

BACKGROUND

Project Name: Buc-ee's Stafford

Applicant: Buc-ee's
327 F.M. 2004
Lake Jackson, TX 77566
979-417-0838

Election District: Garrisonville

Location: Intersection of Courthouse Road/Route 630 (to the south of site) and Austin Ridge Drive (to the west of site); I-95 to the east

Parcels/Acreage: 29-60D (12.945 acres); 29-60E (11.245 acres); 29-60F (11.990 acres)

Total Acreage: 36.18 acres

Comprehensive Plan Designation: Courthouse Targeted Development Area

Current Zoning¹/Use: B-2 / Vacant Land

Request: Conditional Use Permit (Vehicle Fuel Sales)

Owner: Rocky Ridge LLC (f/k/a Rocky Ridge Joint Venture)
9900 Main Street, Suite 500
Fairfax, VA 22031
703-425-2614

Engineer: David Verdis, P.E.
Kimley-Horn
2035 Maywill Street, Suite 200
Richmond, VA 23230
804-273-8372

Attorney: Karen L. Cohen, Esq. and D. Scott Foster, Jr., Esq.
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¹ The northwest corner of 29-60F is shown in GIS as PD-1 but was rezoned to B-2; nevertheless, it is not part of CUP area for the proposed project.

PROJECT NARRATIVE

Summary

Applicant is requesting a Conditional Use Permit (CUP) to allow vehicle fuel sales in the B-2, Urban Commercial Zoning District on Tax Map Parcel Numbers 29-60D, 29-60E and 29-60F, consisting of 36.18 acres (the “**Project Site**”).

Applicant intends to construct a Buc-ee's Travel Center (the “**Project**”) on the Project Site. Buc-ee's Travel Center has redefined the traditional pit stop into a one-of-a-kind destination experience, known for its pristine bathrooms, friendly staff, and freshly prepared food. Buc-ee's is not a truck stop; commercial tractor-trailers are prohibited. In addition to selling gas, the Buc-ee's Travel Center offers in-house BBQ, baked goods and sweets, clothing, and a unique collection of gifts and weekend get-away gear. Founded in 1982 and headquartered in Texas, Buc-ee's has 34 stores across the state and 14 locations throughout Alabama, Georgia, Florida, South Carolina, Kentucky, Tennessee, Missouri and Colorado.

The store area for the Buc-ee's Travel Center is approximately 74,000 square feet, and the vehicle fuel sales component consists of 60 multi-product dispensers (MPDs). There are two MPDs per island (30 islands), providing a total of 120 fueling positions. The Project is proposed to be located in the northwest quadrant of the intersection of Interstate 95 (I-95) and Courthouse Road (Route 630) in Stafford County, Virginia. Currently, the site proposed for development is vacant.

Existing Conditions

The Project Site consists of vacant land. Adjacent to the site to the east is an existing wooded area and Interstate-95. Adjacent to the site to the west is Austin Ridge Drive and an existing commercial development. Future commercial development is also planned north of Sunflower Drive/west of Austin Ridge Drive. Adjacent to the site to the south is Courthouse Road, the I-95 interstate ramp to Route 630, and an existing wooded area. The parcel immediately to the north is vacant land split-zoned PD-1 and B-2 and is part of the Austin Ridge Commercial Center.

Abutting Properties:

Location	Zoning	Existing Use	Comprehensive Plan
North	B-2, PD-1	Vacant Land / Commercial	Targeted Development Area
South	ROW	ROW	Targeted Development Area
East	B-2 Highway & ROW	Vacant Land / Commercial Highway & ROW	Targeted Development Area
West	PD-2, Planned Development	Vacant Land (portion) Commercial/Retail (portion)	Targeted Development Area

Zoning History & Existing Proffers

The Project is proposed to be sited on three B-2 zoned parcels: 29-60D, 29-60E and 29-60F. A portion of what is now Parcel 29-60F was rezoned from PD-1 to B-2 on March 3, 2015 pursuant to the Board of Supervisors' approval of RC1400142 and made subject to certain proffers dated January 28, 2015 (for Austin Ridge Commercial).

