

**REZ2025-00023, MARCHETTI PROPERTIES ET AL
CUP2025-00016, VALCO HANOVER COUNTY FOUR L.L.C. ET AL
SE2025-00023, VALCO HANOVER COUNTY FOUR L.L.C. ET AL**



Industrial Rezoning/Conditional Use Permit/Special Exception Report
South Anna Magisterial District
Board of Supervisors Meeting Date: May 27, 2026

Overview

Request	Rezoning: Rezone to M-1(c), Limited Industrial District with conditions Conditional Use Permit: Permit up to three substations Special Exception: Buildings up to 62 feet + Fences up to 10 feet
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
PC Recommendation	Approval (Vote: 6 – 1)

Executive Summary

This is a request to rezone property along Mountain Road (U.S. Route 33) 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, which are also addressed in this report:

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

Key Revisions/Information Since Planning Commission Public Hearing #2/Recommendation

Based upon feedback provided by the Planning Commission and members of the public, the applicant revised the proffers and conceptual plan following the public hearing held on April 16, 2026. Significant changes include the following:

- Revised the conceptual plan and proffers to increase the perimeter buffer width and building setbacks along the western property line from 50 feet to 75 feet.
- Revised the conceptual plan to specify the width of the perimeter buffer along Grassy Swamp Creek where it exceeds the minimum width of 200 feet, with proffers specifying that the buffer width is variable and widens near Development Area 2 and Development Area 3. In several locations, the

perimeter buffer width increases to approximately 400 feet.

- Added a proffer allowing the Planning Director to request the completion of additional noise studies (up to one per calendar year completed at the owner's expense) to verify that noise limitations are met.
- Added clarifying language to certain proffers, including the following:
 - Clarified that single-pass cooling will not be used.
 - Clarified that deputies assisting with traffic control during construction will be paid for by the applicant/owner.

Outstanding Issues

No known outstanding issues at this time.

Draft Motions

This request includes three different applications, so three different motions are required.

Rezoning (REZ2025-00023)

I move that the Board of Supervisors:

- a. Approve REZ2025-00023, with proffers dated April 30, 2026.
- b. Approve REZ2025-00023, with the following amendments: _____.
- c. Deny REZ2025-00023.
- d. Defer REZ2025-00023, until the Board's June 24, 2026, meeting.

Conditional Use Permit (CUP2025-00016)

I move that the Board of Supervisors:

- a. Approve CUP2025-00016, with conditions recommended in the staff report.
- b. Approve CUP2025-00016, with the following amendments: _____.
- c. Deny CUP2025-00016.
- d. Defer CUP2025-00016, until the Board's June 24, 2026, meeting.

Special Exception (SE2025-00023)

I move that the Board of Supervisors:

- a. Approve SE2025-00023, with conditions recommended in the staff report.
- b. Approve SE2025-00023, with the following amendments: _____.
- c. Deny SE2025-00023.
- d. Defer SE2025-00023, until the Board's June 24, 2026, meeting.

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Planning Analysis

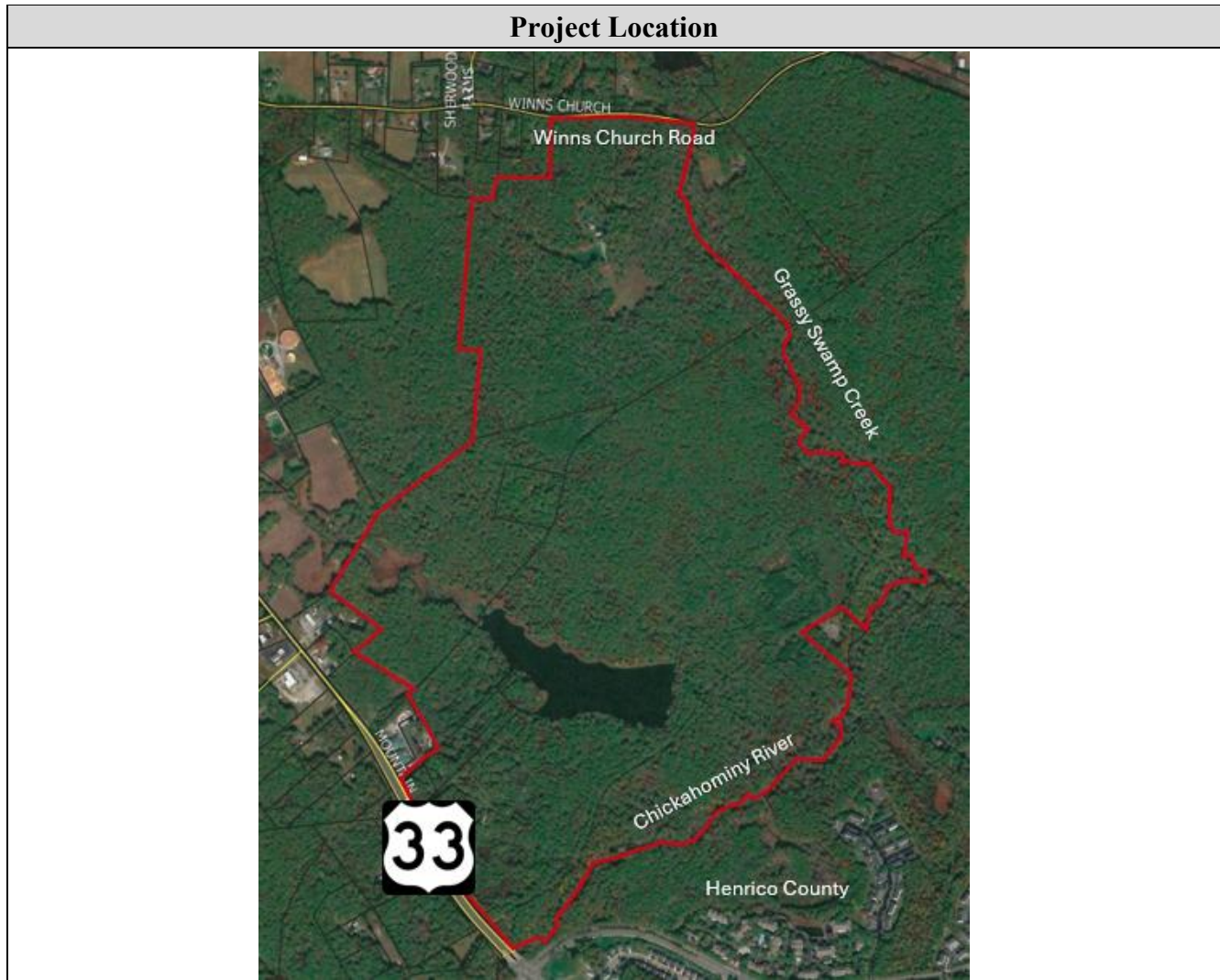
Project Overview

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. This use is permitted in the M-1, Limited Industrial District (Sec. 26-163.4).

Project Location

The proposed project, which totals approximately 427 acres, is located along the east side of Mountain Road (U.S. Route 33) 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 Mountain Road (U.S. Route 33).

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

Site Conditions (Existing Conditions: View from Mountain Road)



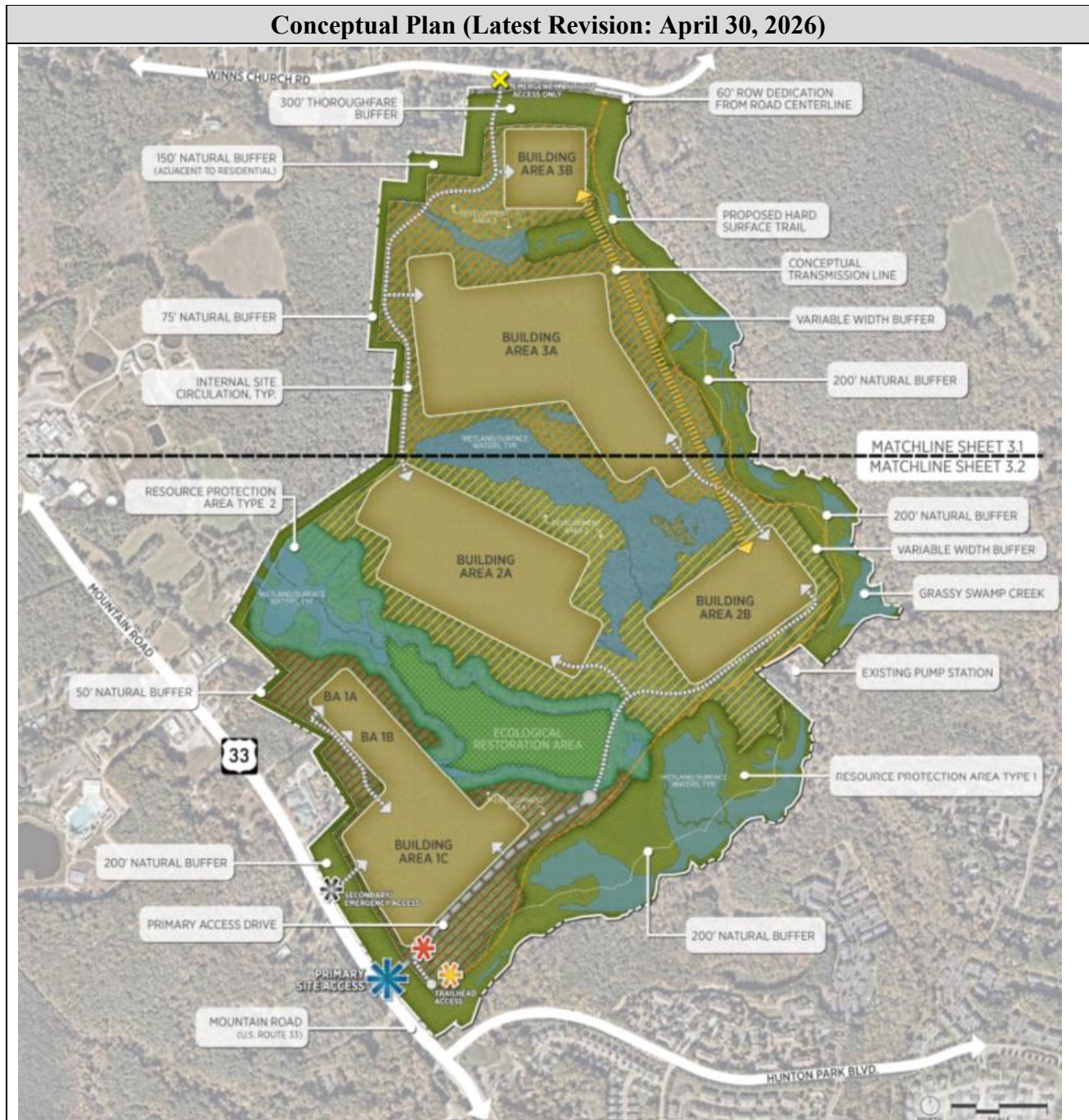
Site Conditions (Existing Conditions: View from Winns Church Road)



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).

