MURPHY LIVING TRUST	B-3
10	7757-88-1430	STEPHEN W TRAMMELL & ANTOINETTE W TRAMMELL	A-1
11	7756-71-5329	STEPHEN W TRAMMELL & ANTOINETTE W TRAMMELL	A-1
12	7758-91-4491	BRIAN G & DIANA L TRAMMELL	A-1
13	7768-01-0456	LORENZO G AMBROGI & SUSAN A PARKER	A-1
14	7768-02-2085	DOUGLAS E WHITE	A-1
15	7768-02-5864	DOUGLAS A TRAMMELL	A-1
16	7768-03-9004	MANUAL G LOUPAST LIMITED PARTNERSHIP (CO ROBIN INN)	A-1
17	7768-10-8643	WILLSON FAMILY, LLC	A-1
18	7767-39-7416	GARY N PALMER	A-1
19	7767-27-5397	HANOVER COUNTY	A-1
20	763-777-4518	ROBERT L MAUGHAN & FRANCES M KENNEDY	A-1
21	762-776-4610	THE TOWNES AT HUNTON PARK TOWNHOUSE ASSOCIATION, INC	MIXED
22	761-775-5381	STAR CITY LAND AND DEVELOPMENT COMPANY, LLC	MIXED



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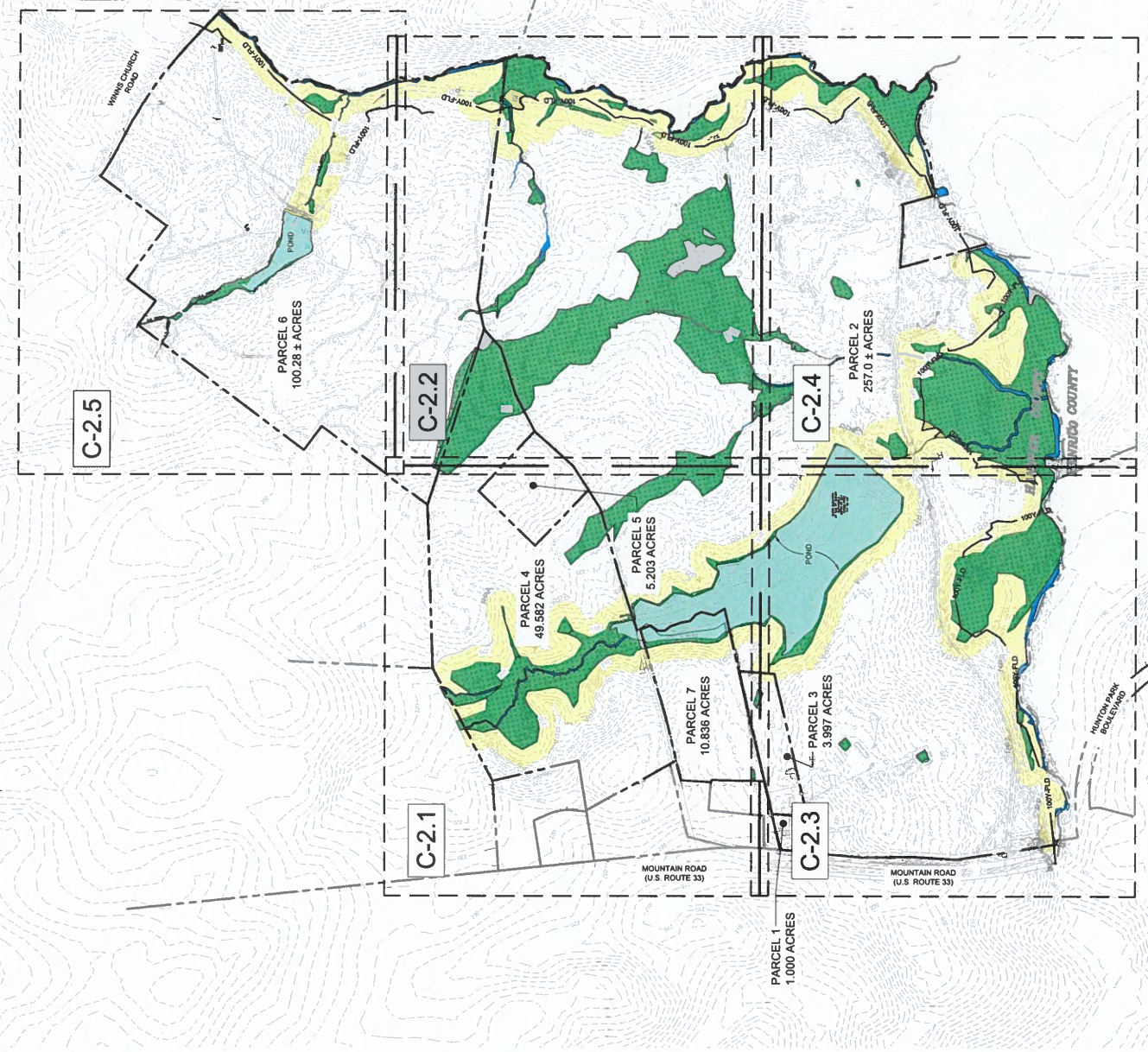
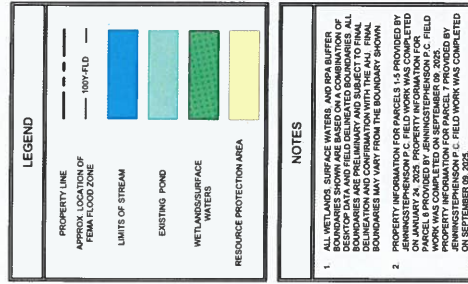
MOUNTAIN ROAD
TECHNOLOGY PARK

