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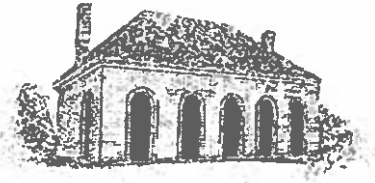
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September 3, 2026

VIA email: janderson@rothjackson.com and acondlin@rothjackson.com
Jared B. Anderson or Andrew M. Condlin
Roth Jackson Gibbons Condlin, P.L.C.
1519 Summit Avenue, Suite 102
Richmond, VA 23230

**RE: REZ2026-00032, KTJ 447 L.L.C.
CUP2026-00015 and SE2026-00024 Oppidan Inc. (Comment Letter #1)**

Dear Mr. Anderson and Mr. Condlin:

Planning staff has conducted a review of your application materials and provides the comments listed below. Attached, you will also find comments from other reviewing agencies. Your request has *tentatively* been placed on the Planning Commission agenda for **November 19, 2026**. Please respond to the comments below by **October 16, 2026**, which is the submittal deadline for the November Planning Commission meeting. Based on the comments provided below, staff recommends scheduling a staff-applicant meeting to discuss these comments.

The following are Planning staff's comments regarding your request:

1. *Site Design Standards*: The proposed warehouse does not currently meet the applicable site design requirements of Section 26-297.1 of the Hanover County Zoning Ordinance. Specifically, the property is adjacent to property zoned for agricultural or residential use and therefore, is subject to the applicable setback and buffer requirements. Uses that do not meet subsections (a)–(c) may still be considered through a conditional use permit, provided conditions are applied to adequately address any impacts. If the applicant intends to request approval of the use with modifications to the applicable standards, the CUP application should specifically identify each standard that cannot be met and clearly state the modification or relief being requested.
2. *Application*: Update the acreage of GPIN 7789-34-5114 and total acreage on the application to match the plat.
3. *Conceptual/Sketch Plan*:

- a. Identify the width of the proposed fire access road.
 - b. Label the 40' landscape buffer along the eastern property line in accordance with Section 26-266.
 - c. The parcel identified by GPIN 7789-34-5114 will need to provide a buffer in accordance with Section 26-266. Per Section 26-266, a buffer is required when an industrially zoned parcel adjoins an A-1 property on which there is a residence within 200 feet of the common property line.
 - d. Provide parking lot landscaping in accordance with the requirements of the Suburban Development Overlay, Section 26-192.
 - e. Provide the dimensions of the proposed parking spaces and loading spaces.
 - f. Provide a parking calculation demonstrating the number of required and proposed parking spaces.
 - g. Provide the name of the developer and the name of the preparer of the plan.
 - h. The direction of the north arrow appears to be off on the overall concept plan sheet. Please review and confirm that it is correctly oriented.
 - i. Provide a landscaped front yard buffer of at least 25 feet in depth per Section 26-162.5.
 - j. Add a revised date to the plan.
4. *Outside Storage:* Outside storage of equipment, materials, or supplies is permitted only within side or rear yards. The proposed truck parking is located within the front yard and must be relocated to a permitted side or rear yard area.
5. *Site Compatibility:* The proposed warehouse is substantial in size and height and is located in close proximity to an existing residential subdivision. Staff has concerns regarding the scale, height, and siting of the proposed building and its potential impacts on the adjacent residential properties.
- The applicant is strongly encouraged to reduce the overall size and height of the warehouse, increase the separation between the building and adjacent residential properties, and provide a wider and more effective buffer. The Comprehensive Plan recommends a minimum 100-foot-wide buffer adjacent to residential areas and limits building height to 35 feet unless a greater setback is provided.
- Additionally, the applicant should consider incorporating a sound wall or other appropriate noise-mitigation measures between the proposed parking areas and the adjacent residential properties. Revised plans should demonstrate how the site design and proposed mitigation measures will adequately address the compatibility of the proposed warehouse with the existing residential neighborhood.
6. *Voluntary Buffer:* Please clarify the standard for the proposed 60-foot voluntary buffer. Indicate whether the buffer is intended to be landscaped/vegetated or remain undeveloped and undisturbed.