Since the Planning Commission public hearing, the most significant revision to the conceptual plan is increasing the width of the perimeter buffer along the western boundary from 50 to 75 feet and specifying the extent of a variable-width buffer along Grassy Swamp Creek (Minimum Width: 200', Maximum Extent: 404').



Key features shown on the conceptual plan include the following:

- Access

- *Primary Access (U.S. Route 33)*: The primary site access is from Mountain Road (U.S. Route 33) just north of the Chickahominy River.
- *Secondary Access (U.S. Route 33)*: A secondary access point is farther north/west along Mountain Road (U.S. Route 33), 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 Mountain Road (U.S. Route 33).

- Development and Building Areas

There are five building areas that total 129.2 acres (30.1% of the site). Development areas surround the building areas and total 123.3 acres (28.6% 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. Data centers may only be constructed within building areas.
- 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.

Illustrative layouts for the different building areas are shown on Sheet C3.3 of the conceptual plan. These layouts do not show the final design of each building area but are intended to show how the building areas could develop with the permitted uses. If the rezoning is approved, a site plan must be submitted and approved prior to development that shows building footprints. The site plan will not be approved unless the proposed layout conforms to zoning requirements, proffered conditions, and conditions imposed by a conditional use permit and special exception.

- Open Space and Buffers

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

- 200' buffer along Mountain Road (U.S. Route 33).
- 300' buffer along 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), extending up to 404 feet wide along Grassy Swamp Creek.
- 150' buffer adjacent to existing residential uses along Winns Church Road.

- 75' 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 in accordance with local/state/federal permitting requirements).

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.

Note that utilities may cross the perimeter buffers (generally perpendicularly). A transmission line will have to bisect the perimeter buffer at some point to access the site (as the existing transmission line is located off-site). The exact route will be determined by Dominion Energy. Proffered conditions state that any transmission line bisecting the perimeter buffer must cross perpendicularly.

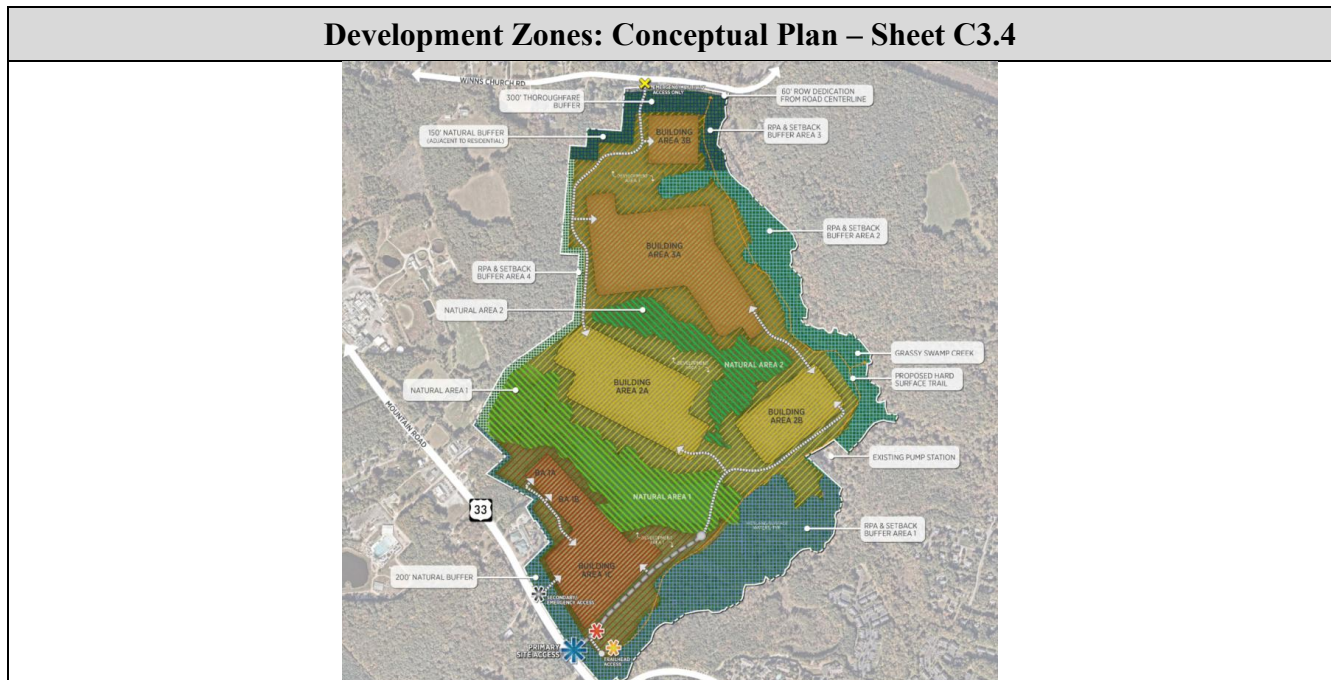
Natural areas total 70.1 acres (16.3% of the site) and RPAs and perimeter buffers total 106.3 acres (24.7% of the site).

- **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). To access the site, the transmission line must bisect the perimeter buffer described previously.

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. This sheet is not proffered but aligns with Sheets 3.0 – 3.3 (which are proffered).



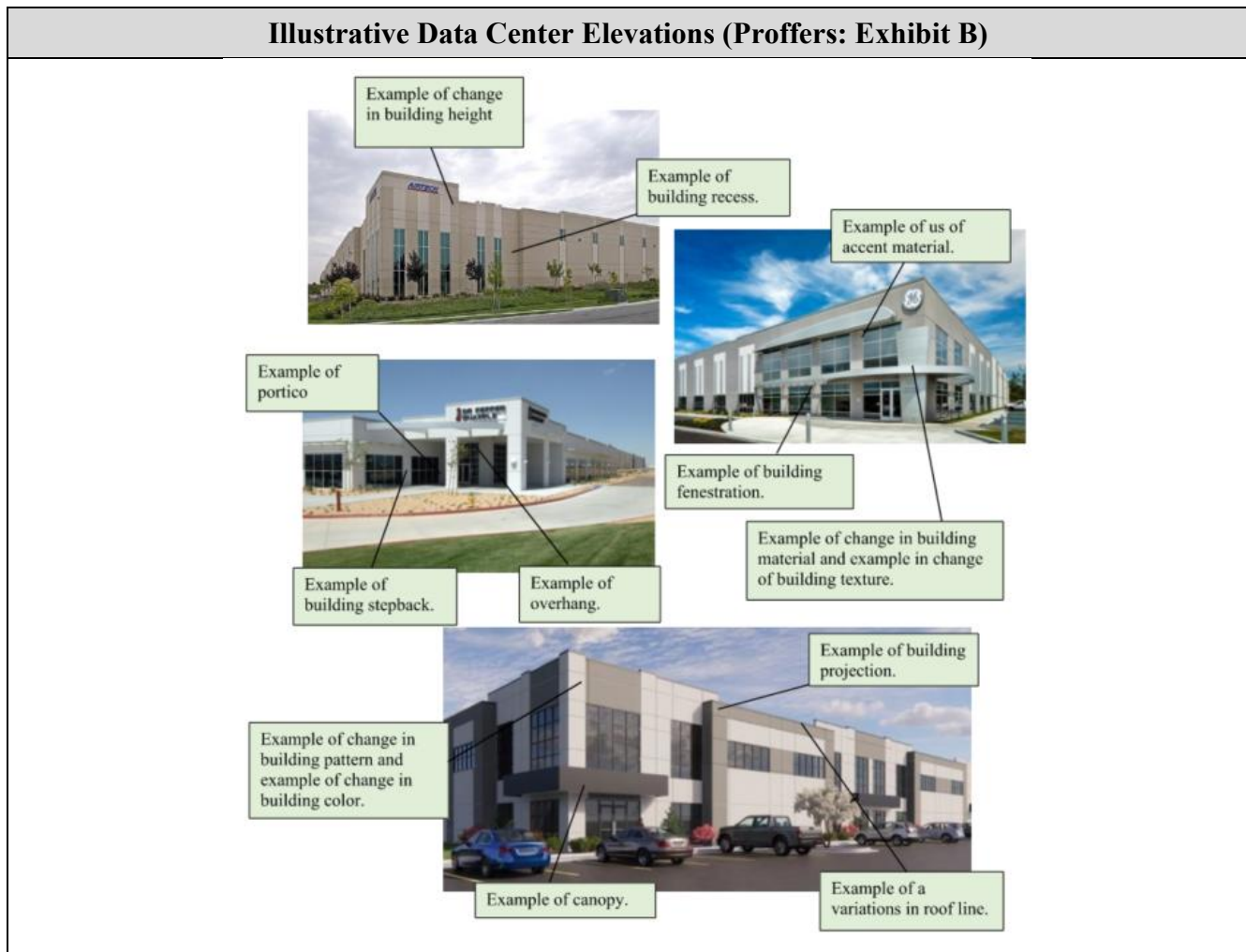
Building Elevations and Design

Exhibit B includes illustrative data center elevations; however, these specific elevations are not proffered but serve as samples (Proffer #5.g.vi.E). That exhibit identifies key architectural features referenced in the proffered conditions. Proffer #5.g 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 Mountain Road (U.S. Route 33). 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.g.ix).