OVERALL EXISTING CONDITIONS

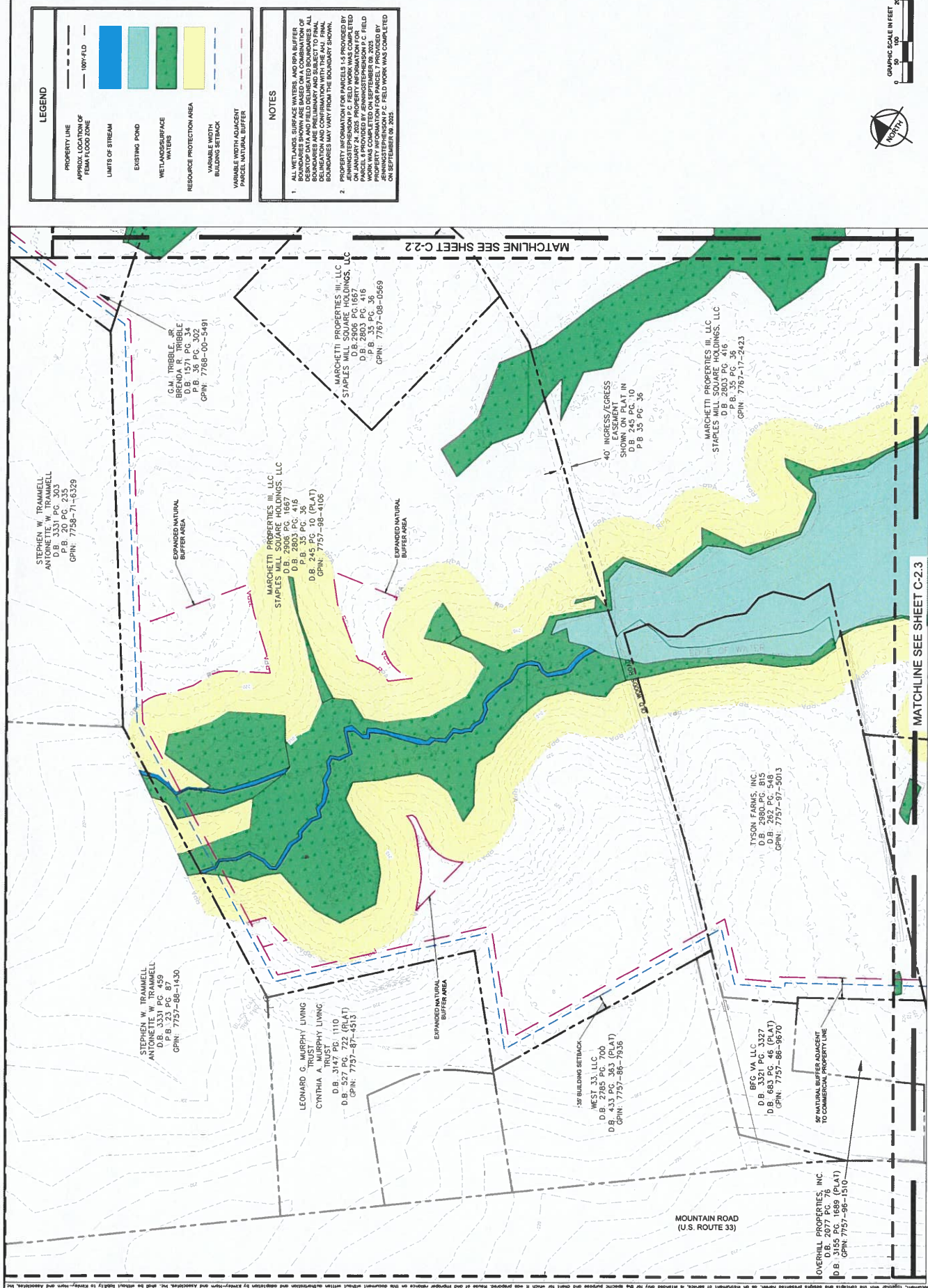
KHA PROJECT	113752002
DATE	1/28/2026
SCALE AS SHOWN	
DESIGNED BY	KPC
DRAWN BY	AF

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PHONE: 804-673-3882
WWW.KIMLEY-HORN.COM

