

## **City of Petersburg**

Planning Commission Meeting Agenda

Thursday, January 15, 2026

6:00 PM

Petersburg Public Library  
Wellness Room, Second Floor

1. **Call to Order**

2. **Roll Call**

3. **Adoption of the Agenda**

4. **Old Business**

a. 2025-REZ-06: Consideration of a resolution recommending approval of a request by Alexander Graham, Jr., on behalf of the Warrenton Group, to rezone property at 2088 Defense Road, 1918 Townes Road, and 1926 Bogese Drive, Parcel IDs 070080002, 069070001, 077010801, from the A Agricultural and R-1A Single-Family Residence Districts to the M-1 Light Industrial District with proffers and to amend the existing proffers for property at 2233 Halifax Road, Parcel ID 076030800, in the M-1 Light Industrial District.

5. **Adjournment**



## City of Petersburg

Department of Planning and Community Development  
135 N Union St, Room 304  
Petersburg, VA 23803  
(804) 733-2308

# MEMORANDUM

### UPDATED – NEW INFORMATION IN RED

**DATE:** January 15, 2026

**TO:** Planning Commission

**FROM:** Planning and Community Development

**RE:** 2025-REZ-06: Consideration of a resolution recommending approval of a request by Alexander Graham, Jr., on behalf of the Warrenton Group, to rezone property at 2088 Defense Road, 1918 Townes Road, and 1926 Bogese Drive, Parcel IDs 070080002, 069070001, 077010801, from the A Agricultural and R-1A Single-Family Residence Zoning Districts to the M-1 Light Industrial Zoning District with proffers and to amend the existing proffers for property at 2233 Halifax Road, Parcel ID 076030800, in the M-1 Light Industrial Zoning District

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### EXECUTIVE SUMMARY:

The City has received a request to modify rezoning request 2025-REZ-03 by including three additional parcels within the M-1, Light Industrial Zoning District and amending the approved proffers, which would apply to both the existing and newly added property. The proposed use of the property remains a data center and the modifications are proposed to add additional space for site design and options for site access; no structures are proposed on the additional parcels. Staff is recommending approval of the request with the proffers as submitted.

### CHRONOLOGY OF EVENTS:

1. January 7, 2025 – City Council voted to authorize the City Manager to enter into an option agreement and convey the subject property to Warrenton Group.
2. January 21, 2025 – City Council approved Zoning Ordinance amendment permitting and regulating data center uses in the city

3. April 3, 2025 – Planning Commission recommended approval of 2025-REZ-03, , a petition to rezone property at 2233 Halifax Road to the M-1, Light Industrial District for the purpose of constructing a data center campus in a 8-0 vote.
4. April 15, 2025 – City Council approved 2025-REZ-03, subject to 10 proffered conditions.
5. April, 2025 – Present – Through ongoing site design, the developer has identified the need for additional land for access to the development and mitigation of wetland impacts.
6. November 12, 2025 – Staff received a petition to rezone three additional parcels for inclusion in the project area and to amend the approved proffers to reflect the proposed update to the site layout.
7. December 4, 2025 – Planning Commission held a public hearing on the request.
8. January 12, 2026 – The applicant is joining the Ward 7 public meeting to address the community on concerns and questions with the proposal.

**BACKGROUND:**

On April 15, 2025 City Council approved 2025-REZ-03, which rezoned 173 acres commonly known as the Collier Yard property, located at 2233 Halifax Road from the A, Agricultural Zoning District to the M-1, Light Industrial District subject to ten proffered conditions. Since that time, the developer has been working on plans for site design and layout and during this process, challenges were identified, particularly with gaining primary access to the site from Halifax Road and avoiding and mitigating impacts to wetlands on the site. The current request, 2025-REZ-06, is to expand the rezoning to include three additional parcels in the M-1 district to add room to design around wetlands and create alternative points of access. The request also includes amending the originally approved proffers and applying those proffers to the three additional parcels.

The application was accompanied by an updated concept plan showing the proposed layout of the site with six data centers as well a gatehouse and an electric substation. All structures on the site would still be constructed on the originally rezoned property at 2233 Halifax Road and the new parcels would be used for access and potential wetland mitigation. Upon completion, primary access to the development is proposed from a newly-constructed entrance drive from Defense Road. Secondary emergency access is shown from the newly-constructed Townes Road and access to the substation would be provided from Brierwood Road. The applicant has noted that final site design is ongoing and the concept plan may be subject to change.

The applicant also provided a traffic evaluation report addressing the projected impacts of the data center development. The study area included the Squirrell Level Road and Defense Road intersection as well as the proposed site entrance from Defense Road which will serve as the construction entrance and the primary access for the site after construction. Traffic volume to the site will be highest during construction with approximately 492 trips during peak morning hours and 268 trips during peak evening hours. Once the site is operational, the report

estimates about 1,424 daily trips with 181 trips during peak morning hours and 57 trips during peak evening hours.

The report includes a turn lane warrant analysis which demonstrates that a 100-foot right turn taper is warranted at the proposed entrance to the site from Defense Road. The report also indicates that If adjustments to signal timings at the Squirrell Level Road and Defense Road intersection may be necessary during construction. If the request is approved, these improvement will be reviewed during the site plan review process.

The applicant has stated the site is ideal for the data center development due its size and proximity to existing electrical infrastructure supportive of large industrial development, including a 230-kilovolt transmission line. The application also states the approval of the rezoning would unlock the economic potential of the subject properties and create a significant source of tax revenue for the City through a large-scale industrial development.

If the rezoning is approved, the property will be subject to Article 17 of the Zoning Ordinance which specifies the regulations of the M-1, Light Industrial District in general as well the specific regulations for data centers. Development of the property would also be subject to rules for parking, loading, architectural treatment, and site plan review found in Articles 19, 20, 25, and 38 respectively. Once the definite location of the substations on the property is determined, the Planning Commission will be asked to review that location for accordance with the PetersburgNext Comprehensive Plan as required by Code of Virginia Section 15.2-2232. Additionally, if the proposed data center development on the site cannot meet the development standards listed in Article 17, a special use permit would be required before the use could be established.

#### **Additional Parcels:**

The applicant is seeking to add three properties to the M-1, Light industrial District to accommodate the planned data center campus. The properties are located at 2088 Defense Road, 1918 Townes Road, and 1926 Bogese Drive. 2088 Defense Road and 1926 Bogese Drive are currently within the A, Agricultural Zoning District and 1918 Townes Road is currently within the R-1A, Single-Family Residence Zoning District. The properties total approximately 37.18 acres in area.

The applicant plans to use the property at 2088 Defense Road to create the primary entrance into the site from Defense Road in place of the originally planned primary entrance from Halifax Road. The access drive would be improved to VDOT street standards. There is an existing at-grade railroad crossing into the site from Halifax Road, but this crossing would not be feasible for a permanent full accessway into the site due to the frequency of train travel.

The property at 1918 Townes Road is split into three pieces of land which are planned to be incorporated into the site for additional buffer. Townes Road is currently unimproved right-of-way and the developer intends to pave the street and install a restricted-access emergency

egress point from the site onto the improved street. Construction traffic during site development would be limited to the new entrance from Defense Road and potentially the existing at-grade crossing from Halifax Road.

The property at 1926 Bogese is intended to be incorporated into the site to expand the total site area allowing more space to avoid the wetlands and to mitigate wetland impacts if necessary. No buildings or utility infrastructure is planned to be constructed on the parcel which will remain vegetated.

### **Amended Proffers:**

2025-REZ-03 was approved subject to ten proffered conditions voluntarily offered by the applicant and accepted by the City. Due to the changes in the planned design of the project, the applicant is proposing to amend several proffers and offering four new proffers. The full list of proposed proffers is included as an attachment to this report, but the amended and new proffers are covered below.

#### Amended Proffers:

- There will be a minimum of 125-foot setbacks from all residential properties for all principal structures, including substations. Where possible, these setbacks will be increased. The originally accepted proffer was for 100-foot setbacks.
- The data center buildings will be designed with architectural treatment features to be reviewed by Planning staff during site plan and permit review; originally this proffer included design for substations, but those designs would be dependent on the utility provider rather than the applicant.
- The applicant will work with the Department of Environmental Quality (DEQ) and the Army Corp of Engineers to avoid or mitigate any wetland or stream impacts. If any historic archaeological features are identified on the site, the applicant will negotiate protection of those features during site plan review. This proffer was accepted with the original approval, but the updated proffer would expand its conditions to the new parcels.
- Access to the site during construction and operation of the facilities will be provided from Halifax Road and Defense Road. Access during operation will be provided primarily from the access drive off Defense Road, which will be improved to VDOT standards. Emergency egress and access for emergency vehicles and utility servicers will be available from Townes Road and Brierwood Road. The original proffer limited site access to Halifax Road other than for emergencies and utility servicing.

#### Additional Proffers:

- The site will exceed the City's newly adopted standards for parking lot landscaping and overall tree canopy coverage by 10 percent.

- Any required wetland mitigation will be determined and negotiated with the City and the Army Corps of Engineers during the site plan review process.
- The cost of construction of water and sewer infrastructure throughout the site will be responsibility of the applicant.
- The newly added parcels will be kept in the existing vegetative state except where wetland mitigation or the construction of the access drives requires disturbance.

The remainder of the originally accepted proffers are proposed to remain unchanged, including conditions pertaining to the site's landscape buffer, pre-and-post-construction noise studies, generator testing, use of recycled water for cooling, avoiding residential areas for utility extensions, abandonment of easements, and planning commission review of utility infrastructure such as the substation.

### **PUBLIC HEARING:**

On December 4, 2025, the Planning Commission held a public hearing on the request. During the public hearing and subsequent discussion, several concerns with the request were raised, including the following:

- Noise impacts from the proposed development and whether proposed buffers are sufficient
- Traffic impacts from the proposed development, particularly impacts to residential streets
- Environmental impacts, including to wildlife and potential cultural and historic resources
- Incompatibility with the surrounding residential development and quality of life
- Proposed access and
- and capacity concerns for construction traffic
- The density of the proposed buildings
- Water demands
- Impacts from lighting
- Potential effects from railroad traffic
- Lack of community engagement

Following the public hearing, the Planning Commission tabled the request and directed staff to schedule a special meeting for the request once the applicant could hold a meeting with community members to discuss concerns. The applicant is planning to attend the Ward 7 Community Meeting on January 12 to address concerns.

### **ADJACENT ZONING/USES:**

Property directly to the north of the subject property is zoned a combination of A, Agricultural and R-1A, Single-Family Residence while the property to the east is zoned entirely R-1A. The property to the south is zoned a combination of A, Agricultural and M-2, Heavy Industrial and

the property to the west . The property to the west across Halifax Road is zoned M-1, Light Industrial.