There is a companion request (SE2025-00023) to allow buildings taller than permitted within the M-1 zoning district. 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, 2A, 2B, 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.

Note that the original application requested building heights up to 85 feet in certain areas, but the applicant reduced the request to 62 feet (aligning with the maximum building height recommended in the U.S. Route 33 Gateway Small Area Plan). Within development areas outside of the designated building areas, the maximum height is 35 feet.

Balloon Test

The applicant conducted a balloon test on March 9, 2026. Balloons were flown at three locations, with the top of each balloon being 62 feet above the anticipated finished grade:

- Balloon #1: Building Area #1C (edge of the proposed perimeter buffer adjacent to U.S. Route 33)
- Balloon #2: Building Area #3A (northeastern corner)
- Balloon #3: Building Area ##2B (eastern corner)

Staff observed the balloon test and noted that Balloon #1 was visible from Mountain Road (U.S. Route 33), with existing vegetation providing some screening. Note that the existing vegetation is a mix of evergreen and deciduous vegetation, and due to the time of year, the deciduous trees were bare. Based on this observation, the building closest to Mountain Road (U.S. Route 33) will be visible to motorists.

Staff did not see any of the other balloons from public roads.

View of Balloon #1 from U.S. Route 33 Southbound near 13077 Mountain Road



Transportation

Transportation: Key Takeaways

- *Traffic at Completion:* 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.
- *Construction Traffic:* Construction traffic will be slightly greater than traffic at buildout but will be more concentrated. During construction, about 1,600 daily trips are anticipated (800 AM trips + 800 PM trips). During the busiest PM hour (4:00 p.m.), 504 construction employees may be leaving the site, creating excessive on-site delays and queuing. Based on the supplemental TIA, the applicant is proposing a median U-turn to accommodate construction employees exiting the site to travel southbound on U.S. Route 33.
- *Proffered Improvements and Mitigation Measures:* The applicant is proffering the following improvements and mitigation measures to address impacts on the transportation network:
 - 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.
 - A median U-turn and associated left-turn lane must be installed along Mountain Road (U.S. Route 33).
 - Preparation and implementation of a construction management plan identifying traffic control measures to ensure construction traffic complies with the approved exiting movements, including hiring on- and/or off-duty officers to control traffic during peak construction vehicle trip hours and peak hours of construction worker shift changes.

Road Frontage and Access

The proposed development has frontage on Mountain Road (U.S. Route 33) and Winns Church Road (State Route 660). Per the proffered conditions and conceptual plan, access would be from Mountain Road (U.S. Route 33), 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) ¹

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 Mountain Road (U.S. Route 33), 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 (U.S. Route 33) 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;

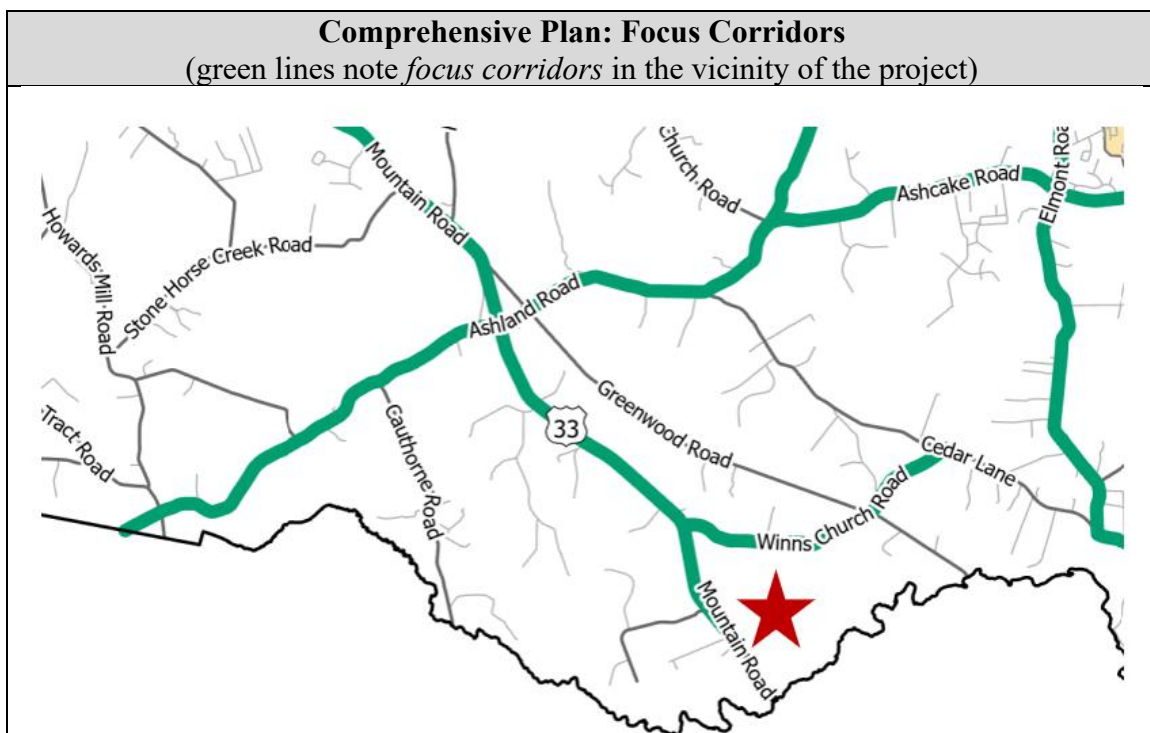
¹ There have been plans to widen U.S. Route 33 since at least 2000, when VDOT (in coordination with Hanover County) completed a study of the U.S. Route 33 corridor and recommended widening the roadway for its entire length in Hanover County (excluding the segment through Montpelier) to four lanes. That study projected that traffic volumes along U.S. Route 33 between the Henrico County line and Winns Church Road would increase 2.0% annually to 24,600 ADT in 2020. Traffic volumes have increased at much lower rate and are significantly lower than projected, with only 8,600 ADT in 2023 along that segment.

- 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.²

- *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.

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 the 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, except for 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) (revised

² 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. Note that trip generation is based upon the 11th edition of the ITE Manual, as VDOT has not formally adopted the 12th edition but allows its use at the discretion of the Area Land Use Engineer (email dated April 29, 2026).

proffers require the hiring of sheriff's deputies to control traffic). Queues could reach 350 feet exiting the site in the PM peak hour (Table 6: p. 22).

- *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.

- *Supplemental TIA (Construction Traffic)*

During the public hearing on February 19, 2026, the Planning Commission requested that additional analysis be conducted to evaluate more permanent solutions to address construction traffic using Project Driveway #1, due to the six-year estimated duration of construction. Based on that feedback, the applicant submitted a supplemental TIA to identify mitigation measures to address construction traffic.³

The anticipated peak construction workforce is expected to include 600 to 800 employees on-site daily, resulting in 1,600 weekday daily trips (800 morning trips + 800 evening trips). During the originally-approved TIA, construction employees were assumed to arrive between 4:00 a.m. and 7:00 a.m. and depart between 2:00 p.m. and 5:00 p.m. (p. 2). Based on feedback from the Planning Commission, arrival times were revised to be between 5:00 a.m. and 7:00 a.m. and departure times were revised to be between 3:00 p.m. and 5:00 p.m. Based those revisions, the peak PM hour in terms of construction employees leaving the site would be 4:00 p.m., when 504 vehicles are anticipated to be exiting onto U.S. Route 33.

³ Mountain Road Technology Park – Supplemental Traffic Analysis, dated March 20, 2026, and prepared by Kimley-Horn and Associates, Inc.

Table 2: Revised Anticipated Hourly Construction Traffic Volumes

Start Time	Percent Arriving/Departing	Trip Generation		
		In	Out	Total
AM Peak Period				
5:00 AM	15%	108	12	120
6:00 AM	70%	504	56	560
7:00 AM	15%	108	12	120
PM Peak Period				
3:00 PM	15%	12	108	120
4:00 PM	70%	56	504	560
5:00 PM	15%	12	108	120

The supplemental TIA reviewed three alternatives:

1. TIA-Recommended Improvements Only (e.g. right-turn lanes at project entrances)
2. Flagger Implementation
3. Median U-Turn (MUT)

Based on the results of the operational analysis, the median U-Turn alternative operated the best in terms of congestion, with all signalized intersections and all unsignalized intersection approaches projected to operate with an overall delay equivalent to LOS C, with the exception of the westbound approach at the intersection of U.S. Route 33 and Project Driveway #1 (PM Peak: LOS E). Based on this analysis, a permanent median U-turn is recommended, along with a construction management plan that may include staggered construction shifts and limiting commercial vehicle traffic during peak periods.