PARCEL NUMBER		GPIN	PARCEL INFORMATION		ZONING
PARCEL 1		7757-88-1157	MARCHETTI PROPERTIES II, LLC	A-1 - AGRICULTURAL	A-1 - AGRICULTURAL
PARCEL 2		7767-17-2423	MARCHETTI PROPERTIES II, LLC	A-1 - AGRICULTURAL	A-1 - AGRICULTURAL
PARCEL 3		7757-86-5577	STAPLES MILL SQUARE ASSOCIATES, LLC	A-1 - AGRICULTURAL	A-1 - AGRICULTURAL
PARCEL 4		7757-86-5578	STAPLES MILL SQUARE HOLDINGS, LLC	A-1 - AGRICULTURAL	A-1 - AGRICULTURAL
PARCEL 5		7767-48-1106	MARCHETTI PROPERTIES II, LLC	A-1 - AGRICULTURAL	A-1 - AGRICULTURAL
PARCEL 6		7767-08-0569	MARCHETTI PROPERTIES II, LLC	A-1 - AGRICULTURAL	A-1 - AGRICULTURAL
PARCEL 7		7768-05-5491	STAPLES MILL SQUARE ASSOCIATES, LLC	A-1 - AGRICULTURAL	A-1 - AGRICULTURAL
			G M JR & BRENDA R RIS TRIBLE	A-1 - AGRICULTURAL	A-1 - AGRICULTURAL
			TYSON FARMS, INC.	A-1 - AGRICULTURAL	A-1 - AGRICULTURAL



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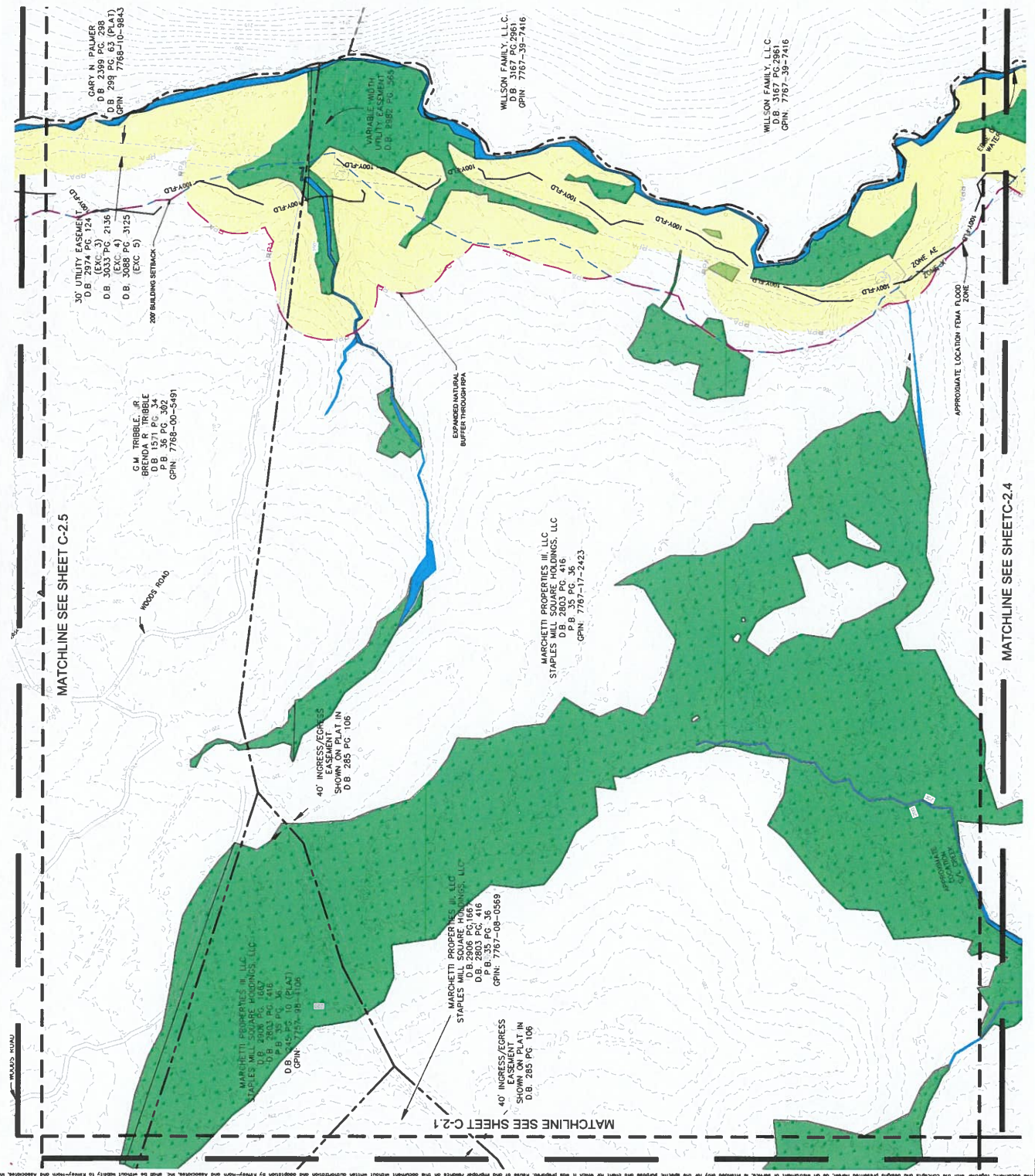


DATE	11/27/2020
SCALE	AS SHOWN
DESIGNED BY	KPC
DRAWN BY	KPC



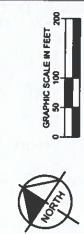
LEGEND	
PROPERTY LINE	---
APPROX. LOCATION OF FEMA FLOOD ZONE	---
LIMITS OF STREAM	---
EXISTING POND	---
WETLAND SURFACE WATERS	---
RESOURCE PROTECTION AREA	---
VARIABLE WIDTH BUILDING SETBACK	---
VARIABLE WIDTH ADJACENT PARCEL NATURAL BUFFER	---

NOTES	
1.	ALL WETLANDS, SURFACE WATERS, AND RPA BUFFER BOUNDARIES SHOWN ARE BASED ON A COMBINATION OF AERIAL PHOTOGRAPHY, FIELD SURVEY, AND DATA PROVIDED BY THE CLIENT. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE BOUNDARIES SHOWN ARE NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF KIMLEY-HORN AND ASSOCIATES, INC.
2.	PROPERTY INFORMATION FOR PARCELS 1-5 PROVIDED BY THE CLIENT. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE BOUNDARIES SHOWN ARE NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF KIMLEY-HORN AND ASSOCIATES, INC.