Land uses to the north and east are primarily residential, including the Ramblewood and Westbourne subdivisions. The property is bordered to the south by the CSX railroad, but uses south of the railroad are within the Petersburg Industrial Park, including Bleachtech, Infra-Metals, and Allan Myers Asphalt Plant. The property is bordered to the west by both CSX railroad and Halifax Road, but uses across Halifax Road are also industrial, including International Paper.

### **COMPREHENSIVE PLAN CONSIDERATIONS:**

The property at 2233 Halifax Road which was rezoned in 2025-REZ-03 is designated as General Industrial on the Future Land Use Map of the PetersburgNEXT Comprehensive Plan. The plan states that these are areas readily accessible by road and rail and are where heavy industrial uses should be sited. The plan goes on to say that where these areas border residential development, ample setbacks and buffering should be provided and where sites are largely impervious, adequate elements for stormwater management should be provided and environmental justice considerations should be addressed. Primary land uses in General Industrial areas include business and employment uses, logistics and distribution, and moderate to heavy industrial uses like factories or lumberyards.

The new parcels within the subject request are designated as Community Residential on the Future Land Use Map. Community Residential areas are generally more suburban in character than the majority of the city and uses encouraged in these areas are residential. The Comprehensive Plan states that new construction in these areas should fit or enhance the scale of the existing development pattern.

The M-1 Zoning would not typically be appropriate for an area designated as Community Residential, but it should be noted that the applicant is not proposing any industrial development on the newly-acquired properties. If the request is approved with the proffered conditions as drafted, these parcels would remain undisturbed and vegetated except for the construction of the access drive and potentially wetland mitigation. The proposed project and the proffered conditions do incorporate several development principles for General Industrial areas, including enhancing setbacks and screening from residential areas, providing plantings through the site where existing trees cannot be preserved, and incorporating the environmental assessments and avoiding and/or mitigating potential impacts to the environment.

The Comprehensive Plan also talks specifically about the development of the Collier Yard site at 2232 Halifax Road and its importance for economic development. Strategy 3.1.4 under “Strategies for a Healthy and Robust Economic Climate” is to develop Collier Yard which would expand one of Petersburg’s existing industrial clusters. Finding alternative means to access the site from Halifax Road is listed as a priority transportation project. While the applicant has

explored potential ways to access the site from Halifax Road, the existing railroad right-of-way and frequency of train traffic makes this difficult. To address this challenge, the applicant has proposed the entrance from Defense Road as an alternative which still largely avoids the existing residential development adjoining the subject property.

**PUBLIC Input:**

Seven members of the public spoke in opposition to the request during the public hearing. Six comments were also received during the general public comments at the January 8, 2026 regular Planning Commission meeting.

**RECOMMENDATION:**

Staff recommend approval of the rezoning with the proffers submitted.

**ATTACHMENTS**

Presentation

Resolution

Application

Proffer Statement

Originally Approved Proffers dated 4-15-2025

Boundary Exhibit

Concept Plan

Traffic Impact Study

Original Proffers

Zoning Map and Future Land Use Map

Adjoining Property Owners List

Written Public Comment Received

PLANNING  
COMMISSION  
MEETING

JANUARY 15,  
2026

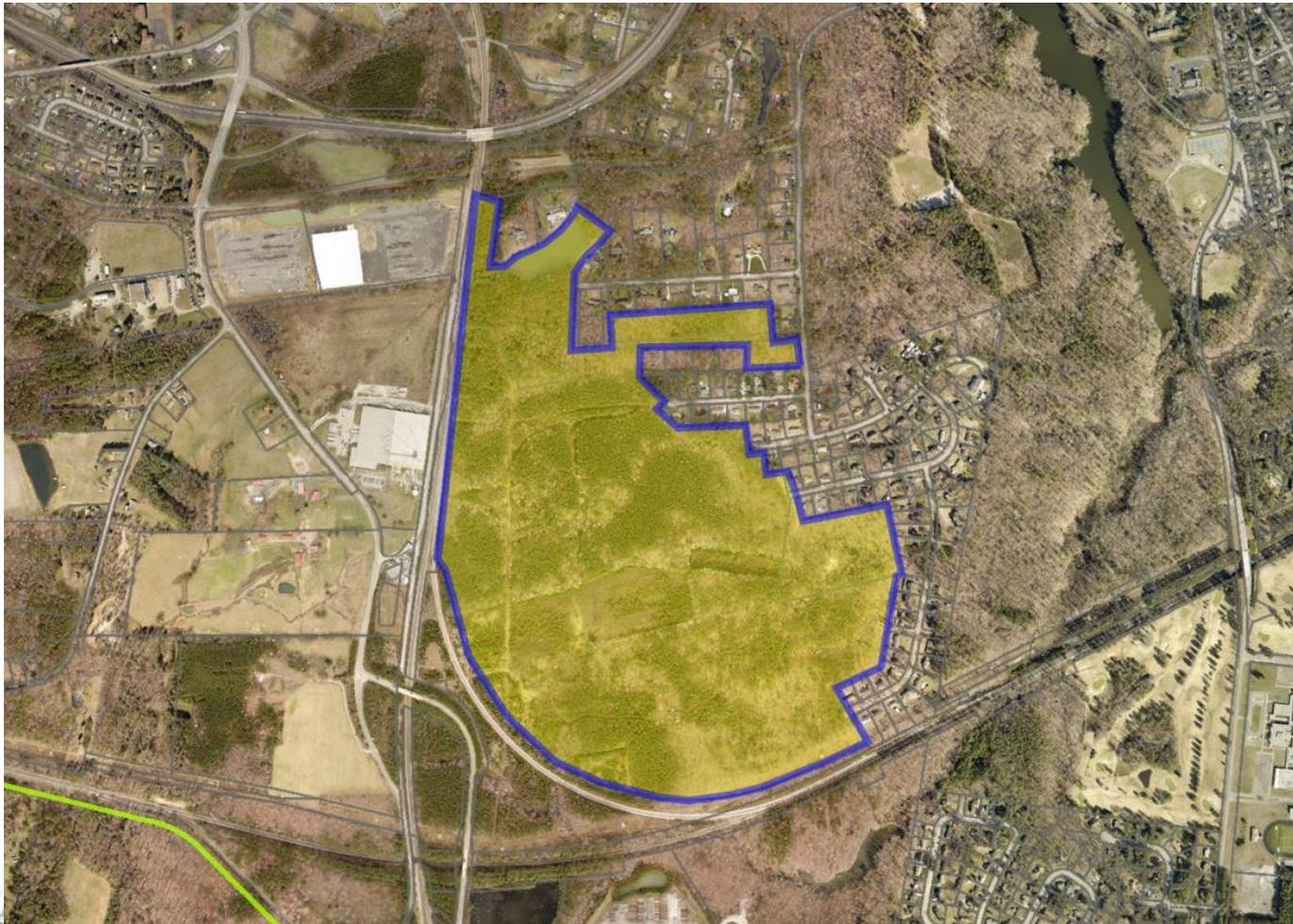
*Petersburg*  
VIRGINIA

## 2025-REZ-06:

Consideration of a resolution recommending approval of a request by Alexander Graham, Jr., on behalf of the Warrenton Group, to rezone property at 2088 Defense Road, 1918 Townes Road, and 1926 Bogese Drive, Parcel IDs 070080002, 069070001, 077010801, from the A Agricultural and R-1A Single-Family Residence Zoning Districts to the M-1 Light Industrial Zoning District with proffers and to amend the existing proffers for property at 2233 Halifax Road, Parcel ID 076030800, in the M-1 Light Industrial Zoning District

# Subject Properties

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# Background and Request Overview

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- April 15, 2025 – City Council approved rezoning of 2233 Halifax Road to M-1 with 10 proffers for data center development
- During site design process, developer has identified challenges with access from Halifax Road and presence of wetlands on site
- Seeking to expand overall project footprint to provide alternative access to the site and to provide room for wetland avoidance/mitigation
- Seeking to amend proffers to account for updated plans

# December 4 Public Hearing

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- Seven public comments received opposing the request
- Several Concerns raised:
  - Noise, light, traffic impacts to surrounding community
  - Environmental impacts
  - Incompatibility with surrounding residential developments
  - Insufficient buffers
  - Lack of community engagement
  - Site access
  - Street capacity for construction traffic
- Planning Commission tabled request; recommended applicant hold community meeting

# Expansion of Footprint

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- Three additional parcels acquired; 2088 Defense Road, 1918 Townes Road, and 1926 Bogese Drive; currently zoned A, Agricultural and R-1A, Single-Family Residence
- New entrance and access drive proposed from Defense Road; traffic study provided with application outlining improvements during and after construction
- Townes Road to be improved and provide point of emergency egress from property
- Property at 1926 Bogese Drive allows the site layout to be adjusted to avoid wetland impacts
- Newly acquired properties to remain undeveloped with exception of infrastructure for access and potential wetland mitigation