VDOT reviewed a previous version of the supplemental TIA (dated February 27, 2026) and provided comments on March 12, 2026. VDOT indicated it could support a median U-turn concept if certain design conditions are met, including:

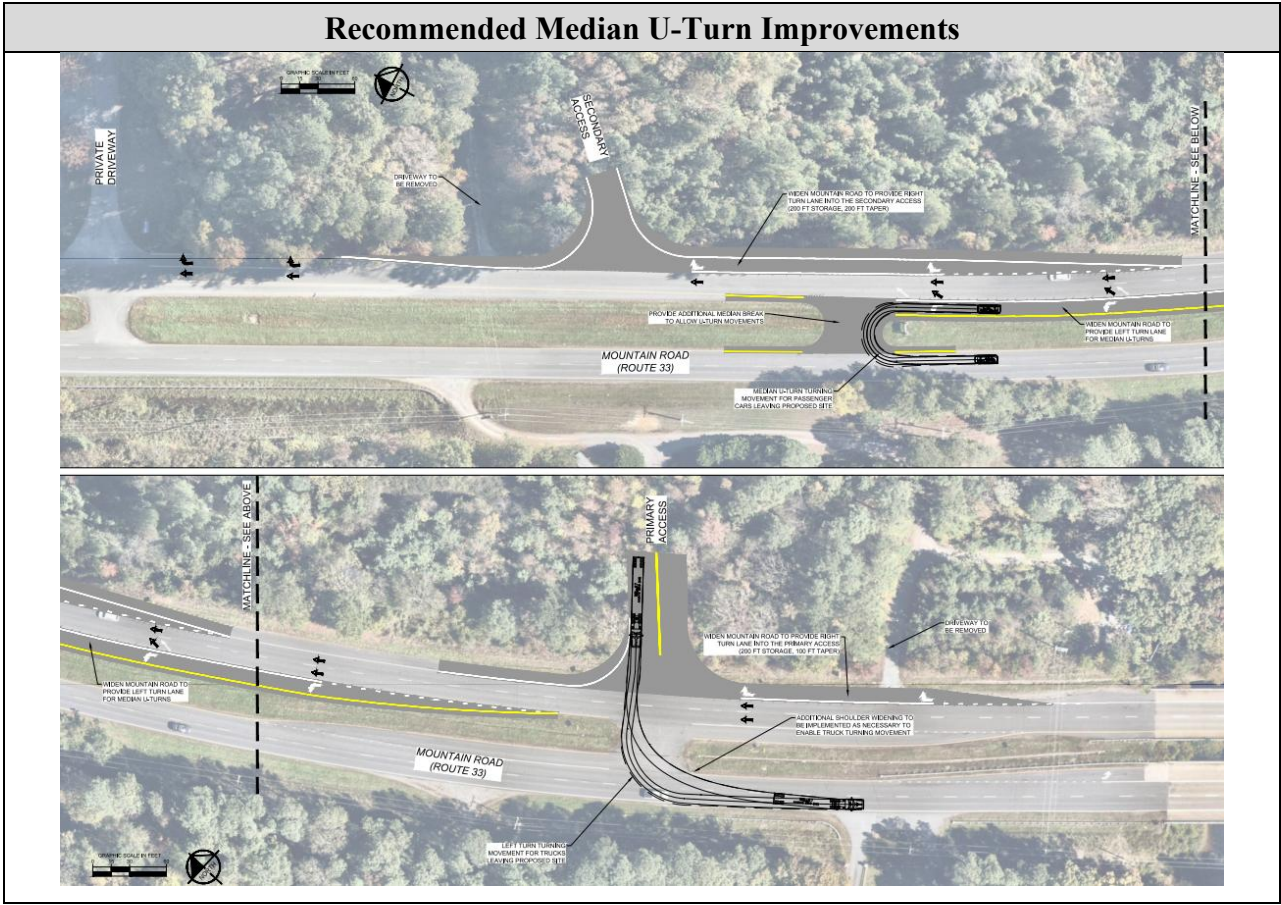
- Providing a new median crossover for the U-turn movements (separate from the existing crossover serving Extra Space Storage).
- Providing a dedicated turn lane for the U-turn movement, with that lane starting as close to the site driveway as possible.
- Confirming how restrictions on employees turning left onto U.S. Route 33 during the AM and PM peak periods will be enforced.

VDOT indicated that a temporary signal for construction traffic would likely not be approved, as anticipated construction volumes would not meet signal warrants, and the temporary signal would be too close to the existing signalized intersection at U.S. Route 33/Hunton Park Boulevard.

Based on the findings of the supplemental TIA and VDOT comments, the applicant has proffered the following:

- Construction of a median U-turn and left-turn lane along Mountain Road (U.S. Route 33) to accommodate construction traffic; and
- Provision of a construction management plan identifying traffic control measures to ensure construction traffic complies with the approved existing movements, including hiring on- and/or off-duty officers to control traffic during peak construction vehicle trip hours and peak hours of construction worker shift changes.

The right-turn lanes and median U-turn are needed to accommodate construction traffic, so those improvements should be completed prior to vertical construction to mitigate the impacts of construction traffic. The applicant has proffered that the improvements will be completed prior to issuance of the first building permit for the first data center building (Proffer #10).



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 #12):

- 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).
- Construction of a median U-turn and left-turn lane along Mountain Road (U.S. Route 33) to accommodate construction traffic.

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 of issuance of the final certificate of occupancy for the last building that is subject to each site plan approval (along with posting a bond of \$50,000) (Proffer #11). 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), including hiring on- and/or off-duty officers to control traffic during peak construction vehicle trip hours and peak hours of construction worker shift changes (Proffer #15).

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).⁴ Maximum daily demand would be 2,000,000 gallons of water per day.

The applicant completed hydraulic modeling, analyzing whether there is enough water capacity to serve the proposed development during peak demand.⁵ Based upon the estimated demands, the analysis indicates the proposed development is expected to use 90% of existing water supply capacity within the Elmont Pressure Zone during peak demand, factoring in required fire flow. While there is sufficient capacity to supply water to the proposed development, additional water capacity improvements would be required to support additional high-water users within the U.S. Route 33 Gateway Small Area Plan. Two potential solutions are identified to accommodate additional capacity:

- On-site storage tanks or other means could be used to reduce the maximum day cooling demand; or
- Construct a new booster pump station and water storage tank, which would provide a redundant water supply for the development and provide additional capacity in the area.

Based on these recommendations, the applicant has proffered (Proffer #16) to:

- Pay for any on-site accessory water storage tanks required by the Department of Public Utilities;
- Dedicate up to two (2) acres for construction of a public water storage tank;
- Contribute \$1,500,000 to Hanover County to design a booster pump station and two water storage tanks; and
- Contribute \$13,500,000 to Hanover County to construct a booster pump station and one water storage tank.

Hanover County recently completed a Water Supply Resilience Feasibility Study (presented March 25, 2026), which identified improvements to ensure long-term water needs are met. Near the proposed development, a water storage tank and booster pump station are recommended along Mountain Road (U.S. Route 33) near the Henrico County line. If the rezoning is approved and the project pursues development, proffered cash contributions would support the construction of these recommended improvements.

Most large users generally have capacity agreements. If this development is approved, the users will likely enter into a capacity agreement with the Department of Public Utilities.

⁴ 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).

⁵ Route 33 Data Center Development Hydraulic Modeling, dated March 24, 2026, prepared by Dewberry Engineers Inc.

Comments: Department of Public Utilities (original submittal)

The Department of Public Utilities provided the following comments (dated October 16, 2025) regarding the original submittal and has been involved in subsequent discussions regarding water/wastewater needs and potential infrastructure investments:

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 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: This has been completed with the aforementioned study).
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

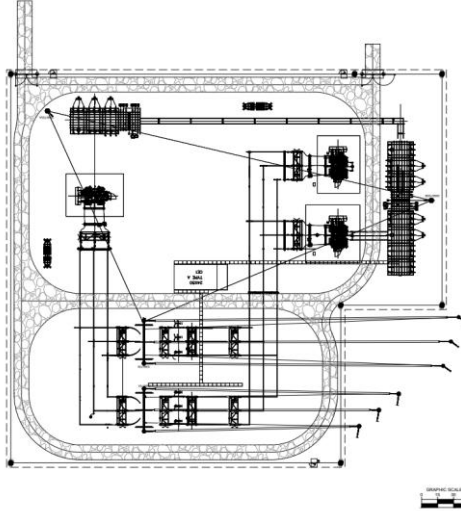
- *Existing Infrastructure:* There is an existing transmission line just outside the project area to the east/northeast. A transmission line must be extended from that existing infrastructure into the site.
- *Proposed On-Site Infrastructure:* The conceptual plan shows the general location of a new overhead transmission line that would extend from the existing transmission line, serving three proposed substations (CUP2025-00016). To help mitigate visual impacts, the applicant has proffered that new transmission infrastructure will be weathering steel or a similar earth-tone color that blends with nearby vegetation and that transmission lines must be designed and constructed to be generally perpendicular to perimeter buffers to minimize disturbance in these areas (Proffer #5.e.iv.D).
- *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 (CUP):*

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.

The proffered conceptual plan (which also serves as the CUP sketch plan) and proffered conditions (Proffer #5.e.iv.C) note that substations are only permitted within Building Area 2B and 3B with approval of a CUP by the Board of Supervisors.

Staff-recommended conditions are intended to mitigate potential impacts of the substations on nearby properties. These conditions can be found on p. 43.

Existing Substations in Hanover County	
There are existing substations along transmission lines in Hanover County. Some of these facilities are screened from public view with vegetation, while others are not. In this case, the applicant is proposing a buffer of 300 feet between Winns Church Road and a proposed substation. For comparison, a substation off U.S. Route 301 at Totopotomoy Creek is behind a wooded buffer of approximately 400 feet and has limited visibility from that roadway.	

Substations	
Code Reference (Conditional Use: M-1)	Sec. 26-165(1) Sec. 26-20(12)
General Location	Three substations within the central and northern portions of the site.
Conceptual Layout (Sheet C-4.0)	
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

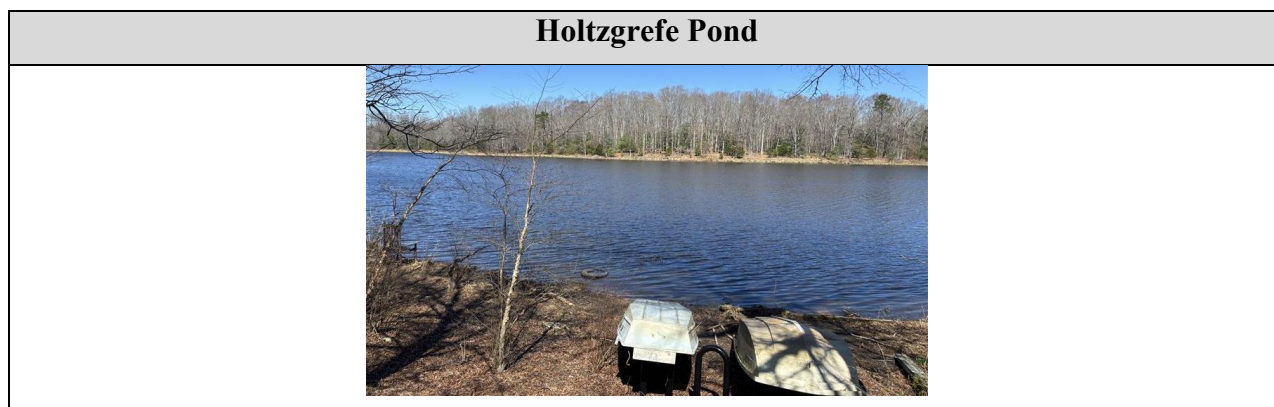
If approved, the proposed development will have to adhere to all applicable regulations related to stormwater management. Note that the proffered conditions prohibit stormwater basins from being within the proffered perimeter buffers but may be within any of the development areas. Stormwater management 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.