DATE	1/28/2026
SCALE	AS SHOWN
DESIGNED BY	MPC
DRAWN BY	MPC

Kimley-Horn
2025 ANIMAL SHEET 113752002 - MOUNTAIN ROAD TECHNOLOGY PARK
2025 ANIMAL SHEET 113752002 - MOUNTAIN ROAD TECHNOLOGY PARK
2025 ANIMAL SHEET 113752002 - MOUNTAIN ROAD TECHNOLOGY PARK



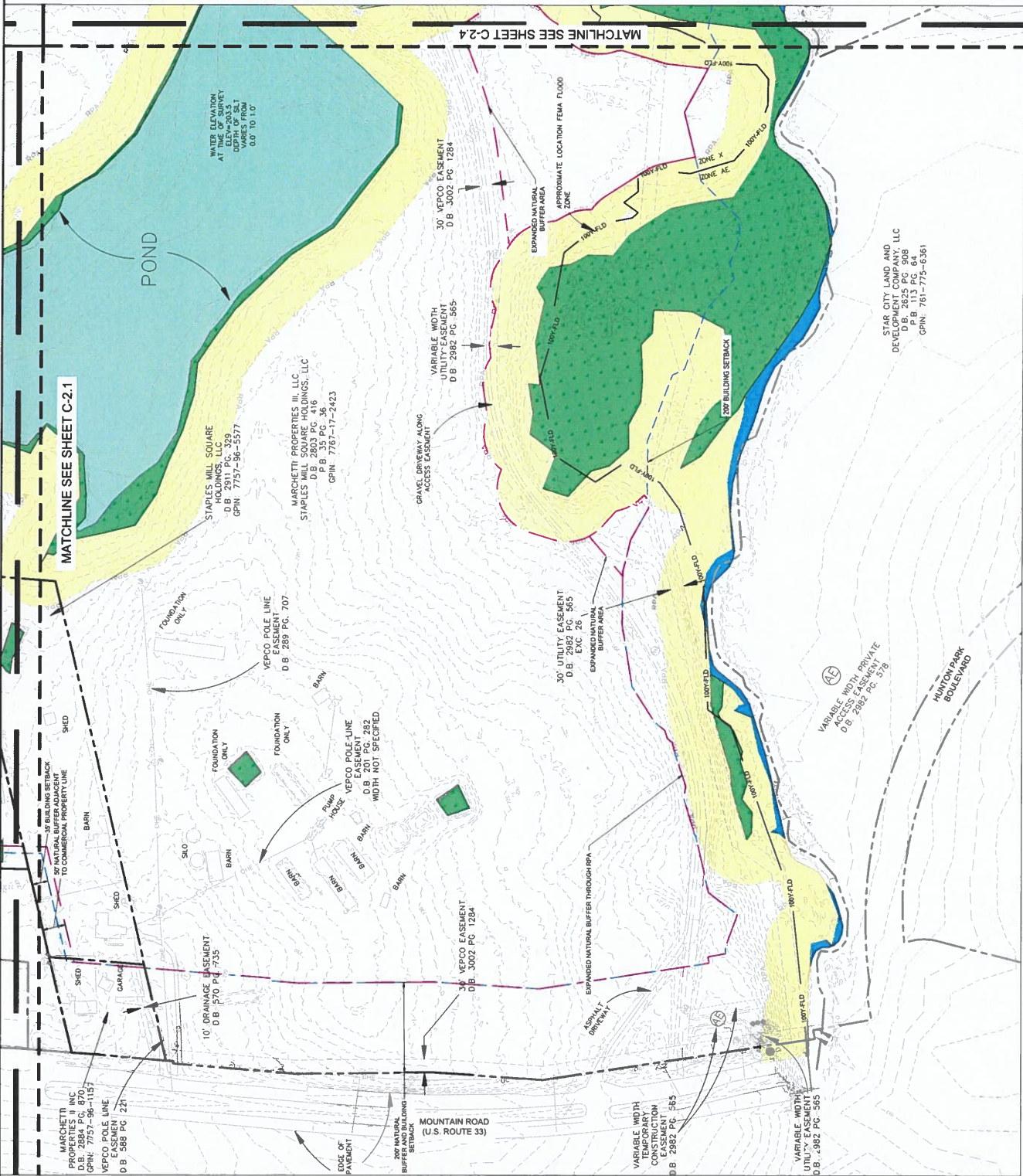
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- PROPERTY LINE
- APPROX. LOCATION OF FEMA FLOOD ZONE
- LIMITS OF STREAM
- EXISTING POND
- WETLAND SURFACE WATERS
- RESOURCE PROTECTION AREA
- VARIABLE WIDTH BUILDING SETBACK
- VARIABLE WIDTH ADJACENT PARCEL NATURAL BUFFER

NOTES

1. ALL WETLANDS, SURFACE WATERS, AND RPA BUFFER BOUNDARIES SHOWN ARE BASED ON A COMBINATION OF FIELD SURVEY DATA, AERIAL PHOTOGRAPHY, AND ALL AVAILABLE DATA. THESE BOUNDARIES ARE PRELIMINARY AND SUBJECT TO FIELD VERIFICATION AND CONFIRMATION WITH THE AHA. FINAL BOUNDARIES MAY VARY FROM THE BOUNDARY SHOWN.

