



Robb, Jaime Bauer <jaime.robb@deq.virginia.gov>

VWP 19-2036 - Wegmans Distribution Center - Request for Additional Information

1 message

Robb, Jaime Bauer <jaime.robb@deq.virginia.gov>

Fri, Dec 18, 2020 at 9:55 AM

To: doug.viets@wegmans.com

Cc: "Jones, Bryan (DEQ)" <bryan.jones@deq.virginia.gov>, Matt Neely <Matt.Neely@timmons.com>, "Miller, Todd M CIV USARMY CENAO (USA)" <Todd.M.Miller@usace.army.mil>, "Holley, Elaine K CIV USARMY CENAO (US)" <elaine.k.holley@usace.army.mil>

Mr. Viets,

Please find attached a letter requesting additional information for the proposed project. If you have any questions, feel free to contact me.

Jaime Robb

Jaime Robb |DEQ - PRO VWP and Stormwater Manager | 804-527-5086| jaime.robb@deq.virginia.gov

 **20201218_19-2036_Additional_Information_Request.pdf**
987K



Commonwealth of Virginia

VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

PIEDMONT REGIONAL OFFICE

Matthew J. Strickler
Secretary of Natural Resources

4949-A Cox Road, Glen Allen, Virginia 23060
(804) 527-5020 (804) 698-4178 Fax

www.deq.virginia.gov

David K. Paylor
Director

James Golden
Regional Director

December 18, 2020

Wegmans Food Markets, Inc.
Attn: Mr. Douglas Viets
1500 Brooks Avenue, P.O. Box 30844
Rochester, NY 14603-0844

Transmitted electronically to: doug.viets@wegmans.com

RE: Joint Permit Application Number 19-2036
Wegmans Distribution Center, Hanover County, Virginia
Additional Information Request Letter

Dear Mr. Viets:

The Virginia Department of Environmental Quality (DEQ) is continuing to review information related to the subject project. Please provide responses for the following items:

1. Cost Analysis submitted as part of the Least Environmentally Damaging Practicable Alternative (LEDPA) analysis:
 - a. Upon further review, DEQ has determined that inclusion of "Lost Cost Savings" associated with rezoning and easement acquisitions is not appropriate. Please revise the cost analysis to remove the "Lost Cost Savings" line item.
 - b. Regarding Alternative 3 – Archie Cannon site, DEQ has reviewed the email correspondence you provided on November 20, 2020 regarding road improvements associated with Hill Carter Parkway. Additionally, in follow up correspondence with the Town of Ashland dated December 9, 2020 (attached), the Town has stated that there was no expectation for Wegmans to pay for the road project, but that the Town was seeking assistance in applying for a TPOF grant to cover the cost. Therefore, DEQ has determined that inclusion of the \$10.9 million for the Hill Carter Parkway Road Extension is not appropriate for inclusion in the cost analysis. Please revise the cost analysis to remove this line item.
 - c. DEQ has learned that Hanover County has agreed to provide funding for infrastructure improvements related to this proposed project. Please provide

additional information regarding any funding from the County for infrastructure construction/improvements associated with the proposed project. Please indicate whether this funding is applicable only to the Air Park site or all potential alternatives. Additionally, please indicate whether or not any county funding for infrastructure construction/improvements are accounted for in the previous cost analysis provided. If the previously provided cost analysis does not account for funding from the County, please provide an explanation for why this funding should not be accounted for in cost analysis or revise the cost analysis to account for this funding.

2. In review of public comments received on the draft permit, DEQ has learned that prior to submitting an application for construction of the project at the Air Park site, a Letter of Intent (LOI) was executed with the property owners of Alternative 4 - Graymont. Please provide additional information regarding the LOI and information relevant to the decision that Alternative 4 did not represent LEDPA.

Please be advised that as DEQ continues to review the application materials and public comments, additional information may requested.

Please contact me by phone at (804) 527-5086 or by email at Jaime.Robb@deq.virginia.gov if you have any questions or concerns regarding this request. Thank you for your cooperation in this matter.