7. *Screening Stormwater Management Facilities:* The Comprehensive Plan recommends that stormwater management facilities should be screened or designed as an amenity (including landscaping, paths, benches, and/or similar features). It is recommended that landscaping be provided around the SWM facilities and shown on the conceptual plan.
8. *Building Elevations:* Staff recommends that the applicant provide enhanced architectural elevations for all building facades facing adjoining residential properties. Textured concrete panels should be supplemented with additional architectural materials and design features to break up large expanses of wall and reduce the perceived scale and visual impact of the warehouse. Staff recommends consideration of facade articulation, changes in color and material, variation in wall planes, architectural detailing, and enhanced landscaping/screening along residential-facing elevations.
9. *Entrances/Traffic Analysis:* Staff has concerns regarding the traffic impacts associated with the proposed warehouse development. Please address the following comments:
 - a. *Trip Generation/Land Use:* The trip generation submitted uses ITE Land Use Code 150 (Warehousing). Staff has concerns that LUC 150 may not accurately represent the proposed warehouse operation or the anticipated level of truck and employee traffic. As such, approval based on these trip estimates would effectively limit the site to general warehouse uses and would not account for higher-trip-generation uses, such as high-cube fulfillment centers or e-commerce distribution facilities (ITE LUC 155). If the proposed use differs from LUC 150, trip generation must be recalculated using the appropriate ITE land use code to ensure traffic impacts are accurately represented. Also confirm that the traffic analysis adequately accounts for approved, pending, and/or committed development within the study area. Revise the analysis if additional background development or traffic should be incorporated.
 - b. *Traffic Impacts:* The submitted TIA projects the westbound approach at the Route 1 and Maple Street/Private Commercial Road intersection to operate at LOS F during the PM peak hour under Build 2029 conditions. Although the TIA attributes the majority of the delay to existing/background Route 1 traffic, the proposed development would add traffic to this already-congested approach. Please provide additional analysis addressing the project's incremental impact and identify any improvements necessary to safely accommodate project-generated traffic.
 - c. *Turn Lane Warrants:* The TIA indicates that both right- and left-turn lane warrants are met at the Route 1 and Maple Street/Private Commercial Road intersection but concludes that the improvements are not necessary based on the relatively low number of project-generated turning movements. Please provide additional justification for this conclusion and coordinate with VDOT regarding whether the warranted improvements should be provided, or whether an alternative mitigation measure is appropriate.

- d. **Route 1/Ashcake Road:** The TIA identifies existing and future queuing concerns at the Route 1/Ashcake Road intersection, including the eastbound left-turn queue exceeding available storage under No-Build and Build conditions. Please address the potential impacts of the proposed development and anticipated truck traffic on this intersection and identify any improvements or mitigation measures necessary to safely accommodate the additional traffic. Final improvements shall be subject to VDOT review and approval.
 - e. **Truck Access:** Please provide additional analysis demonstrating that the Route 1/Maple Street/private commercial road intersection can safely and efficiently accommodate truck ingress and egress, including truck turning movements.
10. **Parking Connectivity:** Please clarify whether parking connectivity is proposed around the southern side of the building. The road shown appears to be a gravel access road. Provide additional detail regarding the intended use and construction of this access.
- If connectivity is not proposed, dedicated turnaround spaces will be required at the end of all dead-end parking aisles in accordance with Section 26-256(g).
11. **Existing Vegetation:** As recommended by the Comprehensive Plan, existing healthy trees outside of the development area should be preserved with tree protection measures taken during construction.
12. **Public Works Comments:** Please revise the plans to demonstrate avoidance and minimization of impacts to RPA and wetland areas. Any proposed crossings of RPA or wetlands should be oriented perpendicular to the channel alignment. Additionally, ensure that all stormwater BMPs and associated grading remain outside of the RPA.
13. **Public Utilities:** A 12" waterline extension to GPIN 7789-32-3706 will be required.
14. **Parcels:** The parcels will need to be combined through a lot line reconfiguration prior to development, if the request is approved.
15. **Lighting Plan:** In accordance with Section 26-269, a lighting plan will be required at the time of site plan review.
16. **Utilities:** Please note that the site will require underground utilities per Sec. 26-193.
17. **Agency Comments:** Please review and address that attached review comments from other reviewing agencies. Any comments requiring physical changes to the layout should be reflected in plan revisions. Please note that staff is still awaiting comments from VDOT and the Health Department. These comments will be provided once received. Any comments requiring physical changes to the layout should be reflected in the revised plans.
18. **Draft Proffers:**
- a. **Proffer 1:** Provide standard conceptual plan language.