On the conceptual plan, the existing Holtzgrefe Pond is noted as an ecological restoration area (applicant has indicated the existing dam may be removed and the area restored as wetlands). Removing the existing dam and restoring the creek and adjacent wetlands will require permits and oversight from the Virginia Department of Environmental Quality, Virginia Department of Conservation and Recreation, the Army Corps of Engineers, and the Hanover County Department of Public Works.



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 Holtzgreffe Pond designated *Natural Conservation*.

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 specifically listed 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 41% 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' wide will be provided along Mountain Road (U.S. Route 33) and 300' wide along Winns Church Road. Existing vegetation will be maintained and supplemented (Proffer #3). • 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.b).
Transitions	The request generally aligns with the following recommendations: • A buffer at least 300' 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 300' is required along Winns Church Road, with a minimum setback of 200' along 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 #9). 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 and proffered conditions. The applicant has proffered that the proposed development will not exceed certain sound levels (Daytime: 57 dBA and 73 dBC/Nighttime: 52 dBA and 68 dBC). Additionally, the applicant proffered that physical sound attenuation measures will be installed on mechanical equipment associated with buildings within 1,200’ of the perimeter of the project, if the equipment is installed on a rooftop or on the side of the building facing residential uses (Proffer #13). The testing of back-up generators is limited to Monday – Friday, 8:00 a.m. – 4:00 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
2023	Employment Center, Highway Commercial, and Natural Conservation

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. 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, and the applicant is currently requesting a Special Exception to allow buildings up to 62 feet in height (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.

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. 11 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.

In total, there are 10 EDZs in Hanover County, all of which are located within the Suburban Service Area (SSA).

Historic Resources

Chapter 10: History and Culture provides recommendations regarding the consideration of historic resources as zoning cases are reviewed. The Historical Commission reviews potential impacts to historic resources that are considered Category 1 and Category 2 sites and located either on-site or within 1,350 feet of the development. Category 1 and Category 2 sites include the following (Comprehensive Plan: p. 128):

- National Historic Landmarks: Hanover Courthouse, Scotchtown, and Marlbourne (Edmund Ruffin Plantation)
- Exceptional Resources: Hanover Tavern, Polegreen Church (Hanover Meeting House), Garthwright-Kelley House, Gaines Mill Battlefield, Cold Harbor Battlefield, and Rural Plains
- Sites and districts listed on the National Register of Historic Places
- Sites determined eligible or potentially eligible for listing on the National Register of Historic Places
- Century Farms
- Battlefield sites which are not included in Category 1 but determined by the National Park Service to have a significant degree of integrity
- Documented historic cemeteries

None of the historic resources in the area meet the criteria identified above, so review by the Historical Commission is not required.

The applicant submitted a report completed by Dutton + Associates that indicates there are no known cemeteries on the property, based upon deed research that was verified through on-site systematic reconnaissance. If an unknown burial site is discovered during construction, the Code of Virginia establishes requirements regarding its protection or potential relocation.

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).⁶ The chart on the following pages identifies potential impacts and how the applicant is proposing to mitigate those impacts.

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 exceed ordinance requirements (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-

⁶ Data Centers in Virginia: Report to the Governor and General Assembly of Virginia – December 9, 2024

	mounted lights limited to 35 feet (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 minority of data centers have generated noise complaints per the JLARC Report (p. 77).	• Requirement that the project not exceed 57 dBA/73 dBC during the day or 52 dBA/68 dBC during the night at the exterior boundary of the project. • 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 and proffered maximum sound levels. Up to one additional study may be requested by the Planning Director each year to ensure compliance with the Noise Ordinance and proffered maximum sound levels (proffered conditions). • Requirement that physical sound attenuation measures must be installed on data center buildings within 1,200 feet of the perimeter project boundary if equipment is installed on the rooftop or on the exterior side facing residential uses (proffered conditions). • Requirement that generators be within a manufacturer-approved enclosure (proffered conditions). • Limitations on when generators can be tested (Monday – Friday, 8:00 a.m. – 4:00 p.m.) (proffered conditions). • Perimeter landscaped buffers and increased building setbacks provide greater distances between data center buildings and adjacent properties. • The applicant submitted a noise study, which analyzed data centers under normal operations and during the testing/maintenance of

	generators.⁷ The study indicates the proposed development will comply with local sound level limits (but may be at the maximum sound level limits along Mountain Road during generator testing): ○ The projected sound level during normal operations is anticipated to be 37 – 44 dBA at 11 off-site locations that were modeled (Noise Limits: 57 dBA daytime/52 dBA nighttime). The loudest location is along Mountain Road (U.S. Route 33) near the secondary entrance to the development. ○ If nine generators are running at one time during the daytime, the projected sound level is anticipated to be 42 – 57 dBA at 11 off-site locations that were modeled (Daytime Noise Limit: 57 dBA). The loudest location, which is at the maximum sound limit, is along Mountain Road (U.S. Route 33) near the secondary entrance to the development.
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). ● Limitation on when commercial construction vehicles can enter/exit the site to avoid peak traffic times (proffered conditions). ● Requirement that the construction management plan identify at least one liaison to respond to public inquiries as construction occurs on the site (proffered conditions). ● Requirement that on- and/or off-duty officers be hired to control traffic during peak construction vehicle trip hours and peak hours of construction worker shift changes (proffered conditions).

⁷ Entitled Mountain Road Tech Park: Environmental Noise Assessment, dated April 2, 2026, prepared by Ramboll.

	• Limitations on the hours of exterior construction (Monday – Saturday, 7:00 a.m. – 7:00 p.m.) (proffered conditions). • Installation of a median U-turn on Mountain Road (U.S. Route 33) to accommodate construction traffic (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.” 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).⁸ Maximum day demand would be 2,000,000 gallons of water per day. Based upon the estimated demands, the analysis indicates the proposed development is expected to use 90% of existing water supply capacity within the Elmont Pressure Zone.	• The proposed project will connect to public water and sewer, so it will not be served by individual wells or septic systems (proffered conditions). • The proposed project will use air cooling systems or recirculating evaporative cooling systems to reduce water usage. Single-pass cooling may not be used (proffered conditions). • The applicant has proffered to pay for any on-site accessory water storage tanks required by the Department of Public Utilities (proffered conditions). • The applicant has proffered to dedicate up to two (2) acres for construction of a public water storage tank and \$15,000,000 to support design and construction of water storage tank(s) and a booster pump station (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. The applicant has proffered certain requirements regarding the design of new transmission lines necessary to serve the property, and the conditional use permit associated with the substations (if approved) will include conditions regarding the design of those facilities.
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	• Requirement that all generators meet Tier 4 emission standards or better (proffered conditions). According to the JLARC Report (p. 60), Tier 4 generators emit significantly

⁸ 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).

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).	less pollutants than the Tier 2 generators most data centers use (up to 90 percent less nitrogen oxides and particulate matter).
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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 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.

Potential Fiscal Impacts

The applicant submitted an analysis regarding the tax generation by the proposed project.⁹ The analysis (attached to this report) indicates the following:

- \$901 million in revenue from property taxes (real property + business personal property) between 2025 and 2044, with increased revenue beginning in 2030
- \$2.068 billion in revenue from sales and use tax (state sales tax + regional sales tax + county sales tax) between 2025 and 2044, with increased revenue beginning in 2030

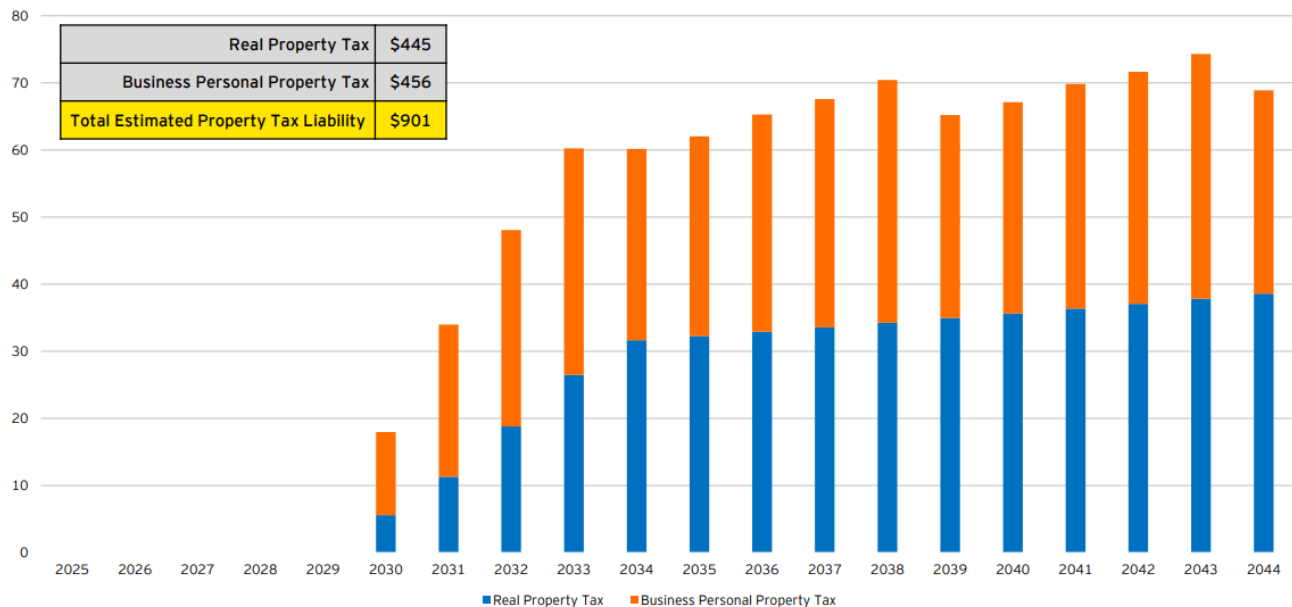
The applicant discussed the analysis with the Finance Department, the Planning Department, and the Commissioner of the Revenue. On April 16, 2026, the Commissioner of the Revenue indicated the following via email:

We have reviewed the business property tax revenue portion estimate for the Mountain Road Data Center project report and have determined that their analysis uses our computer equipment depreciation schedule as well as the current data center tax rate to determine estimated tax revenues. Their calculations generally match ours apart from minor rounding differences. However, the methodology used to determine their initial personal property spend (BTP original purchase price) is based on an industry standard of assuming equipment purchases per megawatt usage required to run each of their six facilities. While this assumption or assertion appears to be reasonable, we cannot attest to the accuracy of these assumptions since no asset list has been provided to support the original cost of the equipment.