# Amended Proffers

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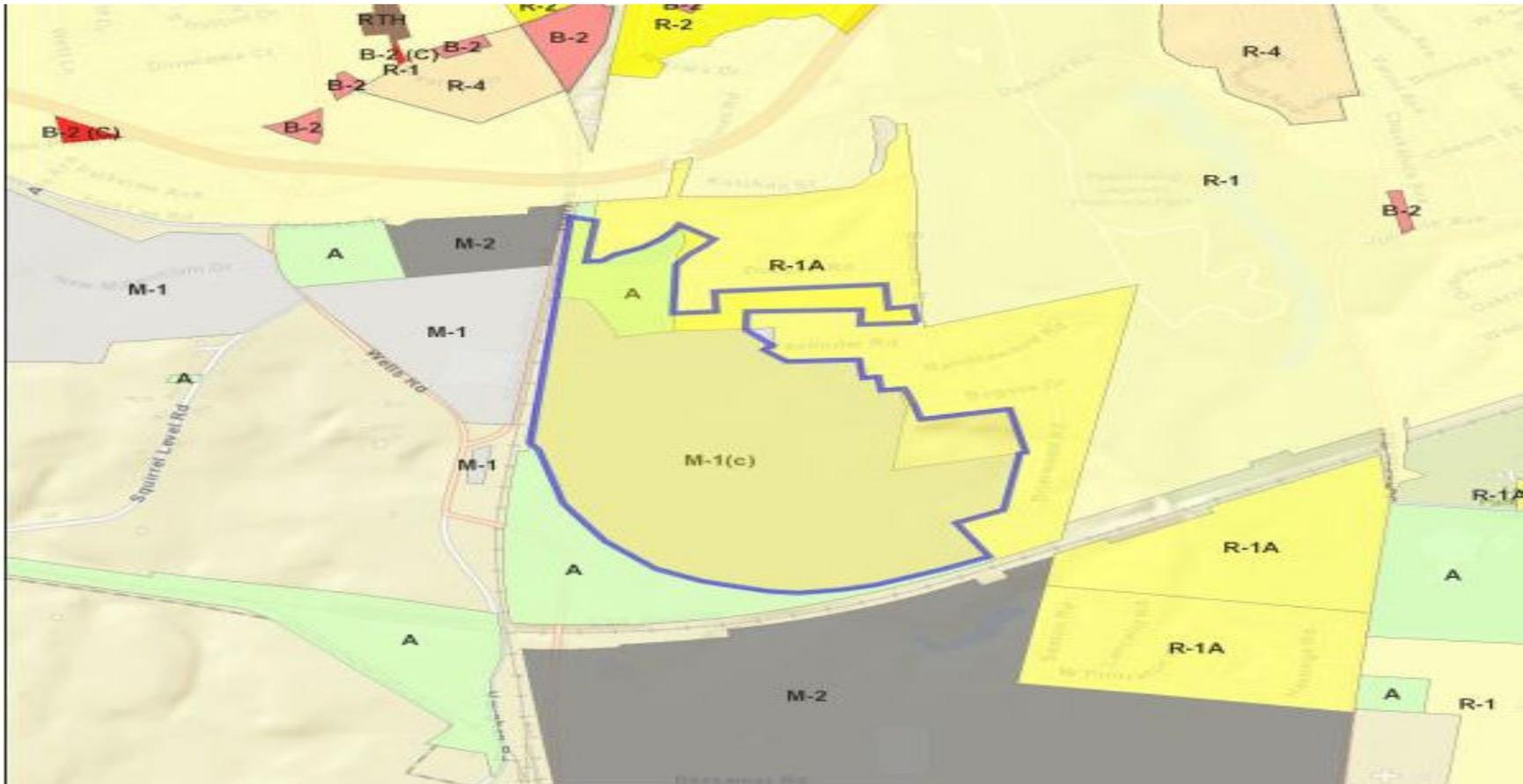
- Existing proffer limits site access to Halifax Road; proposed proffer allows access from proposed Defense Road entrance
- Minimum setbacks are enhanced from 100 feet to 125 from all residential properties
- Proffers pertaining to architectural treatment, landscaping buffer, noise studies, water recycling, power supply, environmental resources, title matters, and review of the substation will remain in place will expand to apply to newly-acquired properties

# Additional Proffers

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- Site will exceed newly adopted landscaping regulations for new plantings and canopy preservation by a minimum 10 percent
- Any required wetland mitigation will be coordinate with City and Army Corps of Engineers
- Applicant will be responsible for cost of water/sewer infrastructure throughout site
- Newly added parcels will be kept in existing vegetative state except where wetland mitigation or the construction of the access drives requires disturbance

# Adjoining Zoning/Uses



# Comprehensive Plan Considerations

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- Property at 2233 Halifax Road is designated General Industrial on Future Land Use Map
  - Enhanced screening and setbacks from residential development encouraged
  - Focus on planting and retaining trees, avoiding and mitigating impacts to environment
- Newly acquired parcels are designated as Community Residential;
  - Uses encouraged are residential, new development should fit or enhance scale of existing pattern
  - M-1 Zoning not typically appropriate for Community Residential area; applicant is proffering no industrial structures on the new parcels
- Economic Development Strategies include utilizing Collier Yard site; finding means to access the site is listed as a priority transportation project

# Planning Commission Options

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- Recommend approval of the rezoning and proffer amendment
- Recommend approval of the rezoning without one or more proffered conditions
- Recommend denial of the rezoning

**A RESOLUTION RECOMMENDING APPROVAL OF A PETITION TO REZONE PROPERTY LOCATED AT 2088 DEFENSE ROAD, 1918 TOWNES ROAD, AND 1926 BOGESE DRIVE, PARCEL IDENTIFICATION NUMBERS 070080002, 069070001, 077010801, FROM THE A AGRICULTURAL AND R-1A SINGLE-FAMILY RESIDENCE ZONING DISTRICTS TO THE M-1 LIGHT INDUSTRIAL ZONING DISTRICT WITH PROFFERS AND TO AMEND THE EXISTING PROFFERS FOR PROPERTY AT 2233 HALIFAX ROAD, PARCEL IDENTIFICATION NUMBER 076030800 IN THE M-1 LIGHT INDUSTRIAL ZONING DISTRICT**

WHEREAS, the City of Petersburg approved a petition from The Warrenton Group to rezone the property located at 2233 Halifax Road from A, Agricultural District to M-1, Light Industrial District with proffers on April 15, 2025; and

WHEREAS, The Warrenton Group proffered conditions for the City's consideration including a condition that access to the site would be provided via Halifax Road; and

WHEREAS, the applicant has determined that access to the site from Halifax Road is not feasible and that the presence of wetlands on the property warrants an expansion of the overall project area; and

WHEREAS, an updated concept plan was provided showing the expansion of the site to include property at 2088 Defense Road, 1918 Townes Road, and 1926 Bogese drive for the purpose of providing alternative site access and potential for wetland mitigation; and

WHEREAS, the applicant has offered amended proffers for consideration which would apply to the property at 2233 Halifax Road as well as the properties at 2088 Defense Road, 1918 Townes Road, and 1926 Bogese Drive; and

WHEREAS, the proposed proffers include a condition that the properties at 2088 Defense Road, 1918 Townes Road, and 1926 Bogese Drive will remain undeveloped with the exception of infrastructure providing access to the site and potential wetland mitigation; and

WHEREAS, the proposed proffers include commitments to exceeding the minimum landscaping and planting requirements of the Zoning Ordinance and an increase to the buffer from residential properties; and

WHEREAS, the remaining proffers will still apply, including conditions for architectural treatment, landscaping buffer, noise, water recycling, power supply, environmental resources, title matters, and review of the substation will remain in place; and

WHEREAS, pursuant to the requirements of Titles 15.2-2204 and 15.2-2285 of the Code of Virginia, as amended, a public hearing was advertised and held, in accordance with applicable laws.

**NOW THEREFORE BE IT RESOLVED** that the Planning Commission does hereby recommend approval of the petition to rezone property at 2088 Defense Road, 1918 Townes Road, and 1926 Bogese Drive, from the A Agricultural and R-1A Single-Family Residence Zoning Districts to the M-1 Light Industrial Zoning District with proffers and to amend the existing proffers for property at 2233 Halifax Road as presented in Exhibit A.

## EXHIBIT A

### **Summary of Proffers to be Negotiated between the Applicant and the City of Petersburg Relating to 2233 Halifax Road Site, as Expanded**

1. Setbacks. Applicant agrees to increase its prior setback commitment by 25%. Where the data center (“Project”) adjoins residential properties, the primary Project structures (including substations) will now be located at least 125 feet from the shared boundary with each adjoining residence (prior commitment was 100 feet).
2. Architectural Treatment. Applicant will work with its design team on façade treatments for the data center buildings and submit those for review by the City Planning Staff during the Site Plan negotiations.
3. Enhanced Landscape Buffer. A natural and landscaped buffer fifty (50) feet in width shall be provided along the northern and eastern boundary lines of the Project site in the area generally shown on the concept plan entitled “The Warrenton Group Data Center Concept Plan prepared by Timmons Group and dated September 22, 2025. Such buffer shall be sized to provide visual screening (upon the maturity of the new landscape elements) from residences adjoining such buffer. Applicant will submit a drawing of proposed buffer images to the City Planning Department for its review.
4. Noise from Operations and Generators. Applicant will cause the data center buildings to meet the statutory noise limitation of 79 dBA during the day and 72 dBA at night (or lower), as measured from the property line. A pre-construction noise study shall be ordered by the Applicant and delivered to the City when completed; a post-construction noise study shall be submitted to the City within 180 days after receipt of the Certificate of Occupancy for the Project. The noise study shall be prepared by a Commonwealth Licensed Professional

## EXHIBIT A

Engineer. Outside of backup/emergency use, generator use will be limited to testing or commissioning activities on weekdays between 8:00am and 5:00pm.

5. Water. If water-based cooling is employed for the Project, a closed-loop system will be utilized.
6. Power Supply. Applicant has engaged with Dominion Energy regarding the capacity of existing power transmission lines that would serve the Project. The Applicant will advocate that any additional power infrastructure required to serve the Project will avoid routing through existing residential neighborhoods. Additionally, the Applicant is assessing the viability of utilizing natural gas as a partial or full energy source for the Project. The Applicant is actively consulting with the local natural gas provider and similarly commits to advocating that any necessary extension or enhancement of natural gas infrastructure will also avoid routing through existing residential neighborhoods.
7. Environmental, Historic and Cultural Resources Assessments. To the extent required by the Virginia Department of Environmental Quality (“DEQ”) and/or the U.S. Army Corps of Engineers (“USACE”), the Applicant will engage with them on issues of wetlands and stream impacts and how those impacts can be mitigated to the maximum extent practicable. Applicant has previously contracted with ECS Mid-Atlantic to perform a preliminary archeological sensitivity analysis of the original 172-acre site. The additional parcels being acquired to enlarge the Project site will also be investigated by ECS Mid-Atlantic. Should any earthwork fortifications or other archaeologically sensitive areas be identified, Applicant will coordinate an appropriate response during the site plan negotiation with the City Planning Department.
8. Access to Project Site. Primary access to the Project site during construction activities shall be via Defense Road through the Patton parcel and via Halifax Road. No construction

## EXHIBIT A

entrance will be routed through any residential neighborhood. Upon conclusion of Project construction, access to the Project site will be primarily via Defense Road and the internal access road within the Project site from Defense Road will be constructed to VDOT standards by the Project developer. Emergency egress and access by utility providers to maintain, repair, or service utility infrastructure, will occur via Townes Road, Halifax Road, Brierwood Road, and the new road to be constructed through the Patton property.

9. Title Matters. A title report on the original Project site and the additional five parcels has been received by the Applicant indicating the presence of easements on several of the sites. To the extent that any existing easements cannot be abandoned, Applicant will work with its design and engineering teams to accommodate those easements.
10. Compliance with VA Code Section 15.2-2232. Prior to construction of any new utilities on the Project site, Applicant will submit the location and character of the utilities to the Planning Commission for its determination that those utilities are substantially in accord with the City's Comprehensive Plan.
11. Compliance with Off-Street Parking Regulations in Article 19 of the City of Petersburg Zoning Ordinance. Applicant will exceed the minimum design standards for off-street parking areas including landscaping medians, perimeter plantings, and maintaining the requisite tree canopy coverage by a minimum of 10% above the amounts found in the City's Zoning Ordinance.
12. Wetlands Mitigation. Discussions with the City about wetlands mitigation will occur during negotiation of the Site Plan with the City Planning Department, and with the USACE during the permitting process.
13. Construction of new water and sewer lines within the Project site will be the responsibility of the Applicant who shall pay the costs of these infrastructure improvements.