Respectfully,

Jaime B. Robb

Jaime B. Robb

Regional Virginia Water Protection Manager

Cc: Matt Neely, Timmons Group – VIA EMAIL
Todd Miller, U.S. Army Corps of Engineers – VIA EMAIL
Elaine Holley, U.S. Army Corps of Engineers – VIA EMAIL
Bryan Jones, DEQ – VIA EMAIL



Robb, Jaime Bauer <jaime.robb@deq.virginia.gov>

RE: 19-2036 Wegmans Distribution Center - Archie Cannon site

1 message

Nora Amos <namos@ashlandva.gov>
To: "Robb, Jaime Bauer" <jaime.robb@deq.virginia.gov>

Wed, Dec 9, 2020 at 2:28 PM

Jamie,

Feel free to call me if that is easier. The "something" in that email was a cost estimate for the road improvements, which were estimated at around \$5million at the time of that email. In conversations with the state we felt pretty confident that TPOF would cover most of the cost of the road construction.

This road was not something we could require at that time, like a wetland issue, it was part of an overall discussion of mitigating impacts that a center of that size, and the associated trucks, would create.

Let me know if you have any follow-up questions.

Take care,

Nora Amos, Director

PLANNING AND COMMUNITY DEVELOPMENT

O: 804-798-1073 121 THOMPSON ST. P.O. BOX 1600
ASHLAND, VA 23005



ASHLANDVA.GOV | VISITASHLANDVA.COM

IMPROVING THE QUALITY OF LIFE IN ASHLAND THROUGH THE PROFESSIONAL
AND EFFICIENT DELIVERY OF OUTSTANDING PUBLIC SERVICES

From: Robb, Jaime Bauer <jaime.robb@deq.virginia.gov>
Sent: Wednesday, December 9, 2020 2:18 PM
To: Nora Amos <namos@ashlandva.gov>
Subject: 19-2036 Wegmans Distribution Center - Archie Cannon site

Hello, Ms. Amos,

I am the Virginia Water Protection Permit manager for DEQ's Piedmont Regional Office. As I am sure you are aware, DEQ is currently reviewing an application for a permit to impact surface waters submitted for the proposed Wegmans Distribution Center, formerly Project Tiger, proposed on a site at the intersection of Sliding Hill Road and Ashcake Road. As part of our evaluation process, DEQ is reviewing information regarding alternative sites and associated costs that were considered by the applicant. It is DEQ's understanding that prior to submitting an application to DEQ, Wegmans was considering a location in the Town of Ashland often referred to as the *Archie Cannon* site.

Wegmans provided DEQ with information to indicate that in order to develop the Archie Cannon site, infrastructure improvements associated with extension of Hill Carter Parkway would be necessary at a cost of approximately \$10 million. *Can you please confirm whether or not the Town was requesting that the road extension project be performed at the expense of Wegmans, in whole or in part?*

Additionally, Wegmans provided DEQ an email chain (attached) between Wegmans representatives and the Town that references the Hill Carter Parkway extension. There appears to be a question from the Town to Wegmans asking "Is this something Tiger would pay for?" It is unclear from the email chain what the "something" is referring to and what Wegmans was being asked to consider paying for. *Could you please provide further explanation about what the Town was referencing with this question?*

Jaime Robb

Jaime Robb |DEQ - PRO VWP and Stormwater Manager | 804-527-5086| jaime.robbs@deq.virginia.gov



Robb, Jaime Bauer <jaime.robb@deq.virginia.gov>

Additional Information

1 message

Matt Neely <Matt.Neely@timmons.com>
To: "Robb, Jaime Bauer" <jaime.robb@deq.virginia.gov>
Cc: "bryan.jones@deq.virginia.gov" <bryan.jones@deq.virginia.gov>

Fri, Nov 20, 2020 at 11:04 AM

Good Morning Jaime,

I hope you are well.

During last night's public hearing, there were many citizen comments regarding the LEDPA, Archie Cannon, and Hill Carter Parkway. In anticipation of an additional information request from your office regarding that topic, the applicant has asked that we provide you with the attached correspondences from July 2019.

Additionally, we will also be providing additional information as to the actions surrounding the Archie Cannon site to further support why it was not determined the LEDPA.

Regards,

Matt

Matt Neely, PWD

Senior Environmental Project Manager

TIMMONS GROUP | www.timmons.com
1001 Boulders Parkway, Suite 300 | Richmond, VA 23225
Office: 804.200.6369 | Fax: 804.560.1648
Mobile: 757.329.0573 | matt.neely@timmons.com
Your Vision Achieved Through Ours

To send me files greater than 20MB [click here](#).