Graph: Estimated 20-Year Property Tax Projections (p. 7 of report)

Estimated 20-yr property tax projections*

Values below are expressed in millions of USD



⁹ Entitled Tract Management Company, LP: Data Centers Future Tax Generation Analysis, Hanover County, Virginia, dated April 3, 2026, prepared by EY

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 of this report.

Planning Commission: Public Hearings

Public Hearings	February 19, 2026	Support	6
		Opposition	32
	April 16, 2026	Support	7
		Opposition	20
Planning Comm. Actions	February 19, 2026	Deferral (Vote: 7 – 0)	
	April 16, 2026	Recommended APPROVAL (Vote: 6 – 1) with the following stipulations and amendments: 1. Staff review the proposed maximum noise levels (dBA and dBC) and work with the applicant to address those limitations; 2. Applicant increase the buffer along Grassy Swamp Creek as requested by the adjoining property owner; and 3. Require that the construction management plan be prepared early in the development review process and identified mitigation measures be implemented early.	
Speakers	Public Feedback: Supporters (Both Public Hearings)	• Creates job opportunities and diversifies economy • Provides increased tax revenue • Preferred use over additional residential development • Less impactful on adjacent properties than data centers in Loudoun County due to increased buffers, setbacks, etc.	
Speakers	Public Feedback: Opposition (Both Public Hearings)	• Concerns regarding significant water usage • Concerns regarding potential air pollution from generators • Concerns regarding potential noise • Concerns regarding potential health impacts from noise and/or air pollution • Concerns regarding potential light pollution • Concerns regarding traffic impacts • Concerns regarding significant electricity usage and potential impacts to nearby customers (including increased electricity rates) • Concerns that projected tax revenues will occur later than anticipated and/or be less than anticipated	

		• Concerns regarding integrity of applicant and ability to complete the project in the proposed timeline (with proposed tax revenues), based on experience with other approved development (wait until Hanover Technology Park on Hickory Hill Road is complete and impacts known prior to approving additional rezonings that support data centers) • Concerns about speculative nature of development (unknown end user) • Limited long-term employment opportunities • Concerns regarding limited public involvement and/or support • Concerns regarding transparency in the planning process • Concerns regarding potential impacts to wildlife • Concerns regarding potential negative impacts to residential property values • Concerns regarding decommissioning/abandonment of the use as technology changes • Concerns that the applicant has not begun construction on data centers within a previously-approved data center campus on Hickory Hill Road, which the applicant is developing.
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Proffers

The latest proffers submitted by the applicant are dated April 30, 2026, and have been revised since the second Planning Commission public hearing. 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.

The proffered conceptual plan is entitled “Mountain Road Technology Park”, prepared by Kimley Horn, and dated April 30, 2026. The applicant has proffered that development will occur in substantial conformance with what is shown on Sheets 3.0 – 3.3. Other sheets are referenced in other proffers or serve as the sketch plan for associated conditional use permit (CUP) and special exception (SE) requests.

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) paved 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. To address this concern, a proffer has been added [Proffer #4(f)] offering a cash contribution of \$30,000 per building area (\$90,000 total) towards long-term maintenance of the planned walking trail.

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.
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. The proposed fencing height is subject to approval of a Special Exception (SE). This proffer, along with the recommended SE conditions, address the design and placement of the fence to minimize visual impacts.
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. 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, Grassy Swamp Creek, or the external boundary of the proposed development.

This proffer is similar to proffered conditions accepted with another approved data center development.

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:
 - a. 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.
 - b. Right-turn lanes must be constructed at the entrances from Mountain Road (U.S. Route 33).
 - c. 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.
 - d. A median U-turn and associated left-turn lane must be installed along Mountain Road (U.S. Route 33).

The right-turn lanes and median U-turn are needed to accommodate construction traffic, so this proffer states that those improvements will be constructed prior to issuance of the first building permit for the first data center building.

11. **Construction Road Damage. Accept.** The applicant is responsible for repairing any damage caused by construction vehicles to Mountain Road (U.S. Route 33) between Interstate 295 and the northernmost project entrance. A bond (\$50,000) must be posted prior to site plan approval of the first site plan to ensure that any damage is repaired. A similar condition has been accepted with

rezonings and conditional use permits associated with uses that generate significant construction traffic.

12. **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.
13. **Noise Attenuation for Building Design and Related Infrastructure.** **Accept.** This proffered condition establishes different standards and requirements related to noise that meet or exceed ordinance requirements:
 - a. *Permitted Sound Levels:* The applicant has proffered that noise generated by the proposed development will not exceed 57 dBA/73 dBC during the day or 52 dBA/68 dBC during the night, as measured at the exterior boundary of the project. The proffered dBA levels align with standards set forth in the Hanover County Noise Ordinance; however, that ordinance does not set maximum dBC levels, and (if approved) this would be the first known project to set maximum dBC levels (lower-frequency sounds).
 - b. *Noise Study:* 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.
 - c. *Additional Noise Study:* Up to once per calendar year, the Planning Director may require that an additional noise study be completed at the owner’s expense to verify that the proposed development adheres to the Hanover County Noise Ordinance and proffered conditions.
 - d. *Physical Sound Attenuation:* The applicant has proffered that physical sound attenuation measures will be installed on mechanical equipment associated with buildings within 1,200 feet of the project boundary, if the equipment is installed on a rooftop or on the side of the building facing residential uses.
 - e. *Generator Testing:* The testing of any back-up generators will be limited to Monday through Friday (8:00 a.m. – 4:00 p.m.), unless otherwise required by applicable state/federal regulations [previously Monday through Saturday (7:00 a.m. –7:00 p.m.)].

This proffer meets or exceeds requirements set forth in proffered conditions accepted with another approved data center development.

14. **Generators.** **Accept.** Only Tier IV (or better) generators may be used within the proposed development. 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).
15. **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.

This proffer also includes language that:

- Requires that the construction management plan include measures to reduce dirt, dust, and rocks on U.S. Route 33 (Mountain Road).
- Requires that the construction management plan identify traffic control measures to ensure construction traffic complies with the approved exiting movements, including hiring on- and/or off-duty sheriff's deputies (at the owner's expense) to control traffic during peak construction vehicle trip hours and peak hours of construction worker shift changes.
- Restricts commercial construction vehicles from exiting the site in the AM peak hour (8:00 a.m. – 9:00 a.m.) and entering and exiting during the PM peak hours (4:00 p.m. – 6:00 p.m.).
- Requires that the construction management plan identify at least one liaison to respond to public inquiries as construction occurs on the site.

16. **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.

The proposed project will use air cooling systems or recirculating evaporative cooling systems to reduce water usage. Single-pass cooling may not be used. On-site groundwater (i.e. private wells) or surface water will not be used for cooling purposes.

While enough water is available in the existing public system, the proposed development is expected to use 90% of existing water supply capacity within the Elmont Pressure Zone. While there is sufficient capacity to supply water to the proposed development, water capacity improvements would be required to support additional high-water users within the U.S. Route 33 Gateway Small Area Plan. The applicant has proffered the following to support improvements to Hanover County's utility system:

- Pay for any on-site accessory water storage tanks required by the Department of Public Utilities;
- Dedicate up to two (2) acres for construction of a public water storage tank;
- Contribute \$1,500,000 to Hanover County to design a booster pump station and two water storage tanks; and
- Contribute \$13,500,000 to Hanover County to construct a booster pump station and one water storage tank.

Land dedication and the initial payment of \$1,500,000 must occur early in the development process, so that Hanover County can begin designing and pursuing construction of the improvements prior to later phases of the development being completed (when water needs are the greatest). For example, land dedication must occur prior to approval of the first site plan within the development, and \$1,500,000 to support engineering for the infrastructure improvements is due at the time of first plat or plan submission to Hanover County or state agencies associated with data center uses.

17. **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 April 30, 2026, and prepared by Kimley Horn:

- Sheet C3.0 – C3.2 (Overall Concept Plan) and Sheet C3.3 (Concept 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 300 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:* A double row of large evergreen trees must be planted between any substation and the interior boundary of the perimeter natural buffer (edge of perimeter buffer farthest from adjacent properties and roadways). No more than fifty percent (50%) of the plantings will be of the same species.

If any portion of the substation compound is within 500 feet of the project’s perimeter boundary, additional screening (in addition to any screening required per proffered conditions and the evergreen plantings described above) must be provided in accordance with one (or both) of the following options, with plantings adhering to the size requirement set forth in Section 26-265:

- 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.

If the requirements of this condition conflict with proffered conditions and/or ordinance requirements, the most stringent requirements will be applied.

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. Any enclosed support buildings within the enclosure may not exceed 30 feet in height.
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, including proffered conditions associated with the underlying zoning.
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.

Special Exception (Building + Fence Height): 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 April 30, 2026, and prepared by Kimley Horn:

- Sheet C3.0 – C3.2 (Overall Concept Plan) and Sheet C3.3 (Concept Plan Notes) regarding the general location of the building areas within the overall project and specifying building height limitations.
- Sheet C-5.0 (Fencing) regarding the design of fencing that exceeds maximum heights set forth in the Zoning Ordinance.