**EXHIBIT A**

14. Voluntary Limitation of Construction on Additional Parcels. Applicant will commit to leave the five additional parcels being acquired (identified on the concept plan entitled “The Warrenton Group Data Center Concept Plan prepared by Timmons Group and dated September 22, 2025) in their existing vegetative state except as may be required for the construction of new wetlands, access roads, or any related improvements.



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Adam C. Weers

TWG Petersburg LLC

Submitted November 12, 2025

DRAFT



## City of Petersburg

### Department of Planning and Community Development

#### **PROCEDURES FOR PETITION FOR REZONINGS**

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1. Applicant files petition with the Petersburg Department of Planning and Community Development, City Hall, 135 N Union Street, Petersburg, Virginia 23803.
2. **The Filing fee for Petitions for Rezoning is \$1,500.** A Check or Money Order *made payable to the City of Petersburg* is to accompany the application.
3. A Plat of the property must also accompany the petition.
4. The Department of Planning and Community Development Staff will refer the petition to the Planning Commission to hold a public hearing and consideration the petition. Department of Planning and Community Development staff shall advertise the public hearing twice during a fourteen-day period, and the Planning Commission will hold a public hearing, and make a recommendation to the City Council regarding the petition.
5. The City Council schedules then advertises a public hearing regarding the petition.
6. The City Council holds a public hearing then considers the petition with the Planning Commission recommendation and renders a final decision to approve or disapprove the petition.

*PLEASE NOTE: The rezoning process may take up to three months.*

# PETITION FOR REZONING

RETURN TO: DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT  
(CITY HALL, THIRD FLOOR, ROOM 304)  
FILING FEE: \$1,500 (CHECK OR MONEY ORDER) AT THE TIME OF SUBMITTAL

CASE NUMBER: 2025-REZ-03  
APPLICANT: TWG Petersburg LLC  
ADDRESS: 14 Ridge Square, NW, Suite 300  
Washington, DC 20016

I, Adam Weers hereby petition to rezone the following described properties

from zoning district A- Agricultural for 2088 Defense Rd, and to zoning district M-1 Light Industrial  
1926 Bogese Dr.- R-1A for 3 parcels with a common address of 1918 Townes Rd

**A. DESCRIPTION OF PROPOSED USE: (INCLUDE ANY PROFFERED CONDITIONS)**

See Response A and Summary of Proffers attached.

**B. PROPERTY INFORMATION**

**1. Tax Parcel Identification Number(s):**

Original Petition- 070080800; Amended Petition- 7008002, 77010801, 69070001

**2. Current Street Address(es) if assigned):**

Original Petition- 2233 Halifax Rd., Petersburg, VA 23805; Amended Petition- 1926 Bogese Dr. Petersburg, VA 23805

2088 Defense Rd, Petersburg, VA 28305, 1918 Townes Rd, Petersburg, VA 28305

**3. Approximate Area:**

<u>7,522,216 (Original Petition)</u>		<u>Original Petition - 172.66</u>	
<u>1,611,720 (Amended Petition)</u>	<b>sq. ft.</b>	<u>Amended Petition - 37.00</u>	<b>acres</b>

**4. Public Street Frontage:**

Original Petition - 1,510 **ft.**  
Amended Petition- 3,311

**5. A boundary plat of this property outlining the area to be rezoned must be attached to this petition.**

**6. The following deed restrictions may affect the use of this property:**

Not Applicable

**7. Brief:**

Said deed restrictions will expire on:

Not Applicable

**C. JUSTIFICATION FOR REZONING**

**1. The proposed change in zoning is necessary for the preservation and enjoyment of a substantial property right because: (Provide a detailed statement of reasons why the proposed rezoning should be granted).**

See Response C-1 attached.

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**2. The material impact of the proposed rezoning will not be detrimental to the public welfare of the City nor to adjacent property owner(s) or properties located within the nearby vicinity because: (Specify reasons to substantiate this statement).**

See Response C-2 attached.

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**3. The proposed rezoning will be advantageous to the City and benefit the welfare of the general public because: (Specify reasons to substantiate this statement).**

See Response C-3 attached.

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**4. The proposed rezoning is necessary because suitable property for the proposed use is not presently situated within required existing zoning districts. (Specify reasons for this determination).**

See Response C-4 attached.

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**D. CERTIFICATION:**

The undersigned applicant certifies that they:

(a) are the owner, lessee or agent for (specified in writing)

(b) possess a proprietary interest in (contract or option agreement)

the property(ies) identified within this PETITION FOR REZONING, and that the foregoing information and statements herein provided, and all other information herewith submitted, are in all respects true and correct to the best of their knowledge and belief.

Signed:



Mailing Address:

**14 Ridge Square, NW, Suite 300**  
**Washington, DC 20016**

Phone Number:

Email Address:

**APPROVED**

\_\_\_\_\_  
City Attorney

**TO BE FILED IN THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT**

**ACTION RECORD**

Date Filed (with Planning Department):

\_\_\_\_\_

Date of Planning Commission Public Hearing:

\_\_\_\_\_

Planning Commission Action(s):

\_\_\_\_\_

Date of City Council Hearing:

\_\_\_\_\_

City Council Action(s):

\_\_\_\_\_

## **RESPONSE “A” TO JUSTIFICATION FOR REZONING**

The proposed use is for a data center that will support and secure the future of critical digital infrastructure in the Tri-Cities region. An initial Concept Plan for the site, prepared by the Timmons Group, was included with the original Petition and is appended here. An Updated Concept Plan by Timmons shows how the site is proposed to be expanded by 37 acres through the addition of five more parcels to create a more campus-like setting. Having more land will allow for multiple access points and create more options to deal with existing wetlands. Three of the five additional parcels are currently zoned R-1A and the other two are zoned A-Agricultural.

Included with this Amended Petition is a list of proposed proffer topics that the Applicant would like to discuss with Planning Department staff. One such proffer relates to the construction of tree islands in the designated parking areas to comply with new City Ordinance 2025-ORD-056.

The Project site does not share a boundary with any public parks. The cooling systems will use recycled water. As more engineering occurs, all later iterations of the Concept Plans will be shared with Planning Department Staff.

## **RESPONSES TO JUSTIFICATION FOR REZONING**

### **Response: C.1**

Goal 1 of the City's Comprehensive Plan (adopted 5/21/24) is aimed at developing a plan to transfer or sell City-owned property to private investors and lists development of Collier Yard among the City's economic objectives (see p.271).

The current agricultural zoning and residential use of the five additional parcels are inconsistent with the highest and best use of these properties. These parcels are ill-suited for agricultural and residential use due to their proximity to existing industrial infrastructure and the presence of a 230 kV power line, which makes these parcels far more suitable for industrial development, such as a data center. Rezoning the five additional parcels to M-1, light industrial use, will align their proposed use with nearby industrial properties, creating a cohesive land-use pattern that supports the City's economic growth objectives.

### **Response: C.2**

The proposed rezoning of the five additional parcels to M-1, light industrial use (which now expressly permits data center development) will transform these agricultural and single-family properties into revenue-generating assets, contributing meaningfully to the City's tax base without placing additional burdens on having to provide public services. Additionally, M-1, light industrial zoning setbacks and buffers will be proffered to protect the residential neighborhoods to the North and Northeast of the Collier Yard site, maintaining privacy and mitigating noise both during the construction period and later during the operation of the data center. The addition of the Nester property will help ensure this goal.

This redevelopment project will promote job creation, economic growth, and technological advancement, consistent with the City's long-term development goals while ensuring compatibility with surrounding land uses.

**Response: C.3**

This is a unique opportunity to both convert a large, public, non-revenue-generating parcel (i.e., Collier Yard) and residential and agricultural-zoned properties into a significant source of tax revenue and economic development for the City. The proposed use will not only generate substantial tax revenues, but also create high-quality jobs, further supporting the local economy. The City would receive more real estate and machinery tax revenues that could be directed to the improvement of the public school system and other priorities.

From a planning perspective, M-1, light industrial zoning now requires setbacks, screening, and buffer requirements for data centers adjacent to residential properties. The addition of five more parcels to the development site will result in more buffering while allowing for sustainable redevelopment. By granting rezoning of the five additional parcels, the City will unlock the economic potential of all these properties, align land use with modern infrastructure, and support the broader community welfare, all while preserving and enhancing the value and enabling the highest and best use of all these properties.

**Response: C.4**

Given the City's small land area, and significant existing development, very few sites in the City are large enough to support investment of the magnitude being proposed in this Amended Petition.

The subject properties are uniquely suited for industrial use, due to their adjacency to a 230 kV power transmission line — a critical infrastructure component for high-demand technology facilities. Despite this advantageous positioning, the current agricultural and residential zoning of the five additional lots prohibits industrial development, preventing those properties from being repurposed for their highest and best use.

While there are other properties zoned M-1, light industrial use within the City, they lack the essential combination of size and proximity to high-voltage power infrastructure required for a data center. In short, there are no other industrial properties in the City large enough to support a large-scale industrial facility with proper setbacks and buffers than the proposed, enlarged site which would have a total size of almost 210 acres if re-zoned.

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**Summary of Proffers to be Negotiated between the  
Applicant and the City of Petersburg  
Relating to 2233 Halifax Road Site, as Expanded**

1. Setbacks. Applicant agrees to increase its prior setback commitment by 25%. Where the data center (“Project”) adjoins residential properties, the primary Project structures (including substations) will now be located at least 125 feet from the shared boundary with each adjoining residence (prior commitment was 100 feet).
2. Architectural Treatment. Applicant will work with its design team on façade treatments for the data center buildings and submit those for review by the City Planning Staff during the Site Plan negotiations.
3. Enhanced Landscape Buffer. A natural and landscaped buffer fifty (50) feet in width shall be provided along the northern and eastern boundary lines of the Project site in the area generally shown on the concept plan entitled “The Warrenton Group Data Center Concept Plan prepared by Timmons Group and dated September 22, 2025. Such buffer shall be sized to provide visual screening (upon the maturity of the new landscape elements) from residences adjoining such buffer. Applicant will submit a drawing of proposed buffer images to the City Planning Department for its review.
4. Noise from Operations and Generators. Applicant will cause the data center buildings to meet the statutory noise limitation of 79 dBA during the day and 72 dBA at night (or lower), as measured from the property line. A pre-construction noise study shall be ordered by the Applicant and delivered to the City when completed; a post-construction noise study shall be submitted to the City within 180 days after receipt of the Certificate of Occupancy for the Project. The noise study shall be prepared by a Commonwealth Licensed Professional Engineer. Outside of backup/emergency use, generator use will be limited to testing or commissioning activities on weekdays between 8:00am and 5:00pm.