The parcel formerly identified as 29-60 also was the subject an earlier (2003) rezoning with proffers (O03-16, R98-56). Applicant does not yet have the accompanying GDP to the 2003 proffers to be able to fully ascertain whether they apply to any part of the proposed Project Site. However, the area that was the subject of the subsequent 2015 rezoning is not part of the proposed development and is not included within the CUP.

It is Applicant's understanding that all proffer obligations under the aforementioned rezonings have either been performed or are not applicable to the proposed Project; however, Applicant requests the County notify it of any obligations that it believes apply to Applicant's proposed Project. Applicant is aware of other proffers relating to parcels not controlled by the Applicant that impact its Traffic Impact Analysis. Applicant looks forward to working with the County to address those proffers.

The County's GIS indicates that Parcel 29-60F is split-zoned PD-1 and B-2; however, pursuant to the 2015 rezoning, it appears that the PD-1 portion was rezoned to B-2. In any case, the portion in question is not part of the Buc-ee's Travel Center development.

Comprehensive Plan

The County's future land use map shows the Project Site is located in a Targeted Development Areas. As described in the Comprehensive Plan, in part:

Targeted Development Areas (TDAs), previously called “Targeted Growth Areas (TGAs)”, highlight the locations where a significant amount of new development and redevelopment (both commercial and residential) is expected to occur. This is where much of the County’s infrastructure and other public facility planning will be focused.



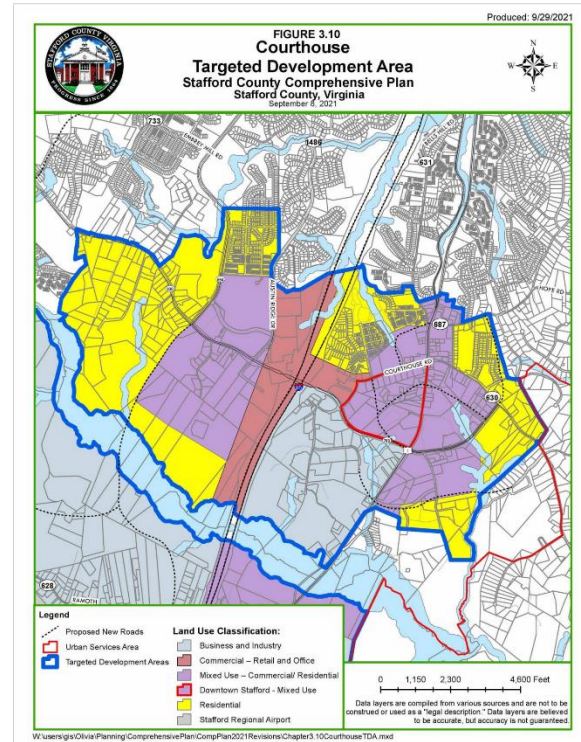
By its name, TDAs emphasize where development will be targeted. Each TDA, by its very location, has a different mix of targeted development that may be residential, mixed-use, commercial (retail), and “industrial”. In general, at least 50 percent of the County’s future residential and business development is recommended in these areas.

The Project is located within the Courthouse Targeted Development Area. According to the Comprehensive Plan, this area is “[s]ituated in a central location in the County” and “consists of approximately 2,580 acres.”

The Comprehensive Plan further describes this area as follows:

The area is located along Courthouse Road, and bisected by Interstate 95. On the east side of the Interstate, the area incorporates the Historic Courthouse and extends south of the Stafford Hospital Center, along U.S. Route 1. The area extends west along Courthouse Road to Colonial Forge High School, incorporating land that includes portions of Austin Ridge and Embrey Mill to the north and south to Accokeek Creek.

In total, the TDA is recommended to include 5,440 residential dwelling units, including 3,190 multi-family, 750 townhouse, and 1,500 single-family units, and 5,500,000 square feet of commercial development.



