

March 24, 2020

Dear Chairman Stanley and Members of the Board,

First, I want to start by apologizing that this project appears to have gotten off on the wrong foot. While we are attempting, with your help, to move the approval process along as expeditiously as possible, I believe there is a mistaken perception that we are not listening to, and do not care, about the concerns of the citizens, particularly those living within close proximity to the project site. I can tell you that there is nothing further from the truth.

We have hired the best and brightest civil engineering, archeological, and wetland consultants in an effort create a plan that is compliant with all local, state, and federal regulations, as well as consistent in most respects to current zoning. Many of the neighbors appear to believe we are seeking a rezoning of the project. In fact, we are requesting only minor modifications to the proffered conditions that have been in place for 25 years. It is our sincere belief that the project we propose, incorporating only minor proffer modifications, will have significantly less impact on the immediate neighbors than would a project developed in accordance with current zoning.

Over the last several months we have met with several citizen groups in an effort to accurately explain our proposal, listen to their concerns and, where possible, modify our plan in accordance with their wishes. A brief summary of our current plan (attached) and the accommodations we have offered to date are as follows:

Site Layout

- We are proposing a plan that allows for 1,700,000 SF of building. This is a reduction of 500,000 SF from what was approved in 1995.
- We have attempted to create a plan that avoids wetland impacts wherever possible. As a result, we are proposing a plan that leaves 135 acres of open space on a site that is 217 acres total.
- We have created a layout that has a single entrance for trucks and passenger vehicles on Sliding Hill Road, and a single entrance for passenger vehicles only on Ashcake Road.

Traffic

- At peak periods we are generating approximately 283 trips (40 truck trips); this is significantly less than the 1,815 trips allowed under the 1995 zoning case.
- We are making improvements to Sliding Hill Road:
 - Creating an acceleration lane out of our property for trucks, so they are not holding up cars behind them.
 - Straightening out the curve at Silverstone Drive.
 - Providing turn lanes into the site as required by VDOT.
 - Providing signage at the entrance to our facility stating “No Left Turn for Trucks” on Sliding Hill Road.

- We commit to utilizing our truck GPS guidance system to allow trucks only on Sliding Hill Road between I-95 and our facility.
- We commit to no use of tandem trucks at this facility.

Noise & Buffers

- Along Ashcake Road - We have increased the buffer to 75 feet in width, which was accomplished by removing the trailer parking along Ashcake Road. We have also agreed to install a board-on-board fence or chain-link fence with sound attenuation slats.
- Along Sliding Hill – We are proposing a buffer/natural area from 70-feet in width to over 350-feet in width in certain areas. We have also agreed to install a board-on-board fence or chain-link fence with sound attenuation slats.
- Along Egypt Road – We are proposing a buffer/natural area of 100-feet; in addition, we will leave a significant amount of this land area undisturbed, which will further help with noise attenuation.

Lighting

- We originally proposed 45-foot tall lights to help reduce the number of poles and lights needed. After receiving input from the citizens, we have reduced that down to 25-30 feet along Ashcake Road. Given the presence of heavily buffered areas near Sliding Hill Road, we feel the proposed 45-foot height is appropriate there.

Archeological Resources

- We are well aware of how important history is to Hanover County. We have taken precautions to study all aspects of this site. As a result of those initial studies, we pre-emptively committed to skipping over the Phase 2 process and going directly to performing a more thorough Phase 3 resources / recovery process.

Wetlands

- During our initial site investigations, we spent additional time and money to re-evaluate and re-delineate the wetlands on the site, instead of just taking the previous study at face value. There are approximately 6-acres of wetlands we must disturb (because we could not avoid). To offset these disturbances, we will be purchasing wetland credits at a local wetland bank.

While we have not been able to address all of the residents' concerns, we hope this high-level overview of just some of the modifications we have made, mostly triggered by citizen comments, demonstrates that we are listening, and we are attempting to make this the best project we possibly can while meeting our business objectives.

We have prepared a much more detailed comparison of the proposed proffer revisions, conceptual plans, and supporting documentation that we will be providing to planning staff for their review and publishing to the County's website.

We understand some board members have requested a decision on this project be deferred pending further dialogue with the community. We feel we have made every effort to listen to community concerns and, to the extent feasible, modify our proposal to the extent we can, without sacrificing the viability of the project. We fully understand the County's decision regarding the cancellation of the March board meeting due to the current health crisis, and hope to be in a position to move this project forward with a positive vote at the next available Board of Supervisors meeting.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Aken". The signature is fluid and cursive, with the first name "Dan" being more prominent than the last name "Aken".

Dan Aken
Wegmans Food Markets.

w/ attachment.