2. PROPERTY INFORMATION FOR PARCELS IS PROVIDED BY THE TAX MAP OFFICIALS. THE INFORMATION IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 08, 2025. C FIELD PROPERTY INFORMATION FOR PARCEL 7 PROVIDED BY THE TAX MAP OFFICIALS. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 09, 2025.



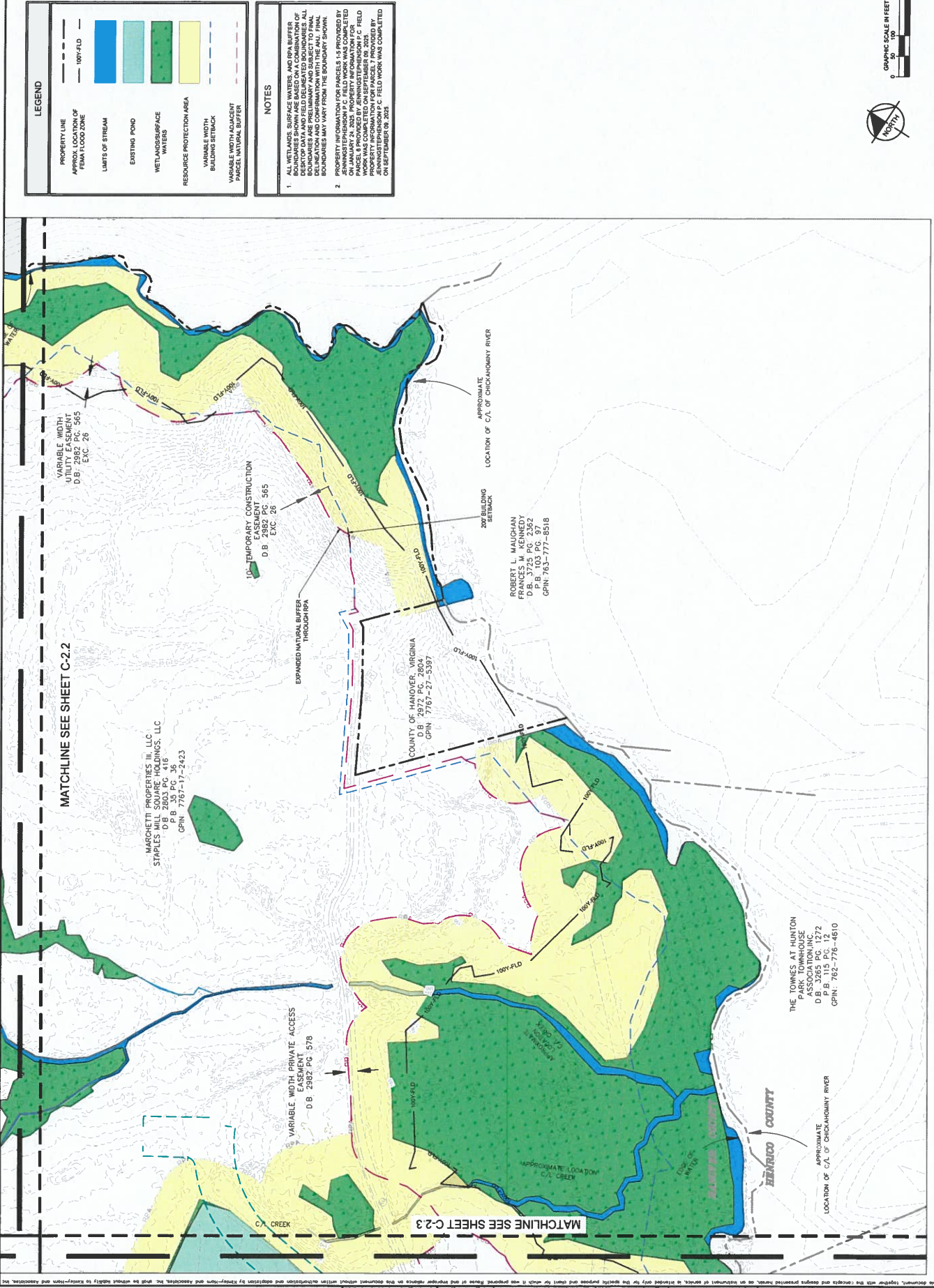
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MOUNTAIN ROAD
TECHNOLOGY PARK

EXISTING CONDITIONS

KHA PROJECT	113752002	DATE	1/28/2026	SCALE AS SHOWN	DESIGNED BY KPC	CHECKED BY	AF
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3035 MAYMILL STREET, SUITE 200, RICHMOND, VA 23230
PHONE: 804-673-3882
WWW.KIMLEY-HORN.COM





LEGEND	
PROPERTY LINE	---
APPROX. LOCATION OF FEMA FLOOD ZONE	---
LIMITS OF STREAM	---
EXISTING POND	---
WETLAND SURFACE WATERS	---
RESOURCE PROTECTION AREA	---
VARIABLE WIDTH BUILDING SETBACK	---
VARIABLE WIDTH ADJACENT PARCEL NATURAL BUFFER	---

- NOTES**
1. ALL WETLANDS, SURFACE WATERS, AND RPA BUFFER BOUNDARIES SHOWN ARE BASED ON A COMBINATION OF AERIAL PHOTOGRAPHY, FIELD SURVEY, AND DATA PROVIDED BY THE CLIENT. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
 2. PROPERTY INFORMATION FOR PARCELS 1-6 PROVIDED BY THE CLIENT. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.