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

Special Exception (Building + Fence Height): Staff’s Recommended Conditions

1. *Maximum Building Heights:* Within building areas shown on the approved sketch plan, the maximum building height is as follows, with the maximum building height including parapets, equipment enclosures, and other design features intended to screen rooftop mechanical equipment:
 - a. Up to 62 feet in Building Area 1A, 1B, 1C, 2A, 2B, and 3A
 - b. Up to 62 feet in Building Area 3B (if located at least 350 feet from Winns Church Road)

Elsewhere on the property, the maximum building height is 35 feet.

2. *Line of Sight Studies for Equipment on Building Rooftops:* During the site plan review process, line of sight studies must be provided at the request of the Planning Director to verify all zoning requirements and proffered conditions related to the screening of rooftop HVAC and mechanical equipment are met, with such studies including vantage points from adjacent public streets, the perimeter of the project boundary, and any nearby residential dwellings that may be impacted (as determined by the Planning Director).¹⁰
3. *Maximum Fence Height:* Fences may be up to ten feet in height, provided such fences adhere to the proffered conditions of the underlying zoning and meet the following requirements:
 - a. Are located outside of perimeter/natural buffers shown on the approved sketch plan;
 - b. Align with the designs shown on Sheet C-5.0 of the approved sketch plan;
 - c. Are black in color;
 - d. Are maintained in good repair, as determined by the Planning Director at his/her sole discretion;
 - e. Are located at least eight feet (8’) from the edge of the proposed hard-surfaced trail shown on the conceptual plan adjacent to the Chickahominy River and Grassy Swamp Creek; and
 - f. Conform with any applicable proffered conditions associated with the underlying zoning.
4. *Compliance with Applicable Development Regulations:* All development and use of the property

¹⁰ Similar to SE2023-00023: Condition #5.

must comply with all applicable federal, state, and local statutes, ordinance, and regulations, including proffered conditions associated with the underlying zoning.

5. *Validity*: The Special Exception 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.
- *Mountain Road Gateway Economic Development Zone*: The subject properties are within one of Hanover County's ten Economic Development Zones (EDZs).
- *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.
- *Community Gateway*: The proposed development is located on Mountain Road (U.S. Route 33) immediately adjacent to the Henrico County line along the Chickahominy River at one of the County's major gateways. The U.S. Route 33 Gateway Small Area Plan recognizes the prominence of this location and recommends wider buffers and other design features to create an attractive view as motorists enter the County. The applicant has proffered the provision of wide buffers and other design features recommended in the plan, but the balloon test indicated that the buildings closest to Mountain Road (U.S. Route 33) would be visible at heights up to 62 feet.
- *Public Utilities*: There are public utilities (water and sewer) in the area that could serve the proposed development; however, hydraulic modeling indicates the proposed development is expected to use 90% of existing water supply capacity within the Elmont Pressure Zone during peak demand, factoring in required fire flow (limiting future economic development within the U.S. Route 33 Gateway Small Area Plan).
- *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.

There will be significant traffic during construction, with the supplemental TIA indicating that more than 500 employees may be leaving the site in the busiest PM peak hour during construction.
- *Mitigation Measures*: The applicant has proffered different measures to offset potential visual impacts and impacts related to noise, traffic, construction, and air pollution. The Board of Supervisors must determine whether the proffered conditions are reasonable and adequately offset potential impacts.

List of Attachments

- ☒ Maps (land use, vicinity, zoning, aerial)
- ☒ Application
- ☒ Follow-Up Responses from the Applicant
- ☒ Estimated Tax Generation (Prepared by the Applicant)
- ☒ Noise Assessment
- ☒ Traffic Study
- ☒ Supplemental Traffic Analysis
- ☒ Utility Usage
- ☒ Hydraulic Modeling
- ☒ Cemetery Research
- ☒ Community Meeting Notes
- ☒ Citizen Correspondence
- ☒ Proffers
- ☒ Conceptual Plan
- ☒ Draft Ordinance

Initials: GJWB/AJP

ORDINANCE REZ2025-00023

OWNER OF RECORD: MARCHETTI PROPERTIES ET AL

WHEREAS the Planning Commission of Hanover County has held an advertised public hearing and forwarded this case to the Board of Supervisors with a recommendation of **APPROVAL** of the adoption of the following amendment to the Zoning Ordinance and Zoning District Map of Hanover County; and

WHEREAS the Board of Supervisors has held public hearings on the 27th day of May 2026, and advertised in the Mechanicsville Local once a week for two successive weeks as required by Virginia Code Section 15.2-2204; and

WHEREAS the Board of Supervisors has determined that the public necessity, convenience, general welfare, and good zoning practices require this amendment.

NOW, THEREFORE, BE IT ORDAINED by the Board of Supervisors of Hanover County that the Zoning Ordinance and the Zoning District Map of this County are amended (with conditions) by the rezoning of the property described as GPINs 7757-98-4106, 7767-08-0569, 7767-17-2423, 7757-97-5013, 7768-00-5491, 7757-96-5577, and 7757-96-1157, consisting of 427 acres and located on the east line of Mountain Road (U.S. Route 33) at the Henrico County Line (Chickahominy River), from A-1, Agricultural District with conditions, to M-1(c), Limited Industrial District with conditions, subject to the following conditions which were proffered by the Applicant on May 5, 2026, and accepted by the Board:

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 the following:
 - (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) Other private utilities, all public utilities, and other supporting uses that relate to and support the permitted primary uses described herein.

Any of the uses listed above that require approval of a Conditional Use Permit (CUP) or Special Exception (SE) within the M-1 zoning district must obtain a CUP or SE from the Hanover County Board of Supervisors and, if approved, the supporting use will be subject to the conditions set forth in the accompanying Conditional Use Permit and/or Concept Plan, as applicable.

2. **Concept Plan.** The Property will be developed in substantial conformance with the layout illustrated on sheets C3.0-C3.3 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 300’ (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 75’ as shown on the Conceptual Plan (the “Western Buffer”).
 - (vi) The Property’s eastern boundary line, along Grassy Swamp Creek, shall have a natural buffer, a minimum of 200’ in width. The remaining width of this natural buffer shall increase by aligning this required buffer with the portions of the eastern boundary lines of Development Area 2 and Development Area 3 in the locations identified on the Conceptual Plan as “Variable Width Buffer” (the “Eastern Buffer”). The wider portions of the Eastern Buffer line may adjust only for the construction of the public walking trail referenced in Proffered Condition 4 identified on the Concept Plan.
 - (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) Mandatory Supplemental Plantings:

- (i) A double row of large evergreen trees (i.e. Leyland Cypress or Arborvitae) shall be planted and maintained behind the 300' wide natural buffer along Winns Church Road, for the length of the buffer not located within utility easements, and no deeper into the project than the northern boundary of Building Area 3B, to screen the substation from Winns Church Road. In addition, a double row of large evergreen trees (i.e. Leyland Cypress or Arborvitae) shall be planted and maintained between the Building Area 2B eastern boundary and the Natural Buffer along Grassy Swamp Creek to screen the substation from Grassy Swamp Creek. No more than fifty percent (50%) of plantings will be of the same species, unless otherwise approved by the Planning Director at the time of plans review.
 - (ii) A planting strip, a minimum of ten (10) feet wide, shall be provided between the internal circulation road and Building Area 3A. This strip shall be planted with a row of evergreen trees spaced fifty (50) on center for the length of the strip.
- (6) 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 or to facilitate the planting of supplemental plantings.
- (7) Extension of Buffers Through RPA: The buffers around the Property will be wider than the 50', 150', or 200', or 300' 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) Easement Location: 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) Trail Surface: The trail shall be constructed from a durable, hard surface material, unless otherwise required at plan review to meet governmental requirements.
- (c) Trailhead Improvements: A trailhead area to include a minimum of eight (8) paved parking spaces and one bicycle parking area.
- (d) Access to County Pump Station: 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 vehicle drives approved on site plans 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) Phasing of Trail Construction: 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 the 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.
- (f) Trail Maintenance Contribution Fund: A monetary contribution of \$30,000 per Building Area must be provided to Hanover County to support ongoing maintenance of the walking trail and associated trailhead. Such contribution shall be made prior to building permit approval of the first data center building within each building area (Building Area 1, Building Area 2 and Building Area 3), for a total contribution of \$90,000 for the entire project.

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. For example, this may include restoring a stream and/or wetlands impacted by manmade ponds and water features.

(b) Landscaping.

- (i) Native Species: 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 localities.
- (ii) Parking Lot Landscaping: 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.

(c) Pedestrian Circulation.

- (i) Sidewalks: 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.
- (ii) Pedestrian Connections from Parking Areas to Building Entrances: 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.
- (iii) Pedestrian Walkways to Secondary Entrances: Any secondary entrance(s) shall be connected by a pedestrian walkway to building parking.

(d) 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 fifty feet (250') from the right-of-way (ROW).
 - (ii) From Winns Church Road (south of Winns Church Road): Minimum of three hundred feet (300') 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 seventy-five feet (75') from the boundary line, for the length as and to extent shown on the Conceptual Plan.
 - (vi) M-1 Zoning District Yard Requirements: 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.
- (e) 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) CUP/SE Uses: 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) Sign Prohibition on Winns Church Road: No Project Signage is permitted along Winns Church Road.
 - (C) Substations: Only substations, and their accessory buildings, equipment and installations, are 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 and all approved conditions in the CUP.
 - (D) Transmission Infrastructure: Transmission infrastructure serving the site will be weathering steel or a similar earth-tone color to blend with adjacent natural buffer or another color approved by the Planning Director in accordance with the colors offered by Dominion Energy or approved by Dominion Energy at the time of construction, provided that the Planning Director finds that such colors help support structures blend with nearby trees and landscaping to minimize visual impacts. To minimize buffer impacts, where perimeter buffers are required per the proffered conditions and/or concept plan are crossed by transmission infrastructure, such crossings must be designed and constructed to be generally perpendicular to those buffers
 - (5) Outside Development Areas: Areas outside Development Areas and Building Areas will generally remain undeveloped; however, crossings for utilities, infrastructure, and access facilities are permitted.
 - (6) Other Uses: The Planning Director may permit similar uses, not specified above, within each 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 not be expanded under this paragraph.

(f) Dimensional Standards.