5. Water. If water-based cooling is employed for the Project, a closed-loop system will be utilized.
6. Power Supply. Applicant has engaged with Dominion Energy regarding the capacity of existing power transmission lines that would serve the Project. The Applicant will advocate that any additional power infrastructure required to serve the Project will avoid routing through existing residential neighborhoods. Additionally, the Applicant is assessing the viability of utilizing natural gas as a partial or full energy source for the Project. The Applicant is actively consulting with the local natural gas provider and similarly commits to advocating that any necessary extension or enhancement of natural gas infrastructure will also avoid routing through existing residential neighborhoods.
7. Environmental, Historic and Cultural Resources Assessments. To the extent required by the Virginia Department of Environmental Quality (“DEQ”) and/or the U.S. Army Corps of Engineers (“USACE”), the Applicant will engage with them on issues of wetlands and stream impacts and how those impacts can be mitigated to the maximum extent practicable. Applicant has previously contracted with ECS Mid-Atlantic to perform a preliminary archeological sensitivity analysis of the original 172-acre site. The additional parcels being acquired to enlarge the Project site will also be investigated by ECS Mid-Atlantic. Should any earthwork fortifications or other archaeologically sensitive areas be identified, Applicant will coordinate an appropriate response during the site plan negotiation with the City Planning Department.
8. Access to Project Site. Primary access to the Project site during construction activities shall be via Defense Road through the Patton parcel and via Halifax Road. No construction entrance will be routed through any residential neighborhood. Upon conclusion of Project construction, access to the Project site will be primarily via Defense Road and the internal

access road within the Project site from Defense Road will be constructed to VDOT standards by the Project developer. Emergency egress and access by utility providers to maintain, repair, or service utility infrastructure, will occur via Townes Road, Halifax Road, Brierwood Road, and the new road to be constructed through the Patton property.

9. Title Matters. A title report on the original Project site and the additional five parcels has been received by the Applicant indicating the presence of easements on several of the sites. To the extent that any existing easements cannot be abandoned, Applicant will work with its design and engineering teams to accommodate those easements.
10. Compliance with VA Code Section 15.2-2232. Prior to construction of any new utilities on the Project site, Applicant will submit the location and character of the utilities to the Planning Commission for its determination that those utilities are substantially in accord with the City's Comprehensive Plan.
11. Compliance with Off-Street Parking Regulations in Article 19 of the City of Petersburg Zoning Ordinance. Applicant will exceed the minimum design standards for off-street parking areas including landscaping medians, perimeter plantings, and maintaining the requisite tree canopy coverage by a minimum of 10% above the amounts found in the City's Zoning Ordinance.
12. Wetlands Mitigation. Discussions with the City about wetlands mitigation will occur during negotiation of the Site Plan with the City Planning Department, and with the USACE during the permitting process.
13. Construction of new water and sewer lines within the Project site will be the responsibility of the Applicant who shall pay the costs of these infrastructure improvements.
14. Voluntary Limitation of Construction on Additional Parcels. Applicant will commit to leave the five additional parcels being acquired (identified on the concept plan entitled "The

Warrenton Group Data Center Concept Plan prepared by Timmons Group and dated September 22, 2025) in their existing vegetative state except as may be required for the construction of new wetlands, access roads, or any related improvements.

A handwritten signature in black ink, appearing to read "Adam C. Weers", with a long, sweeping flourish extending to the right.

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Adam C. Weers  
TWG Petersburg LLC  
Submitted November 12, 2025

**Summary of Proffers to be Negotiated between the  
Applicant and the City of Petersburg  
Relating to 2233 Halifax Road**

1. Setbacks. Where the data center (“Project”) adjoins residential properties, the primary Project structures (including substations) would be located at least 100 feet from the shared boundary with each adjoining residence. Provided wetlands are not adversely impacted, Applicant will endeavor to increase this setback.
2. Architectural Treatment. Applicant will work with its design team on façade treatments for the data center buildings, and the two substations, and submit those for review by Planning Staff.
3. Enhanced Landscape Buffer. A natural and landscaped buffer fifty (50) feet in width shall be provided along the northern and eastern boundary lines of the Property in the area generally shown on the concept plan entitled “The Warrenton Group Data Center Concept - 1” prepared by Timmons Group and dated February 21, 2025. Such buffer shall be sized to provide visual screening (upon the maturity of the new landscape elements) from residences adjoining such buffer. Applicant will submit a drawing of buffer images to the City Planning Department for review.
4. Noise from Operations and Generators. Applicant will cause the data center buildings to meet the noise limitation of 79 dBA during the day and 72 dBA at night (or lower), as measured from the property line. A pre-construction noise study shall be ordered by the Applicant and delivered to the City when completed; a post-construction noise study shall be submitted to the City within 180 days after receipt of the Certificate of Occupancy for the Project. The noise study shall be prepared by a Commonwealth Licensed Professional Engineer. Generator use will be limited to testing or commissioning activities on weekdays between 8:00 a.m. and 5:00 p.m. and for backup/emergency use only.

5. Water. If water-based cooling is employed for the Project, a closed-loop system will be utilized.
6. Power Supply. Applicant has engaged Dominion Energy regarding the capacity of existing power transmission lines that would serve the Project. The Applicant will advocate that any additional power infrastructure required to serve the Project will avoid routing through existing residential neighborhoods. Additionally, the Applicant is assessing the viability of utilizing natural gas as a partial or full energy source for the Project. The Applicant is actively consulting with the local natural gas provider and similarly commits to advocating that any necessary extension or enhancement of natural gas infrastructure will also avoid routing through existing residential neighborhoods.
7. Environmental, Historic and Cultural Resources Assessments. To the extent required by the Virginia Department of Environmental Quality (“DEQ”) and the Army Corps of Engineers, the Applicant will engage with them on issues of wetlands and stream impacts and how those impacts can be mitigated to the maximum extent practicable. Applicant has engaged ECS Mid-Atlantic to perform a preliminary archeological sensitivity analysis of the site, and that work is ongoing. Should any earthworks or other archaeological sensitive areas be identified, Applicant will proffer to protect those during the site plan negotiation.
8. Access to Site. Access to the Project site during construction and post-construction activities shall be via Halifax Road and shall not occur through any residential neighborhood, except for emergency egress and for access by utility providers to maintain, repair, or service utility infrastructure, including during emergencies.
9. Title Matters. A title report on the Project site has been received by the Applicant indicating the presence of easements on the site. To the extent that any existing easements cannot be

abandoned, Applicant will work with its design and engineering teams to accommodate those easements.

10. Compliance with VA Code Section 15.2-2232. Prior to construction of any new utilities on the site, Applicant will submit the location and character of the utilities to the Planning Commission for its determination that those utilities are substantially in accord with the City's Comprehensive Plan.

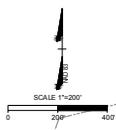


Alexander C. Graham, Jr.  
Legal Counsel for The Warrenton Group

Submitted March 26, 2025

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THE WARRENTON GROUP  
BOUNDARY LINE EXHIBIT

DATE: 08-28-2025 SCALE: 8"=100'  
DRAWING: 09 PROJECT: 7187

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CONSTRUCTION ACCESS

PRIMARY ACCESS AND CONSTRUCTION ACCESS

EMERGENCY ACCESS

GATE HOUSE

8" EXISTING SANITARY LINE AND WATERLINE

125' BUFFER ALONG RESIDENTIAL LOTS

SUBSTATION ACCESS

THE WARRENTON GROUP  
CONCEPT PLAN

8211 NW FAIR ROAD	REDFERNS, WA
DATE: 08-29-2025	SCALE: AS SHOWN
DRAWING: - 02 -	PROJECT: 7187

To: Jared Crews (Petersburg Planning)  
From: Scott Dunn, AICP, PTP  
RE: 2233 Halifax Road Site – Traffic Evaluation  
Date: November 24, 2025  
Copy: Adam Weers (WG); Derrick Johnson (TG); Steve Schmidt (TG)

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This work provides an overview of the anticipated traffic impacts associated with the proposed 1,989,940 sf data center in the City of Petersburg, Virginia, located to the east of Halifax Road and south of Defense Road as shown on Figure 1.

Once operational, access to the site will be provided via one (1) entrance on Defense Road as shown on Figure 2.

When complete, the data center will generate 1,424 daily trips, 171 AM peak hour trips (94 in and 77 out) and 57 PM peak hour trips (17 in and 40 out). For the purposes of this analysis, it was assumed that the development will be completed and occupied by 2034.

The study area consists of two (2) intersections, the signalized intersection of Squirrel Level Road and Defense Road and the intersection of Defense Road and the proposed Site Entrance. The existing intersection geometry can be found in Figure 3.

### **Background Information**

**Squirrel Level Road** is a two-lane, undivided major collector road with a posted speed limit of 35 mph. According to 2024 VDOT AADT data, the most recent available, Squirrel Level Road services 5,094 vehicles per day.

**Defense Road** is a two-lane, undivided minor arterial roadway with a posted speed limit of 35 mph. According to 2024 VDOT AADT data, the most recent available, Defense Road services 3,547 vehicles per day between Johnson Road and Squirrel Level Road and 2,437 vehicles per day between Squirrel Level Road and Boydton Plank Road.

### **Existing Analysis**

Peak hour turning movement counts were completed at the intersection of Squirrel Level Road and Defense Road on April 4, 2025. The AM peak hour was found to be 7:30 AM – 8:30 AM; the PM peak hour was found to be 4:30 PM – 5:30 PM. The 2025 existing volumes can be found in Figure 4.

Analysis for 2025 existing conditions was performed using Synchro version 11 and Simtraffic. The performance of the intersection under existing conditions is shown in Table 1 below.

As shown in Table 1, the overall intersection operates at LOS B during both peaks. All approaches operate at LOS B during both peaks with minimal queueing present. All queues fit within the existing provided storage.