MATCHLINE SEE SHEET C-2.2

- LEGEND**
- BUILDING AREAS (BA)
 - DEVELOPMENT AREA 1
 - DEVELOPMENT AREA 2
 - DEVELOPMENT AREA 3
 - RESOURCE PROTECTION AREA TYPE 1 (RPA)
 - RESOURCE PROTECTION AREA TYPE 2 (RPA)
 - WETLANDS/SURFACE WATERS
 - ECOLOGICAL RESTORATION AREA

- PRIMARY SITE ACCESS
- SECONDARY/EMERGENCY ACCESS
- EMERGENCY & UTILITY ACCESS ONLY
- SECURITY CHECKPOINT
- TRAILHEAD ACCESS

CONCEPTUAL OVERHEAD TRANSMISSION LINE

PRIMARY SITE CIRCULATION*

INTERNAL SITE CIRCULATION*

PROPOSED HARD SURFACE TRAIL*

NOTES:

- *Site circulation and trail layout is conceptual. Final alignment will be determined during site plan review.
- Existing wetlands, resource protection areas (RPA) and streams are approximate have not been confirmed by the appropriate agencies. Wetlands, RPA and streams are subject to change.
- Primary site access is located off of Mountain Road. Location subject to change based on final engineering & site plan approval.
- Secondary/Emergency site access off of Mountain Road would be available for initial site construction access. After site construction, this access will be for emergency use only. Location subject to change based on final engineering & site plan approval.
- Site access off of Winns Church Road will be for emergency and utility use only. Location subject to change based on final engineering & site plan approval.
- The Route 33 Gateway Small Area Plan contemplates future access to Route 33/ Mountain Road near Overhill Road. This construction is not part of this development; however, if a public road is constructed at Overhill Road, a connection to the public road could be coordinated with this development.
- Substation locations are allowed within building area 2B and 3B only, subject to approval of a Conditional Use Permit by the Board of Supervisors. Specific locations to be based on final engineering and Dominion Energy Approvals.
- Utility easements will generally be located within the primary access drive, internal drives, or drive alleys. Landscape buffers at least 25' in width will be provided along primary access drives, as required by code.



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SHEET NUMBER
C3.0

MOUNTAIN ROAD
TECHNOLOGY PARK

OVERALL CONCEPT PLAN

RHA PROJECT
1/28/2026
SCALE AS SHOWN
KPC
APPROVED BY
AF

Kimley-Horn
2025 MARVEL STREET, SUITE 200, ROANOKE, VA 24060
PHONE: 804.673.3582
WWW.KIMLEY-HORN.COM

LEGEND

- BUILDING AREAS (BA)
- DEVELOPMENT AREAS
- RESOURCE PROTECTION AREA TYPE 1 (RPA)
- RESOURCE PROTECTION AREA TYPE 2 (RPA)
- WETLANDS/SURFACE WATERS
- ECOLOGICAL RESTORATION AREA