The proposed Buc-ee’s Travel Center is consistent with the envisioned growth and targeted development in this area. Previously approved commercial square footage for this area has not been built, and therefore, the proposed Project helps to fulfill the goals of the TDA. Lastly, we note that the Project Site is within the Conical Zone of the Airport Overlay District.

Generalized Development Plan (GDP)

Applicant has submitted a GDP illustrating the layout of the proposed Project. Applicant proposes to vacate the existing boundary lines between the parcels and create new parcels, as shown on the GDP, consisting of the proposed Buc-ee’s parcel (33.95 acres) and the proposed Buc-ee’s Boulevard right-of-way (2.23 acres), for a total Project Site acreage of 36.18 acres. A right-of-way for future access is also noted on the GDP on Parcel ROW 29.

The proposed development consists of an approximately 74,000 square-foot building in which Buc-ee’s offers a variety of items for sale including BBQ, baked goods and sweets, clothing, and

a unique collection of gifts and weekend get-away gear. As shown on the GDP, vehicle fuel sales are provided on the western side of the site within 30 islands, with each consisting of 60 multi-product dispensers (MPDs), or 120 fueling positions. The Institute of Transportation Engineers (ITE) standard for parking is 8.11 spaces per 1,000 SF of customer service area for a “Super Convenience with Gas” use, which would require at least 600 parking spaces. The GDP shows a total of 833 parking spaces, consisting of 270 perimeter spaces, 551 interior spaces (perimeter and interior spaces will include 24 Tesla charging stations, 24 ADA accessible spaces and 2 spaces for air/water valet), 12 bus/RV spaces and a bike plaza. This infrastructure is necessary to accommodate the quantity of customers frequenting the proposed development and the duration of their visits, which are longer than that of an ordinary convenience store.

Access to the proposed development will be provided by one partial access driveway (right-in only) along Courthouse Road, one full-access driveway and one partial access driveway (right-in/right-out only) along Austin Ridge Drive, and one full-access driveway and one partial access (right-in/right-out only) driveway along Buc-ee's Boulevard, a proposed roadway intersecting with Austin Ridge Drive. The figure below presents the driveway spacing and proposed lane configuration at each project driveway.



TIA Figure Showing Access Driveways

As explained in the traffic impact analysis (TIA) submitted by Applicant and prepared by Kimley-Horn, the analyses were conducted for Existing (2023), No-Build (2025 and 2031), and Build (2025 and 2031) conditions. Traffic generated by surrounding approved developments was included, as applicable, in all future year analysis scenarios. For future conditions analyses,

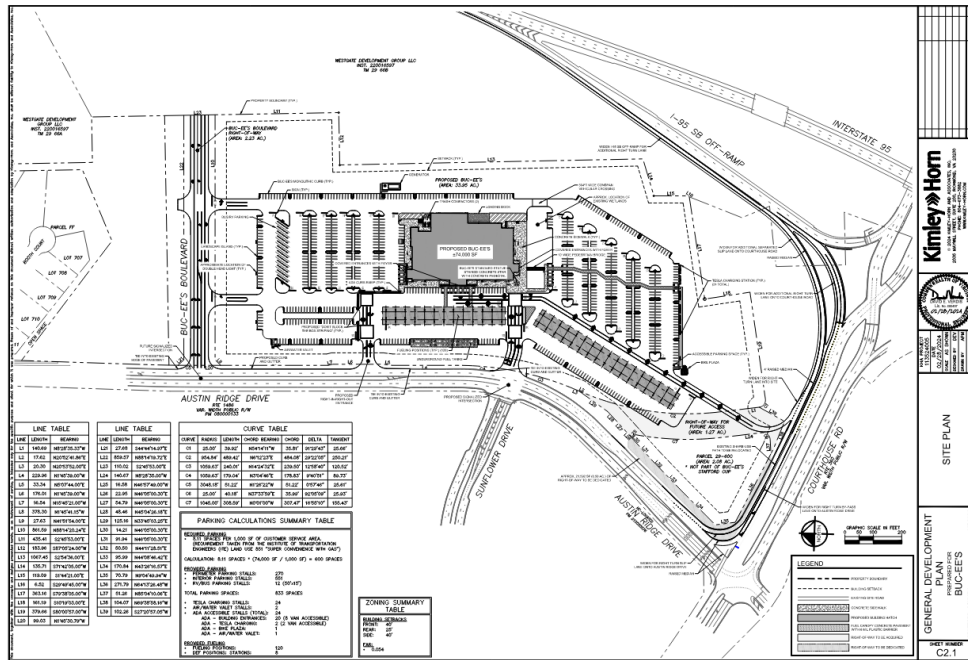
proffered improvements associated with background developments were assumed to be operational.