----- Forwarded message -----

From: Nora Amos <namos@ashlandva.gov>
To: Tim Davey <Tim.Davey@timmons.com>, Scott Dunn <scott.dunn@timmons.com>, Andrew Gould <Andrew.Gould@timmons.com>
Cc:
Bcc:
Date: Wed, 10 Jul 2019 14:27:06 +0000
Subject: Hill Carter Parkway- Tiger

All (didn't know who to start with),

We just spoke with Lindsey at VEDP about the possibility of a TPOF grant for the Hill Carter Parkway extension project. She says that you all are estimating \$5mil. We were closer to \$10mil. In order to apply we would obviously need a more exact number. So I have several questions:

1. How much would it cost to get a more exact estimate?
2. Is this something Tiger would pay for?
3. If we contract to have it done, is it a conflict for you to do the work?
4. If you do the estimate we would like one for a VDOT administered project and one where it is contractor (you?) administered. Not sure if there would be a difference?

Happy to chat if that is easier. We hope to meet with VDOT in the next day or two about the funds. Thank you in advance for your assistance.

Nora D. Amos

Town of Ashland

Director of Planning and Community Development

101 Thompson Street

P.O. Box 1600

Ashland, VA 23005

Phone: 804-798-1073

www.AshlandVa.gov

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----- Forwarded message -----

From: Dan Aken <dan.aken@wegmans.com>

To: Matt Neely <Matt.Neely@timmons.com>, Ivan Wu <Ivan.Wu@timmons.com>, Doug Viets <doug.viets@wegmans.com>, Marty Herrmann <marty.herrmann@wegmans.com>, "Lain, John M." <jlain@mcguirewoods.com>

Cc:

Bcc:

Date: Fri, 20 Nov 2020 15:27:02 +0000

Subject: FW: Project Tiger - Responses

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Here is the correspondence I have from Nora. Spelling out what we were prepared to do and some of the associated costs. Again, shortly after this I re-engaged with Mrs. Allen (the land-owner) and she informed me that she had someone else looking at the land and ultimately signed an agreement with Skanell Development.

From: Nora Amos <namos@ashlandva.gov>

Sent: Friday, July 12, 2019 4:30 PM

To: Dan Aken <dan.aken@wegmans.com>

Cc: Hurt, Lindsay <LHurt@vedp.org>; Thomas IV, E. Linwood <Elthomas@hanovervirginia.com>; Thomas T. Dubel Jr. <tom.dubel@altusgroup.com>; Zina Diehl <zina.diehl@altusgroup.com>; Josh Farrar <jfarrar@ashlandva.gov>; Joe Topham <JTopham@ashlandva.gov>
Subject: RE: Project Tiger - Responses

Dan,

We have incorporated our responses into your message below in red. Looking forward to discussing this further with you and your team.
Have a great weekend.

Nora D. Amos

Town of Ashland

Director of Planning and Community Development

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Hi Nora,

I hope this email finds you well.

I am writing to follow-up on our meeting from a few weeks ago. We have now had a chance to review the Axselle property again, discuss our thoughts with the current land owner, and give additional thought to our uses of the property in light of your feedback.

As a result, we are putting forward this proposed approach, which we hope will address the Town's concerns, while allowing us to move forward with our project.

1. We intend to purchase a smaller portion of the property than what was originally proposed, preserving approximately 52-acres for mixed-use development along the Archie Cannon Drive. We would like to preserve the ability to have a potential future passenger vehicle only connection to Archie Cannon, if it made sense with the adjacent development and future uses of the property. Attached is a conceptual plan showing the portion of the property we would intend to purchase.

- We really like the idea of having up to four remnant pieces left after your project: Lots 1 and 2, your manufacturing space, and the potential mixed use area.
- We have concerns (addressed below) about the lack of a connection to Archie Cannon Drive.