EMERGENCY & UTILITY ACCESS ONLY

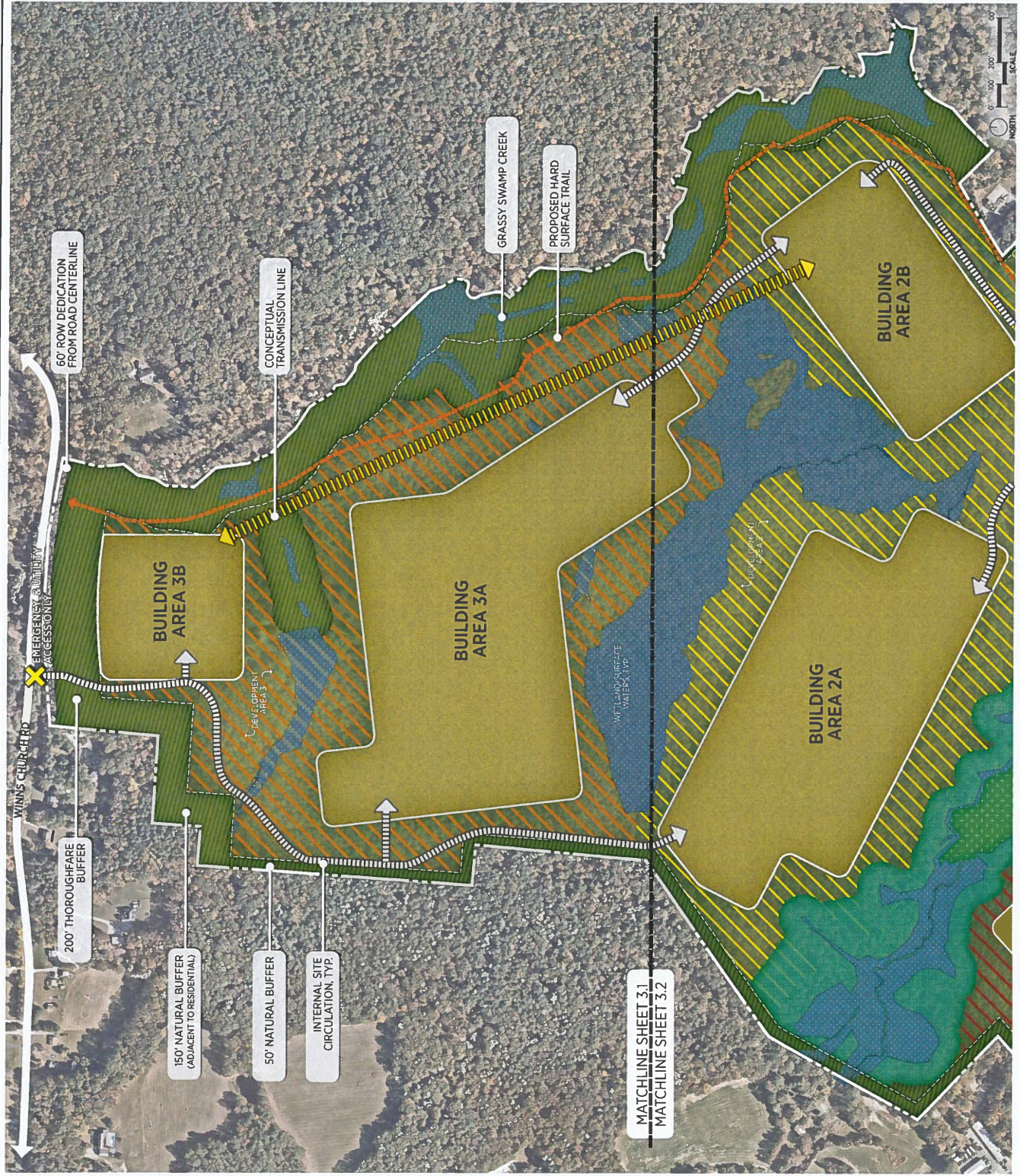


NOTES:

- *Site circulation and trail layout is conceptual, final alignment will be determined during site plan review.
- Existing wetlands, resource protection areas (RPA) and streams are approximate have not been confirmed by the appropriate agencies. Wetlands, RPA and streams are subject to change.
- Primary site access is located off of Mountain Road. Location subject to change based on final engineering & site plan approval.
- Secondary/Emergency site access off of Mountain Road would be available for initial site construction access. After site construction, this access will be for emergency use only. Location subject to change based on final engineering & site plan approval.
- Site access off of Winns Church Road will be for emergency and utility use only. Location subject to change based on final engineering & site plan approval.
- The Route 33 Gateway Small Area Plan contemplates future access to Route 33/Winns Church Road. This connection is not needed to serve this development; however, if a public road is constructed at Overhill Road, a connection to the public road could be coordinated with this development.
- Substation locations are allowed within building area 2B and 3B only, subject to approval of a Conditional Use Permit by the Board of Supervisors. Specific locations to be determined by engineering and Dominion Energy Approval.
- Utility easements will generally be located within the primary access drive, internal circulation, and landscape buffers at least 25' from the primary access drive, as required by code.



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LEGEND

-
- BUILDING AREAS (BA)
 DEVELOPMENT AREAS
 RESOURCE PROTECTION AREA TYPE 1 (RPA)
 RESOURCE PROTECTION AREA TYPE 2 (RPA)
 WETLANDS/SURFACE WATERS
 ECOLOGICAL RESTORATION AREA



- | | |
|---|----------------------------|
|  | PRIMARY SITE ACCESS |
|  | SECONDARY/EMERGENCY ACCESS |
|  | SECURITY CHECKPOINT |
|  | TRAILHEAD ACCESS |

- 
- CONCEPTUAL OVERHEAD
TRANSMISSION LINE

- PRIMARY SITE CIRCULATION*

- INTERNAL SITE CIRCULATION*

-

- ## NOTES

NOTES:

1. Site circulation and trail layout is conceptual. final alignment will be determined during site plan review.
2. Existing wetlands, stream protection areas (SPA), and floodway areas are approximately determined by the appropriate agencies. Wetlands, SPA, and streams are subject to change.
3. Primary site access is located off of Mountain Road.
4. Location subject to change based on final engineering & site plan approval.
5. Secondary/Emergency site access off of Mountain Road would be available for initial site construction access. After site construction, this access will be for emergency use only. Location subject to change based on final engineering & site plan approval.
6. Site access off of Wines Church Road will be for emergency and utility use only. Location subject to change based on final engineering & site plan approval.
7. The Route 33 Gateway Small Area Plan contemplates future access to Route 337 Mountain Road near Overhill development; however, if a public road is constructed at Overhill Road, a connection to the public road could be coordinated with this development.
8. Substation locations are allowed within building Area 28 and 38 only, subject to approval of a Conditional Use Permit by the Board of Supervisors. Specific locations are to be determined by final engineering and Domestic Energy Approvals.
9. Utility easements will generally be located within the landscape buffers at least 25' in width will be provided along primary access drives, as required by the