**Table 1: 2025 Existing Analysis LOS and Queueing**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR				PM PEAK HOUR			
			Delay <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	95th Percentile Queue Length (ft)	Simulated Maximum Queue Length (ft)	Delay <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	95th Percentile Queue Length (ft)	Simulated Maximum Queue Length (ft)
1. Squirrel Level Road (N-S) Defense Road (E-W) Signalized	EB Left-Thru		14.6	B	59	74	15.1	B	82	100
	EB Right	140	13.5	B	0	32	13.4	B	0	56
	<i>EB Approach</i>		<i>14.4</i>	<i>B</i>	--	--	<i>14.7</i>	<i>B</i>	--	--
	WB Left-Thru		13.7	B	33	57	13.9	B	57	74
	WB Right	175	14.0	B	1	58	14.0	B	19	58
	<i>WB Approach</i>		<i>13.9</i>	<i>B</i>	--	--	<i>14.0</i>	<i>B</i>	--	--
	NB Left	225	12.4	B	20	81	14.3	B	18	41
	NB Thru-Right		16.0	B	133	155	18.9	B	157	169
	<i>NB Approach</i>		<i>15.7</i>	<i>B</i>	--	--	<i>18.6</i>	<i>B</i>	--	--
	SB Left	165	13.3	B	36	56	16.3	B	61	87
	SB Thru		16.5	B	118	143	19.2	B	128	144
	SB Right		12.8	B	0	3	15.3	B	0	4
	<i>SB Approach</i>		<i>15.8</i>	<i>B</i>	--	--	<i>18.2</i>	<i>B</i>	--	--
	<b>Overall</b>			<b>15.4</b>	<b>B</b>	--	--	<b>17.1</b>	<b>B</b>	--

<sup>1</sup> Overall intersection LOS and delay reported for signalized intersections and roundabouts only.

**2034 Background Analysis**

The 2025 existing traffic volumes were grown by a 0.5% growth rate for nine (9) years to obtain the 2034 background traffic volumes shown in Figure 5. The performance of the intersection under 2034 background conditions can be found in Table 2 below.

**Table 2: 2034 Background Analysis LOS and Queueing**

As shown in Table 2, the intersection continues to operate similar to existing conditions at an overall LOS B with similar queueing and similar delay.

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR				PM PEAK HOUR			
			Delay <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	95th Percentile Queue Length (ft)	Simulated Maximum Queue Length (ft)	Delay <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	95th Percentile Queue Length (ft)	Simulated Maximum Queue Length (ft)
1. Squirrel Level Road (N-S) Defense Road (E-W) Signalized	EB Left-Thru		14.8	B	61	74	15.9	B	86	101
	EB Right	140	13.6	B	0	33	13.6	B	0	44
	<i>EB Approach</i>		<i>14.6</i>	<i>B</i>	--	--	<i>15.4</i>	<i>B</i>	--	--
	WB Left-Thru		13.8	B	34	59	14.3	B	60	71
	WB Right	175	14.0	B	1	61	14.3	B	21	55
	<i>WB Approach</i>		<i>13.9</i>	<i>B</i>	--	--	<i>14.3</i>	<i>B</i>	--	--
	NB Left	225	12.7	B	21	79	15.2	B	20	38
	NB Thru-Right		16.3	B	137	164	20.1	C	166	173
	<i>NB Approach</i>		<i>16.0</i>	<i>B</i>	--	--	<i>19.8</i>	<i>B</i>	--	--
	SB Left	165	13.6	B	37	48	17.5	B	66	83
	SB Thru		16.8	B	121	119	20.6	C	136	138
	SB Right		13.1	B	0	3	16.4	B	0	11
	<i>SB Approach</i>		<i>16.1</i>	<i>B</i>	--	--	<i>19.5</i>	<i>B</i>	--	--
	<b>Overall</b>			<b>15.6</b>	<b>B</b>	--	--	<b>18.1</b>	<b>B</b>	--

<sup>1</sup> Overall intersection LOS and delay reported for signalized intersections and roundabouts only.



**Trip Generation**

The proposed development consists of a 1,989,940 sf data center which will be accessed via one (1) entrance on Defense Road as shown in Figure 2.

In March 2023, Bowman Consulting Group published a trip generation study of six (6) existing data centers in Virginia. The study analyzed the trips generated by each site over the course of a full year and averaged the trips to determine rates for the AM peak hour, PM peak hour, and average daily trips. The study was approved by VDOT Central Office and has become the standard for estimating data center trip generation.

The site generated trips shown in Table 3 below were calculated using the Bowman Study rates with square footage as the independent variable.

**Table 3: Trip Generation**

Proposed Use	Size	Units	AM PEAK HOUR			PM PEAK HOUR			ADT
			IN	OUT	TOTAL	IN	OUT	TOTAL	
<b>Data Center Trip Generation</b>									
Total Volumes	1,898,940	SF (GFA)	94	77	171	17	40	57	1,424
<b>Total Trips</b>			<b>94</b>	<b>77</b>	<b>171</b>	<b>17</b>	<b>40</b>	<b>57</b>	<b>1,424</b>

Note: (1) Trip generation based on AWS Data Center Trip Generation Assessment (Table 3 and Table 6) prepared by Bowman Consulting Group, March 2023.

As shown in Table 3, the proposed development will generate 1,424 daily trips, 171 AM peak hour trips (94 in and 77 out) and 57 PM peak hour trips (17 in and 40 out).

The site trips were distributed across the roadway network based on the nature of use, the existing traffic counts and local knowledge with the following distributions:

- 85% to/from the north on Squirrel Level Road;
- 5% to/from the south on Squirrel Level Road; and
- 10% to/from the west on Defense Road.

The site trip distributions can be found in Figure 6 and the distributed trips can be found in Figure 7.

**2034 Future Analysis**

The 2034 background volumes (Figure 5) were combined with the site trips (Figure 7) to develop the 2034 total future volumes shown in Figure 8.

The performance of the intersection of Squirrel Level Road and Defense Road and the Site Entrance and Defense Road can be found in Table 4 below.

As shown in Table 4 below, the intersection of Defense Road and Squirrel Level Road continues to operate at an overall LOS B during both peaks. All approaches continue to operate at LOS B or better with queueing of less than ten vehicles present.

At the unsignalized intersection of the Site Entrance and Defense Road, the Site Entrance operates at LOS B during both peaks with a maximum queueing of approximately 3 vehicles.

**Table 4: 2034 Total Future Analysis LOS and Queueing**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR				PM PEAK HOUR			
			Delay <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	95th Percentile Queue Length (ft)	Simulated Maximum Queue Length (ft)	Delay <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	95th Percentile Queue Length (ft)	Simulated Maximum Queue Length (ft)
1. Squirrel Level Road (N-S) Defense Road (E-W) Signalized	EB Left-Thru		15.2	B	69	90	15.7	B	88	90
	EB Right	140	14.4	B	0	48	13.7	B	0	41
	<i>EB Approach</i>		15.0	B	--	--	15.3	B	--	--
	WB Left-Thru		14.6	B	44	75	14.4	B	64	75
	WB Right	175	17.8	B	38	71	14.8	B	39	73
	<i>WB Approach</i>		16.9	B	--	--	14.7	B	--	--
	NB Left	225	12.2	B	22	69	15.1	B	20	43
	NB Thru-Right		15.8	B	146	162	19.9	B	167	173
	<i>NB Approach</i>		15.5	B	--	--	19.6	B	--	--
	SB Left	165	14.0	B	87	116	17.6	B	74	82
	SB Thru		15.4	B	125	132	20.4	C	137	125
	SB Right		12.3	B	0	3	16.2	B	0	7
	<i>SB Approach</i>		14.8	B	--	--	19.3	B	--	--
<b>Overall</b>			<b>15.4</b>	<b>B</b>	<b>--</b>	<b>--</b>	<b>17.9</b>	<b>B</b>	<b>--</b>	<b>--</b>
2. Defense Road (E-W) and Site Entrance (S) Unsignalized	EB Thru-Right		†	†	†	0	†	†	†	0
	<i>EB Approach</i>		†	†	--	--	†	†	--	--
	WB Left-Thru		0.0	A	0	0	0.0	A	0	0
	<i>WB Approach</i>		0.0	A	--	--	0.0	A	--	--
	NB Left-Right		10.2	B	10	63	10.8	B	5	52
<i>NB Approach</i>		10.2	B	--	--	10.8	B	--	--	

<sup>1</sup> Overall intersection LOS and delay reported for signalized intersections and roundabouts only.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

**Turn Lane Warrant Analysis**

A right turn lane warrant analysis was completed at the proposed site entrance on Defense Road using the appropriate nomograph from Appendix F of VDOT’s *Roadway Design Manual*. The nomograph can be found in Figure 9.

As a result of the turn lane warrant analysis, a 100’ right turn taper is warranted at the proposed entrance on Squirrel Level Road.

**Construction Traffic Evaluation**

A construction scenario was also completed to determine the impact of construction traffic on the study intersections. This traffic is temporary in nature and will only occur during the buildout of the site. Once construction is complete (assumed 2034), this traffic will cease and be replaced by the site traffic discussed above.

The construction traffic volumes were developed from construction traffic counts at a data center in Mecklenburg County, Virginia that was actively under construction at the time of the counts. The construction site trips are shown in Table 5 below and in Figure 10. The total 2034 construction volumes are shown in Figure 11.

**Table 5: Construction Site Trips**

				AM			PM		
				IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Data Center Trip Generation</b>									
Data Center	3,894,000	SF (GFA)		471	21	492	16	252	268
<b>Total Trips</b>				<b>471</b>	<b>21</b>	<b>492</b>	<b>16</b>	<b>252</b>	<b>268</b>

Note: (1) Trip generation based on traffic counts from under construction data center in Mecklenburg County, Virginia, April 2023

The performance of the intersection of Squirrel Level Road and Defense Road and the Site Entrance and Defense Road under construction conditions are shown in Table 6 below. It is noted adjustments to the signal timings (splits/offsets) may be required during construction and the results below include those adjustments.

As shown in Table 6 below, under the construction scenario the intersection of Squirrel Level Road and Defense Road operates at an overall LOS C during the AM peak and LOS B during the PM peak. All approaches operate at LOS C or better during both peaks. Some queueing issues are present for the southbound left queue which fills the existing provided storage and extends into the through lane during the AM peak. At the unsignalized intersection of Defense Road and the Site Entrance, the northbound approach of the Site Entrance operates at LOS B during both peaks with a maximum queue of seven vehicles in the PM peak.