- We need to speak with Hanover County about the precise location of the sewer line. We want it to be as low cost as possible while ensuring that it does not impede the development of the remaining property
 - On the map provided would lots 1 and 2 be owned by Wegmans or retained by Mrs. Allen?
 - With the desired level of security for the site would a walking trail still be a possibility? The possibility of a trail was a significant selling point when we worked with Ms. Allen to rezone the property.
2. We are showing a 100-foot wide landscaped buffer along the entire length of the property, that is adjacent to Route 1. The current buffer requirement is 50-feet. So we would be doubling what is currently required in an effort to provide additional screening in order to address your concerns that this is the northern entrance to the Town. Additionally, we would preserve the portions of the parcel up-front along Route 1 for additional development, that would likely be manufacturing type uses that you referenced the Town would like to see. We potentially have our own need for these spaces, but it is just too early for us to commit to that aspect at the moment.
- The loading dock locations as depicted would need amendments to the current proffers. This is based on the Route 1 frontage requirement. As we discussed, if everything else were to come together Town Council may amend the proffers, but we included this comment just make sure we are communicating all potential issues.
3. We would like to understand how the Transportation Management Fund, you referenced at the meeting, works in greater detail, but based on what you identified at the meeting we believe it would make sense for us to contribute to this fund to help support this effort. We would need to understand the order of magnitude others such as Kings Dominion are contributing and could then respond with more specifics on what we thought made the most sense.
- Estimates to bring a full time commuter bus route to Ashland are about \$247,000 for our portion of a \$712,000 system annually. The other part is shared by Kings Dominion, fares, and state grants. We would also discuss this opportunity with adjacent industrial users.
4. Addressing the concern with trucks.. I am hopeful that after seeing the actual numbers we presented at the meeting, that you and Council will find that there are not nearly as many trucks heading to the south through Town as you may have originally had concern with. However, we understand the long-term vision for the Town and are in the process of fully evaluating the extension of the North Hill Carter Parkway. Based on preliminary estimates by Timmons (for both roadway improvements and potential wetlands mitigation) we believe the total cost to make this connection is approximately \$5M, minus the cost associated with land purchase, permitting, etc.. We are working through our consultant (Altus) and the State to see if we can get access to TPOF funding to help facilitate this work. As we understand it, this would ultimately be an agreement between VDOT and the Town to make this happen. We are happy to participate in any way feasible, but do have hesitations with tying the completion of this project with our opening of our facility. There are just too many unknowns with permitting, wetlands, right-of-way acquisition, etc.. associated with the new road that could potentially hold-up or interfere with our project. I would like to further discuss how we can partner in this effort without being potentially held-up.
- We are working to get a solid estimate on the Hill Carter Parkway extension project as well. From our initial estimates, we expect this to be closer to \$10 million once property is acquired and associated wetlands are mitigated.
 - As we previously discussed, we are very open to being flexible on timing of the road extension completion, but do need a correspondingly very high level of assurance it will actually happen, and:
 - We obviously want to ensure that if we move forward together that this extension is completed and the Town is not left footing the bill if costs are greater than estimated.
 - Reminder the proffers require that a TIA must be completed by the applicant and that the applicant must complete the work which the TIA identifies as necessary.
 - The most obvious point that we expect the TIA will identify is the need for a traffic signal at the main entrance. Our assumption has been that would be off of Archie Cannon Dr, or across from Jamestown Road. In order to properly use the Hill Carter Parkway extension we've discussed, trucks will likely need a protected left turn from, or crossing of, U.S. Route 1. Otherwise, it would be more likely that a driver would simply proceed south to Route 54 on Route 1 and not use the constructed route. Without fully understanding Wegman's operational traffic flow requirements our preference is to have a connection to

Archie Cannon that would necessitate a light at the corner of Archie Cannon and Route 1. Truck traffic would then flow directly across Route 1 via Archie Cannon Road to Sylvia Road to use the newly constructed Hill Carter Parkway extension if heading south, or simply make a left at this signalized intersection if heading north.

- Was the reasoning for the proposed entrance location based on building/parking layout? This would not be signalized and seems like it would be hard for truck traffic exiting to the north or arriving from the south.

I know there is a lot here and it is fairly preliminary in nature, but, I would like to understand if what I have outlined (along with the proposed plan) is feasible. Please let me know if you would like to discuss further as you give this consideration.

Thanks again for the opportunity to have this discussion and try to work through the issues. We are excited about the possibilities, but I do want to be clear in stating that we are particularly concerned about the traffic impacts of the project on the site as well as the offsite impacts to the Town's overall transportation system and the remaining economic development opportunities on this key piece of property.

Best,

Dan

Dan Aken

Director of Real Estate and Site Development

Wegmans Food Markets, Inc.

100 Wegmans Market Street / P.O. Box 30844

Rochester, NY 14603

(585) 464-4728 Work

(585) 755-1842 Mobile

dan.aken@wegmans.com

2 attachments

 **Hill Carter Parkway- Tiger.eml**
14K

 **FW: Project Tiger - Responses.eml**
52K

From: Nora Amos <namos@ashlandva.gov>
Sent: Wednesday, July 10, 2019 10:27 AM
To: Tim Davey; Scott Dunn; Andrew Gould
Subject: Hill Carter Parkway- Tiger

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Best,
Dan

Dan Aken
Director of Real Estate and Site Development
Wegmans Food Markets, Inc.
100 Wegmans Market Street / P.O. Box 30844
Rochester, NY 14603
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(585) 755-1842 Mobile
dan.aken@wegmans.com