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LEGEND

- PRIMARY SITE ACCESS
- SECURITY CHECKPOINT
- SECONDARY/EMERGENCY ACCESS
- EMERGENCY & UTILITY ACCESS ONLY
- PRIMARY SITE CIRCULATION*
- INTERNAL SITE CIRCULATION*
- PROPOSED HARD SURFACE TRAIL*

PROPERTY SUMMARY		
AREA	ACREAGE	PERCENT
BUILDING AREAS	131.1	30.7
BUILDING AREA 1 (1A,1B,1C)	29.9	7.0
BUILDING AREA 2 (2A,2B)	50.2	11.8
BUILDING AREA 3 (3A, 3B)	51	11.9
DEVELOPMENT AREA	122.6	28.7
DEVELOPMENT AREA 1	26.8	6.3
DEVELOPMENT AREA 2	47.8	11
DEVELOPMENT AREA 3	48.0	11.2
RPA & SETBACK BUFFER	102.9	24.1
RPA & SETBACK BUFFER 1	56.2	13
RPA & SETBACK BUFFER 2	29.1	6.8
RPA & SETBACK BUFFER 3	13.1	3.1
RPA & SETBACK BUFFER 4	4.5	1.2
NATURAL AREA	70.1	16.4
NATURAL AREA 1	49	11.4
NATURAL AREA 2	21.1	5
TOTAL	426.7	

PRIMARY ACCESS DRIVE - GATEWAY

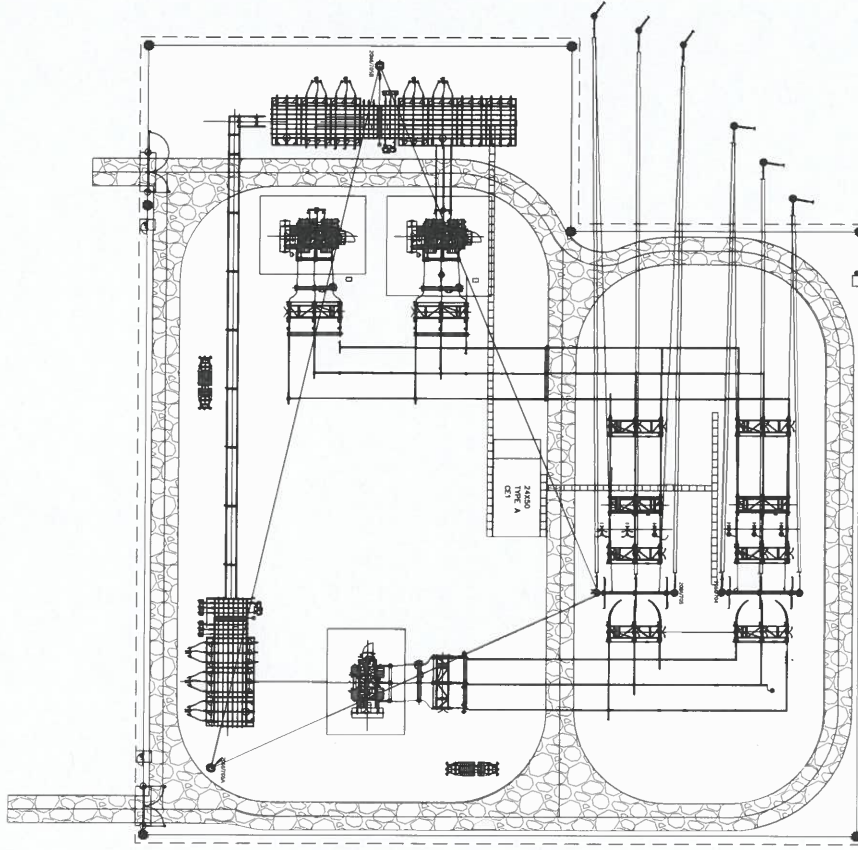


*RENDERING IS CONCEPTUAL



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NOTE:

1. SUBSTANTION LAYOUTS ARE SUBJECT TO CHANGE BASED ON FINAL DESIGN PROVIDED BY DOMINION ENERGY.
2. THE SUBSTATION USE SHALL BE DEVELOPED IN SUBSTANTIAL CONFORMANCE WITH THE LAYOUT ILLUSTRATED ON THIS SHEET SUBJECT TO THE REQUIREMENTS AND ADJUSTMENTS SET FORTH IN THE C.U.P. CONDITIONS AND IN THE PROFFERED CONDITIONS.



NOTE

1. FENCING SHOWN ON THIS SHEET ARE REPRESENTATIVE FENCING OPTIONS THAT MAY BE USED AS PERIMETER AND SECURITY FENCING THROUGHOUT THE PROJECT SITE.
2. PERIMETER FENCING SHALL BE CALLED AROUND THE PERIMETER OF THE PROJECT OR AROUND EACH BUILDING AND/OR DEVELOPMENT AREA AS SHOWN ON THE CONCEPT PLAN.
3. PERIMETER AND SECURITY FENCING SURROUNDING THE DATA CENTER CAMPUS WILL BE BLACK.
4. SECURITY FENCING SHALL BE APPROVED BY THE PROJECT ARCHITECT PRIOR TO THE TIME OF SITE PLAN REVIEW AND APPROVAL.
5. FENCING WILL BE A MINIMUM OF 7 FEET IN HEIGHT AND A MAXIMUM OF 10 FEET.