**Table 6: 2034 Construction Analysis LOS and Queueing**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR				PM PEAK HOUR			
			Delay <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	95th Percentile Queue Length (ft)	Simulated Maximum Queue Length (ft)	Delay <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	95th Percentile Queue Length (ft)	Simulated Maximum Queue Length (ft)
1. Squirrel Level Road (N-S) Defense Road (E-W) Signalized	EB Left-Thru		34.5	C	124	135	14.5	B	88	106
	EB Right	140	20.0	B	0	53	13.8	B	0	63
	<i>EB Approach</i>		<i>32.9</i>	C	--	--	<i>14.4</i>	B	--	--
	WB Left-Thru		21.0	C	47	63	14.4	B	86	122
	WB Right	175	20.8	C	11	67	19.7	B	61	51
	<i>WB Approach</i>		<i>20.9</i>	C	--	--	<i>18.3</i>	B	--	--
	NB Left	225	21.9	C	28	91	15.3	B	19	51
	NB Thru-Right		29.1	C	209	225	20.1	C	168	171
	<i>NB Approach</i>		<i>28.6</i>	C	--	--	<i>19.8</i>	B	--	--
	SB Left	165	23.8	C	329	164	17.8	B	74	112
	SB Thru		17.2	B	125	283	20.6	C	137	154
	SB Right		15.1	B	0	8	16.4	B	0	8
	<i>SB Approach</i>		<i>21.8</i>	C	--	--	<i>19.5</i>	B	--	--
<b>Overall</b>			<b>24.7</b>	<b>C</b>	--	--	<b>18.5</b>	<b>B</b>	--	--
2. Defense Road (E-W) and Site Entrance (S) Unsignalized	EB Thru-Right		†	†	†	0	†	†	†	2
	<i>EB Approach</i>		<i>†</i>	†	--	--	<i>†</i>	†	--	--
	WB Left-Thru		0.0	A	0	0	0.0	A	0	0
	<i>WB Approach</i>		<i>0.0</i>	A	--	--	<i>0.0</i>	A	--	--
	NB Left-Right		11.3	B	5	36	14.1	B	50	125
	<i>NB Approach</i>		<i>11.3</i>	B	--	--	<i>14.1</i>	B	--	--

<sup>1</sup> Overall intersection LOS and delay reported for signalized intersections and roundabouts only.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

## **Conclusions**

The proposed data center located east of Halifax Road and south of Defense Road will be serviced by one (1) entrance on Defense Road. When complete, the development will generate 1,424 daily trips, 171 AM peak hour trips (94 in and 77 out) and 57 PM peak hour trips (17 in and 40 out).

Under 2025 existing and 2034 background conditions, the intersection of Squirrel Level Road and Defense Road operates at an overall LOS B during both peaks with minimal queueing present.

Under 2034 future conditions, the intersection of Squirrel Level Road and Defense Road continues to operate and at overall LOS B during both peaks with some extension of queues present. At the unsignalized intersection of Defense Road and the Site Entrance, the northbound approach of the Site Entrance operates at LOS B during both peaks with a maximum queue of approximately 3 vehicles.

A turn lane warrant analysis was completed at the proposed Site Entrance and indicates an eastbound right turn taper is warranted at the entrance.

Under 2034 construction conditions, the overall intersection of Squirrel Level Road and Defense Road operates at LOS C during the AM peak and LOS B during the PM peak with some extension of queueing present, namely the southbound left in the AM peak which extends beyond the existing provided storage. Signal timing adjustments may be required during the construction of the site.

At the unsignalized intersection of Defense Road and the Site Entrance, the northbound approach of the Site Entrance operates at LOS B during both peaks with a maximum queue of approximately ten vehicles in the PM peak.

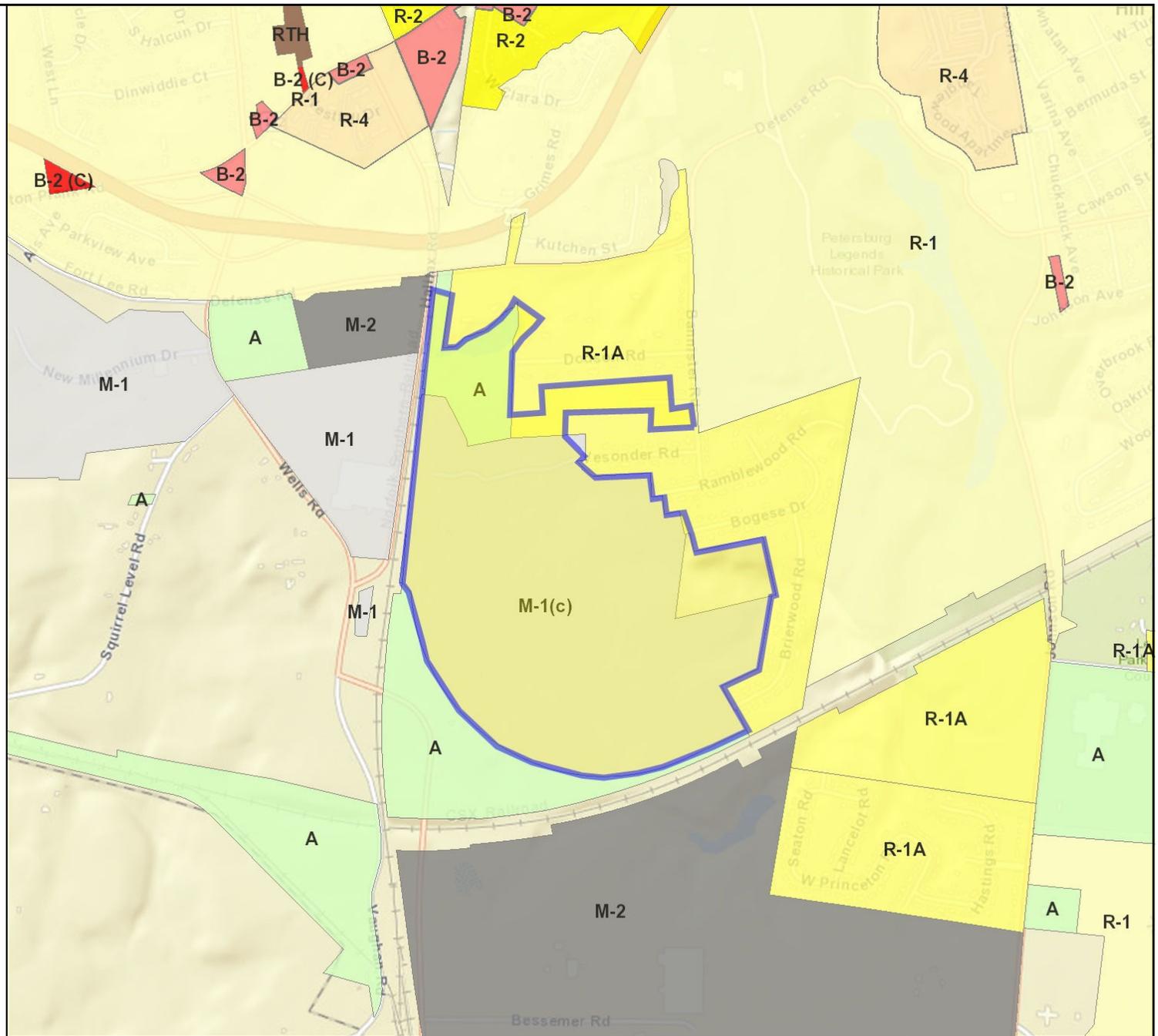
Overall, during construction and built out of the site, the proposed development will have minimal impact on the surrounding roadway network.

# Petersburg, Virginia

## Legend

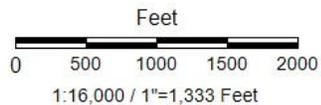
### Zoning

- A
- B-1
- B-2
- B-2 (C)
- B-3
- B-3 (C)
- ERC
- M-1
- M-1 (C)
- M-2
- MXD1
- MXD2
- MXD3
- PUD
- R-1
- R-1 (C)
- R-1A
- R-1A (C)
- R-2
- R-3
- R-4
- R-5
- R-5 (C)
- R-6
- RB
- RMH
- RTH
- RTH (C)



**Title: Zoning Map**

**Date: 11/18/2025**

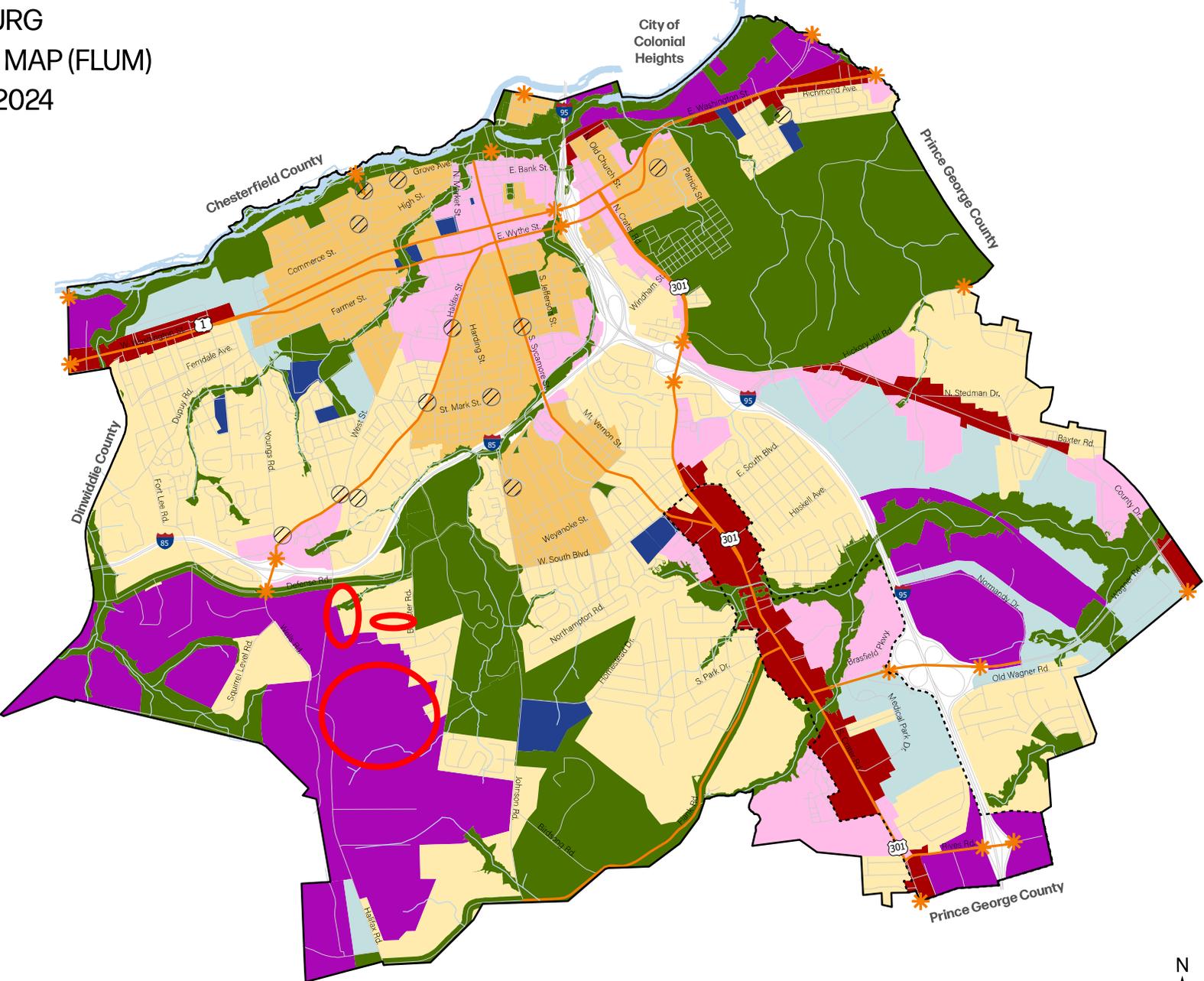


*DISCLAIMER: This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and City of Petersburg is not responsible for its accuracy or how current it may be.*