- (i) Setbacks: Buildings shall comply with the yard requirements in the M-1 District, in addition to the perimeter setbacks above, where applicable.
- (ii) Maximum Building Coverage: Building coverage within a Development Area shall not exceed 50%.

(g) Buildings.

- (i) Building Code Requirements: 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) Building Orientation: 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) Windows and Transparency (Administrative/Office Areas): Administrative or office portions of buildings visible from roads should include windows and transparent elements to break up massing.
- (iv) Loading and Service Areas: If loading docks or service entries located on the side or rear of buildings are visible from public roadways, Grassy Swamp Creek, or from perimeter project boundary lines, 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.
- (v) Roof Design: 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 as required per Proffer #6.
- (vi) Principal Building Façade Requirements: Principal Building Facades will meet the following standards:
 - (A) Definition/Applicability: For the purposes of this subsection, the term “principal building facades” shall include all building facades substantially visible to abutting public roads or to perimeter project boundary lines.
 - (B) Façade Features: 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) Building Colors: 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) Consistency on Multiple Facades: When a building has more than one principal facade, such facades shall be consistent in their design, materials, details, and treatments.
- (E) Exhibit: Samples of architectural form are attached hereto as **Exhibit B**.
- (F) Elevation Review: 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.

(vii) Design of Security Shed: Security Shed design will meet the following standards:

- (A) Exterior Colors: 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) Roof Design: Roofs shall be pitched or sloped and will generally be consistent with regional forms and materials.
- (C) Elevation Review: 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.

(viii) Building Materials:

- (A) Primary Materials: 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: 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.

(ix) Applicability: Subsections (vi) and (viii) 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.

(x) Building Height: 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: 62 feet.

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

(D) Ancillary buildings located outside of Building Areas, but within Development Areas: 35 feet.

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, Grassy Swamp Creek, and perimeter project boundary lines, 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 principal buildings, 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) Sign Prohibition on Winns Church Road: No project signage is permitted along Winns Church Road.
- (b) Master Sign Plan: 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) Maximum Height and Width: Freestanding signs shall not exceed six (6) feet in height and shall not exceed ten (10) feet in width.
 - (D) Maximum 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 must 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. 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. 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. 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, unless required by Dominion Energy. 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. All exterior lighting fixtures, including pole-mounted exterior lighting and building-mounted exterior lighting, shall be fully shielded with house side shields, louvers or similar devices installed. Lighting shall not exceed .50 foot-candles at the interior edge of the Natural Buffer. The following proffers apply to specific lighting on the property:
- (a) Pole-Mounted Exterior Lighting:
 - (i) The maximum height shall be eighteen feet (18').
 - (ii) 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.
 - (b) Building-Mounted Exterior Lighting:
 - (i) The maximum height shall be 35 feet in height.
 - (ii) The uplighting of buildings is prohibited.
 - (c) Additional Building Lighting: Although data centers have minimal windows generally, the 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, Grassy Swamp Creek, or the perimeter project boundary lines of the Property.
 - (d) Exemptions: Lighting that is exempt from these requirements includes temporary lighting and lighting provided for emergency or safety and security purposes as required by Federal, state, or local regulations.
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. The transportation improvements listed below shall be constructed prior to the issuance of the first building permit for the first data center building

- (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 Southern Project Entrance: 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) Median U-Turn along Route 33/Mountain Road North of the Primary Entrance: The Applicant shall design and construct improvements necessary to create a Median U-Turn north of the primary entrance on Route 33/Mountain Road in accordance with VDOT construction standards and specifications. This will include widening Route 33/Mountain Road to provide a left turn lane to accommodate vehicle stacking and any necessary improvements to existing median openings or alternatively, the construction of a new median opening along Route 33/Mountain Road to accommodate U-turn movements.

11. 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.

12. 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.

13. Noise. Noise attenuation will be required for buildings and related infrastructure. The Applicant agrees to the following:
- (a) Permitted sound levels. The project shall not exceed a maximum dBA level of 57 in the daytime and 52 at nighttime at the exterior boundary lines of the project. Additionally, the project shall not exceed a maximum dBC level of 73 in the daytime and 68 at nighttime at the exterior boundary lines of the project. Daytime and nighttime hours shall comply with the hours defined in Hanover County's Noise Ordinance.
 - (b) Noise study. 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 permitted sound restrictions in Proffered Condition 13(a). This noise study shall be completed by a certified professional and include recommendations for any necessary mitigation measures required to ensure conformity with the permitted sound restrictions in Proffered Condition 13(a) 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.
 - (c) Additional Noise Study. After the Noise Study is conducted in connection with the "ready for service" date for each data center building constructed at the Project, the Planning Director may require the owner, at the owner's expense, to conduct an additional sound study, in accordance with this Proffered Condition 13, once (1) per calendar year after the last "ready for service" sound test.
 - (d) Physical Sound Attenuation. Physical sound attenuation will be installed 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 perimeter project boundary line 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.
 - (e) Generator Testing. The testing of any back-up generators at the Project shall be limited to between the hours of 8:00 a.m. and 4:00 p.m., Monday through Friday, unless otherwise required by applicable state or federal law or regulation. All generators shall be enclosed with manufacturer approved sound attenuation enclosures that are architecturally compatible with the color of the primary building façade, as approved by the Planning Director at the time of plans review.

14. Generators. Only Tier IV (or better) generators shall be used.
15. 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) 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.
 - (b) The construction management plan will identify measures that will be taken to minimize congestion, delays, and queuing on Route 33/Mountain Road. This shall include, at a minimum, the following measures:
 - (i) A restriction on commercial construction vehicles exiting during the AM peak and entering and exiting the property during the PM peak hours. Monday through Friday, which shall be defined as 8:00 a.m. - 9:00 a.m. and 4:00 p.m. - 6:00 p.m. respectively,
 - (ii) The implementation of traffic control measures designed to ensure construction traffic complies with approved exiting movements, and
 - (iii) In consultation with the Sheriff's office, off duty Sheriff's officers, or other appropriate personnel approved by the Sheriff's office, shall be used, at the owners/developers expense, for traffic control on Mountain Road during peak construction vehicle trip hours to and from the Property and peak hours of construction worker shift changes, as determined in coordination with the Sheriff's office or other County Administration official(s).
 - (3) The construction management plan shall address measures to reduce dirt, dust and rocks on Mountain Road.
 - (4) No Construction Access shall be permitted from Winns Church Road.
 - (5) At least one public liaison must be identified by the applicant/owner in the construction management plan. The applicant/owner must provide a phone number and email address during periods of active construction of the project. At a minimum, the information must be provided to Hanover County's Public Information Officer for publication on the County's website, social media, and/or other public platforms. The liaison must act as a point of contact between members of the public and construction crews. The liaison must be available (either by phone or email) or have a means for voicemail or messages to be received during active construction hours and will respond to questions related to the project or property within a specified timeframe to be defined in the construction management plan. The liaison role must commence upon issuance of

the first land disturbance permit issued for the project or property and must remain a minimum of six (6) months following the County's issuance of the final certificate of occupancy for the project.

16. Water and Sewer. Applicant agrees that the Project shall be connected to the County's water and wastewater infrastructure. In addition, the Applicant agrees to the following:
- (a) Design and Construction Costs: The development shall be responsible for the design and construction cost of any on-site accessory water storage improvement required by the Department of Public Utilities to meet peak demand.
 - (b) Private Wells for Cooling Prohibited: The use of private well water is strictly prohibited.
 - (3) Data Center Cooling: The Project shall use air cooling systems or recirculating evaporative cooling systems for all data center buildings on the Property, or other new technology, as evidenced by manufacturer printed material, and will use water provided by the municipal system. Single pass cooling shall not be used. The Project shall not withdraw onsite groundwater or surface water for cooling purposes associated with data center uses.
 - (4) Cash Proffer Payment for Public Water Infrastructure: To address peak water demands and necessary fire flow for the development of a data center use, the owner/developer shall make the following payments to Hanover County for use by the Department of Public Utilities for the specified purposes:
 - (i) At the time of the first plat or plan submission to a state agency or department or to Hanover County in connection with a data center use, this submission shall include a \$1,500,000 payment to Hanover County for the design of a 15MGD booster pump station with two 1 MG water storage tanks ("First Payment") (unless a later time is approved by the Director of Public Utilities based on the time the Department of Public Utilities needs to design the 15MGD booster pump station with two 1 MG water storage tanks); and
 - (ii) After payment of the First Payment and no later than 30 days after the Department of Utilities notifies the owner/developer that bids were received for the award of a contract for the installation of the 1MG water storage tank and a booster pump station, \$13,500,000 shall be paid to Hanover County for the construction of the 1 MG water storage tank and the booster pump station with initial pumping capacity of 5 to 7.5 MGD, with the ability for future expansion ("Second Payment").
 - (e) Land Dedication: The owner shall dedicate up to two acres for the construction of two 1 MG water storage tanks and associated infrastructure to support the recommendations of the County's Water Supply Resiliency Study. The final location of the water storage tank shall be located outside of any Building Area designated on the Conceptual Plan and shall be approved by the Director of the Department of Public Utilities at the time of plans review. This dedication shall occur prior to approval of the first site plan but no later than the Second Payment.

17. 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.
- (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.

BE IT FURTHER ORDAINED that this Ordinance is effective on the date of adoption and the Planning Director is hereby directed to designate the boundaries of the foregoing area as rezoned, subject to conditions, on the Zoning District Map of Hanover County.

On motion of _____, seconded by _____, the members of the Board of Supervisors voted to approve Ordinance REZ2025-00023, as follows:

Vote:

Mr. Davis – Chair
Mr. Stoneman – Vice-Chair
Ms. Dibble
Ms. Floyd
Mr. Hudson
Ms. Prichard
Mr. Herzberg

Public Hearings:

Planning Commission: April 16, 2026

Board of Supervisors: May 27, 2026

Adopted: May 27, 2026

This is to certify that the above is a true copy of REZ2025-00023, adopted by the Hanover County Board of Supervisors on May 27, 2026.

Dated: _____

John A. Budesky
County Administrator/Clerk Hanover County
Board of Supervisors