Conceptual Plan. The Property must be developed in substantial conformity with the conceptual plan attached, entitled “Oppidan Industrial Overall Concept” dated June 30, 2026, revised _____, prepared by Kimley-Horn.

- b. Proffer 2: Please consider a stronger building elevation proffer. While the current proffers address principal building facades that are substantially visible from abutting public and private roads, the adjacent residential properties will likely be most directly affected by the proposed development. Consideration should be given to additional architectural treatments and enhanced elevation requirements along the building facades facing adjoining residential properties to better mitigate visual impacts and provide an appropriate transition between the proposed development and surrounding residential uses.
- c. Proffer 3: Please consider proffering to eliminate data processing facilities, ISPs, search portals and related services, machine shops, and self-storage warehouse facilities, and to limit the proposed uses to those generating no more than 670 vehicles per day.
- d. Proffer 5: Please consider proffering to limit construction hours to 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays, due to the proximity of residential homes. This is consistent with a recently approved warehouse in the vicinity of residential properties, based on the Board of Supervisors’ request.
- e. Proffer 9: Please consider a similar lighting proffer to one recently approved for a comparable case.

Lighting. The height of any light poles on the property is limited to 25 feet, with building-mounted lights limited to 35 feet (except motion-activated security lighting). House-side shields, louvers, or similar devices must be installed on fixtures to shield the source of exterior lighting (including pole-mounted and building-mounted lighting) from agriculturally- and residentially-zoned properties. Any temporary lighting needed at the time of construction must be directed downward and away from Lewistown Road and adjoining residences.

- f. Please consider proffering the construction of the proposed sound mitigation measures noted in Comment 6 as well as limitations on signage facing agricultural or residentially zoned parcels.
19. *Ashland Representatives*: If you have not already done so, please contact the Ashland District Planning Commissioner, Alan Abbott, and Board of Supervisors representative, Faye Prichard, to explain your request.

Planning Commission Member (Ashland District)	Board of Supervisors Member (Ashland District)
Alan Abbott	Faye Prichard

Cell: 804-798-3836

Email: acabbott@hanovercounty.gov

Cell: 804-389-6582

Email: foprichard@hanovercounty.gov

20. *Phishing Scams*: Be aware that staff has received notification from applicants of phishing scams regarding missing payments for applications through email correspondence. Hanover County continues to work on eliminating this issue. Be aware that you will only receive any requests for additional payment through me or possibly Eric King regarding this application directly through our email addresses. Additional payments are typically only related to an increase or decrease of the project area acreage. We do not anticipate any changes in payment.
21. Please email me a PDF of the revised sketch plan before submitting hard copies. Hard copies of the sketch plan will be due 14 days prior to the Planning Commission meeting. **Please ensure that the plans are stapled and folded.**
22. Please submit a response sheet to this comment letter. Staff may have additional comments following responses to this letter and the community meeting.
23. Staff may have additional comments following responses to this letter.

Please contact me to schedule a staff/applicant meeting to discuss these comments prior to resubmitting plans. If you have any questions, please contact me at (804) 365-6310.

Sincerely,



Jessica Crews
Senior Planner