**CITY OF PETERSBURG  
FUTURE LAND USE MAP (FLUM)  
ADOPTED MAY 21, 2024**

**LEGEND**

-  City Limits
-  Roads
-  Appomattox River
-  Waterways
-  South Crater Urban Development Area (UDA)
-  Historic Core Neighborhoods
-  Community Residential
-  Neighborhood Commercial
-  Community Mixed-Use
-  Corridor Commercial
-  Research and Development
-  General Industrial
-  Civic
-  Conservation and Recreation
-  Gateways
-  Corridors



ADJOINING PROPERTY OWNERS			
Address	Owner	Mailing Address	City, State, ZIP
2066 Defense Rd	Abacus Construction LLC	101 W Front St Ste A	Monroe, MI 48161
1918 Dodson Rd	Adams Michael L Teresa M	1918 Dodson Rd	Petersburg, VA 23805
1862 Bogese Dr	Balthrop Willie L Doris C	1862 Bogese Dr	Petersburg, VA 23805
2832 Brierwood Rd	Bannister-Grant Norma J	2832 Brierwood Rd	Petersburg, VA 23805
1985 Vesonder Rd, 1996 Townes Rd, 1982 Townes Rd	Beck James D Gale L	1977 Vesonder Rd	Petersburg, VA 23803
2445 Halifax Rd, 2425 Halifax Rd	Bluewater Transport LLC	10713 Squirrel Level Rd	Dinwiddie, VA 23803
1842 Bogese Dr	Bradley Jerry M Et Ux	1842 Bogese Dr	Petersburg, VA 23805
2930 Brierwood Rd	Burgess Michele	2930 Brierwood Rd	Petersburg, VA 23805
1946 Townes Rd, 1668 Townes Rd	Carey Andrew T Gloria A	1969 Vesonder Rd	Petersburg, VA 23805
2233 Halifax Rd, 2000 Tyler Rd	City Of Petersburg	135 N. Union St	Petersburg, VA 23803
2032 Dodson Rd	Clarke John M	2032 Dodson Rd	Petersburg, VA 23805
2947 Brierwood Rd	Cornerstone Development Group LLC	6507 Whisperwood Dr	N Chesterfield, VA 23234
1948 Vesonder Rd	Craine Kyle J Craine Cassandra J	1948 Vesonder Rd	Petersburg, VA 23805
2626 Brierwood Rd	Creat Delinda	2626 Brierwood Rd	Petersburg, VA 23805
1918 Townes Rd	Crosspoint Development Corp	10132-C Hull St Rd	Midlothian, VA 23112
2701 Halifax Rd	Csx Transportation Inc. Csx-Tax Dept	500 Water St	Jacksonville, FL 32202
1812 Bogese Dr	Dial James L Jr Debra Lee	1812 Bogese Dr	Petersburg, VA 23805
1950 Dodson Rd	Edmonds Elvin Iii Jacqueline	1950 Dodson Rd	Petersburg, VA 23805
1941 Ramblewood Rd	Florentine Holding Co Vi LLC	2400 First St Ste 3003	Ft Myers, FL 33901
1934 Dodson Rd	Fuller Orlando Wayne	294 Hutchinson Blvd	Mount Vernon, NY 10552
2734 Brierwood Rd	Global Economic Consortium Co	20 E Tabb St Ste 106	Petersburg, VA 23803
1938 Vesonder Rd	Good Neighbor Properties LLC	7001 Jahnke Rd	Richmond, VA 23225
1986 Vesonder Rd	Grant John A Linda E	1986 Vesonder Rd	Petersburg, VA 23805
1923 Vesonder Rd	Greely Heather	1923 Vesonder Rd	Petersburg, VA 23805
2110 Dodson Rd	Greer Jacqueline J	2110 Dodson Rd	Petersburg, VA 23805
2016 Dodson Rd	Hollemon Constance	18706 Telegraph Springs Rd	Purcellville, VA 20132
1910 Bogese Dr	In His Presence Apostolic Ministry Inc	2787C S Crater Rd	Petersburg, VA 23805
2333 Wells Rd	Inland Container Corporation C/O International Paper Co.	Po Box 2118	Memphis, TN 38101
1918 Bogese Dr	Johnson Taylor Jr Irene	1918 Bogese Dr	Petersburg, VA 23805
2942 Brierwood Rd	Jones Arnetta T	2942 Brierwood Rd	Petersburg, VA 23805
1852 Bogese Dr	Keaton James E Betty J	1852 Bogese Dr	Petersburg, VA 23805
2918 Brierwood Rd	Kelley Joan Shawntae	2918 Brierwood Rd	Petersburg, VA 23805
2810 Brierwood Rd	Long Tara	2810 Brierwood Rd	Petersburg, VA 23805
1982 Dodson Rd	Manns Theresa A	1982 Dodson Rd	Petersburg, VA 23805
1941 Vesonder Rd	Mccarthy Paul W Fumiko M	1941 Vesonder Rd	Petersburg, VA 23805
2720 Brierwood Rd	Mitchell-Keith Willia G	2720 Brierwood Rd	Petersburg, VA 23805
1913 Vesonder Rd	Moore Roy Jr	1913 Vesonder Rd	Petersburg, VA 23805
1926 Bogese Dr	Nester Debra L	403 Maycox St	Petersburg, VA 23805
2088 Defense Rd	Patton William A	2066 Defense Rd	Petersburg, VA 23805
2100 Defense Rd	Petersburg VA Holdings LLC	3480 Grand Ave	Pittsburgh, PA 15225
1962 Vesonder Rd	Polk Walter Jr Annie J	1962 Vesonder Rd	Petersburg, VA 23805
1932 Ramblewood Rd	Pulliam Kelvin W Valerie	1932 Ramblewood Rd	Petersburg, VA 23805
1974 Vesonder Rd	Reyes Guzman Edwin Rene Reyes Maria Anita	1974 Vesonder Rd	Petersburg, VA 23805
2936 Brierwood Rd	Ricks-Haskett Gwendolyn L	2936 Brierwood Rd	Petersburg, VA 23805
2820 Brierwood Rd	Robinson Natonya S Helen J Williams	2820 Brierwood Rd	Petersburg, VA 23805
2086 Defense Rd	Skinner Gary N Sr Johnnie	2086 Defense Rd	Petersburg, VA 23805
2115 Dodson Rd	Sports Performace Properties LLC	3200 Sailview Dr	Midlothian, VA 23112
1925 Bogese Dr	Squires Kelly J Et Als	23717 Sparrow Ct	N Dinwiddie, VA 23803
2708 Brierwood Rd	Thompson Rhonda T	2708 Brierwood Rd	Petersburg, VA 23803
1933 Vesonder Rd	Tucker Fabian S Bartina A	1933 Vesonder Rd	Petersburg, VA 23805
1919 Townes Rd	VA Equity Solutions LLC	10312 Doyle Blvd	Mckenny, VA 23872
2912 Brierwood Rd	Walton Hope N Walton Walton Roy Hugh Jr Kent Nina	Po Box 1193	Colonial Heights, VA 23834
2636 Brierwood Rd	Watson Ronnie D	2636 Brierwood Rd	Petersburg, VA 23805
2924 Brierwood Rd	Weaver Anthony A	2924 Brierwood Rd	Petersburg, VA 23805
1922 Ramblewood Rd	Whitehead Jordan B	1922 Ramblewood Rd	Petersburg, VA 23805
2426 Wells Rd	Wilkins Troy Melissa	2344 Wells Rd	Petersburg, VA 23805
1832 Bogese Dr, 1822 Bogese Dr	Williams Kenya	20900 Truth Dr	S Chesterfield, VA 23803
1966 Dodson Rd	Yancey Lawrence A Jr	1966 Dodson Rd	Petersburg, VA 23805

# Public Comment for Planning Commission Record

**Rezoning Case:** 2025-REZ-06

**Name:** Grant Northrop

**Address:** 2034 Bannister Rd, Petersburg, VA 23805

**Date:** January 8, 2026

**Meeting:** Planning Commission – Public Comment (Non-Agenda Items)

Good evening.

My name is **Grant Northrop**, and I live in the neighborhood directly adjacent to the parcels involved in **Rezoning Case 2025-REZ-06**, concerning **Defense Road, Townes Road, and Bogese Drive**.

I understand this item is not on tonight's agenda, but I want to ensure that my comments are entered into the public record **before this case returns for further consideration**.

## Key Concerns

### 1. Property Value Impacts

This rezoning would place **M-1 Light Industrial zoning within an established Community Residential area**, solely to support access and mitigation for an existing data center.

No independent **property value impact study** has been completed for the residential properties directly bordering these parcels. Residents are being asked to accept potential loss in property value without analysis or safeguards.

### 2. Flooding and Access Feasibility

The proposed primary access route relies on **Defense Road at the railroad underpass**, which floods frequently.

No environmental or engineering study has been presented demonstrating that this corridor can reliably support data center traffic or emergency access without increasing flooding or creating additional safety risks.

### 3. Enforcement of "Emergency-Only" Access

The applicant has stated that **Townes Road access will be limited to emergency use**, but there is currently **no clearly defined or enforceable mechanism** to prevent construction or operational traffic from using this road in the future once rezoning is approved.

## **Ordinance and Subdivision Consistency Addendum**

Recent updates to the City's Zoning and Subdivision Ordinances place increased emphasis on site suitability, stormwater management, enforceable access controls, and compatibility with surrounding residential areas. In this case, the requested rezoning would permanently convert Residential and Agricultural parcels to M-1 Light Industrial zoning **before** critical issues such as flooding, wetlands mitigation, access feasibility, and enforcement mechanisms are fully evaluated through site plan or subdivision review. Approving rezoning in advance of these analyses reverses the intent of the updated ordinance framework, which is designed to ensure environmental impacts, pedestrian safety, and neighborhood compatibility are addressed **prior to** committing land to more intensive industrial use. I respectfully request that ordinance consistency and cumulative impacts be explicitly considered before this case advances.

### **Closing**

I respectfully ask that when this case returns, the Planning Commission require **clear, enforceable conditions and independent studies** addressing these unresolved issues **before** considering a recommendation.

Thank you for allowing these comments to be entered into the public record.