

Wegmans Proffer Comparison 1995 Proffers with New Proffers

Blue = New Proffers are more restrictive or offer more protections than 1995 proffers

Green = New Proffers and 1995 proffers are exactly or mostly the same

Red = 1995 proffers are more restrictive than New Proffers

Blank = Both cases offer different protections

Item	1995 Case C-13-94(c)	Proposed Proffers – March, 2020	Comments
Concept Plan	None	#1 <ul style="list-style-type: none"> Shows specific development plan 	1995 case was a speculative zoning and had no plan NOTE – parking along Ashcake eliminated and buffer increased to 75' (see #8 below)
Architectural Treatment	#1 <ul style="list-style-type: none"> Specific materials provided Also allowed for similar materials 	#2 <ul style="list-style-type: none"> Exactly the same as 1995 (other than no butler buildings) PLUS adds specific elevations 	This proffer is the exact same as 1995 plus it adds the specific elevations to know exactly how it will look.
Protective Covenants	#2 <ul style="list-style-type: none"> To be recorded controlling development 	#3 <ul style="list-style-type: none"> Exactly the same as 1995 	
Signs	#3 <ul style="list-style-type: none"> All signs to be internally lit 	#4 <ul style="list-style-type: none"> All signs to be internally lit Except free standing can have external downward facing lights Free standing must be monument sign 	Matches the 1995 case, but allows downward facing external lighting on free standing signs, which is less impact, and requires free standing signage to be monument signs – something the 1995 case does not do
Outside Storage	#4 <ul style="list-style-type: none"> Outside storage is permitted in the side or rear yards No storage of vehicles 	#5 <ul style="list-style-type: none"> No outside storage is permitted. Update Code references 	Prohibits ALL outside storage

Fences	#5 <ul style="list-style-type: none"> Fences shall be in side or rear yard only If in front yard to be decorative 	#20 <ul style="list-style-type: none"> Fence along Ashcake or Sliding Hill shall be opaque or have sound attenuation panels or slats 	Fencing is needed for security. Fences, as shown on the concept plan, are behind the buffers so they won't be visible and will act as further sound attenuation
Loading Spaces	#6 <ul style="list-style-type: none"> Located only in side or rear yards 	#6 <ul style="list-style-type: none"> As shown on the Concept Plan Otherwise in side or rear yards 	Concept plan shows loading spaces in side and rear, and matches the 1995 case
Parking	#7 <ul style="list-style-type: none"> In specific areas, paved, curb & gutter Landscaping Outdated code references 	#7 <ul style="list-style-type: none"> Similar to 1995 but on entire property and updated code references Provides for specific parking standards 	Proposed proffers are an update on the 1995 case and require more development standards
Buffers	#8 <ul style="list-style-type: none"> 25' on Sliding Hill 25' on Ashcake (small area 50') 25' along adjacent A-1 	#8 <ul style="list-style-type: none"> 25' on Sliding Hill – but with natural area up to 500' wide 75' on Ashcake 100' along adjacent A-1 	All buffers have been substantially increased from 1995 case NOTE – Ashcake Road buffer increased to 75'
Parking Lot Lighting	#9 <ul style="list-style-type: none"> Limited to 25' in height 	#9 <ul style="list-style-type: none"> Limited to 25-30' in height in specific areas Limited to 45' in height in other, more buffered areas 	An increase in lighting is requested in specific areas
Utility Lines	#10 <ul style="list-style-type: none"> Underground Screening of junction and access boxes 	#10 <ul style="list-style-type: none"> Exactly the same 	
Use Restrictions	#11 <ul style="list-style-type: none"> Specific uses prohibited 	#11 <ul style="list-style-type: none"> Exactly the same 	

Traffic	#12 <ul style="list-style-type: none"> Density is limited to 2710 am peak and 2420 pm peak Limited to 2,258,718 sf of development Turn lanes at New Ashcake 	#12 <ul style="list-style-type: none"> Exact same traffic numbers Limited density to 1,700,000 sf of development Turn lanes already completed so these were deleted 	This has the exact same traffic numbers, but reduces the maximum development by over 500,000 square feet
Turn Lanes	#12(a) <ul style="list-style-type: none"> Turn lanes for New Ashcake to be provided 	None <ul style="list-style-type: none"> Already completed – not applicable 	
Access	#12(b) <ul style="list-style-type: none"> 2 points of access on each Ashcake and Sliding Hill Additional access may be granted by Planning Commission 	#14 <ul style="list-style-type: none"> Same No additional access may be granted Added signage for no truck left turn onto Sliding Hill from site 	The same access points are provided, except 2 will be emergency, no additional access points are permitted, and signage for no truck left turns on Sliding Hill is required
Phasing	#12(c) <ul style="list-style-type: none"> Specific development limits are provided 	#15 <ul style="list-style-type: none"> Specific provisions, as applicable, are provided 	Exactly the same as 1995 but deleted the provision that no longer is applicable
Merry Oaks Tavern	#13 <ul style="list-style-type: none"> Specific studies are to be permitted Owner is required to erect a marker 	None <ul style="list-style-type: none"> All studies required have been completed Merry Oaks Tavern was not located on the site 	No further work is required to meet the 1995 proffer requirements
Right of Way Dedications	#14 <ul style="list-style-type: none"> Specific dedications required 	#13 <ul style="list-style-type: none"> Specific dedications required Realignment of Sliding Hill Road curve provided 	
Burial Grounds	#15 <ul style="list-style-type: none"> No disinterment or removal of any grave sites found 	#17 <ul style="list-style-type: none"> Any grave site found will follow state law 	
Severance	#16 <ul style="list-style-type: none"> If any proffer is void, none others will be impacted 	None <ul style="list-style-type: none"> Such a provision is no longer accepted by the County so it has been deleted 	

Road Improvements	None	#16 <ul style="list-style-type: none"> Very specific road improvements are required by the proffers 	NEW - Includes an acceleration lane from the site turning right on Sliding Hill Rd – as approved by VDOT
Tandem Trailers	None	#18 <ul style="list-style-type: none"> Tandem Trailers are prohibited 	NEW
Truck Operations	None	#19 <ul style="list-style-type: none"> Trucks will be required to use I-95 and Sliding Hill or the future portion of New Ashcake (between Lewistown Road and Sliding Hill Road) 	NEW