The following improvements, in addition to proffered improvements, are recommended to mitigate expected project traffic:

- Austin Ridge Drive and Courthouse Road
 - Reconfigure the westbound approach which includes a right-turn lane to include dual right-turn lanes, one channelized yield-controlled lane and one channelized free-flow lane.
 - Construct an additional eastbound through lane along Courthouse Road between Mine Road and Austin Ridge Drive.
 - Increase the southbound left-turn lane storage length to 400 feet.
 - Re-stripe the northbound Austin Ridge Drive approach to a left-turn lane, shared through-left lane and dual right-turn lanes.
- Construct a new traffic signal at the intersection of Austin Ridge Drive and Sunflower Drive/Project Driveway 1.
- Signal warrants will be analyzed at the intersection of Austin Ridge Drive and Buc-ee's Boulevard, and a signal will be constructed, if necessary.
- Optimize signal timings, splits, and offsets at all study area signalized intersections.
- I-95 at Exit 140 Diverging Diamond Interchange
 - Construct a median separated southbound right-turn slip-lane and receiving lane along westbound Courthouse Road.
 - Construct a third northbound left-turn lane at the I-95 off-ramp to westbound Courthouse Road.

Due to required interchange modifications, an Operations and Safety Analysis Report (OSAR) will be required. The exact scope and limits of the OSAR will be determined with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA). All proposed project driveway spacings are expected to comply with the guidelines outlined in the VDOT Road Design Manual, Appendix F. Therefore, no access management waivers are anticipated for the proposed development.

Applicant anticipates that the County's proposed CUP conditions would require the Project Site to be developed in general conformance with the GDP, and require that the development include no more than 120 fueling positions.



Proposed GDP (this plan is oriented so that east is up)

Applicant anticipates working with Staff to develop additional CUP conditions as may be needed to mitigate any Project impacts.

Traffic Impact

The property is situated on the north side of Courthouse Road and the east side of Austin Ridge Drive. Access to the proposed Buc-ee's site will be provided from three entrances along Austin Ridge Drive and one entrance along Courthouse Road. The proposed development will create approximately 20,940 vehicles per day with a peak vehicle per hour of 2,174 vehicles. Per Stafford County CUP requirements, a Traffic impact study and determination form is included with this CUP application.

Utilities Impact

The proposed development will be served by public water and sewer. The proposed water demand is expected to be approximately 35,000 gallons per day. The proposed sanitary sewer demand is expected to be approximately 23,000 gallons per day. Water and sanitary sewer connections will

be designed per Stafford County requirements. Private utilities will be provided by the service companies in the area.

Community Impact

As the proposed use does not generate an increase in population, it will not have any impact to existing school or recreational infrastructure. The Project will generate significant tax revenue to the County, and create an estimated 200 new jobs. These positions are well paid, with hourly positions being compensated at an average starting wage of \$16.00 to \$19.00 per hour, along with health benefits and 401K participation.

Environmental Impact

The proposed development will collect surface runoff from the building, parking areas, and fuel areas, and be collected into a storm sewer system and detention system. The stormwater management design will comply with both Stafford County and Virginia State requirements for Water Quantity and Quality.

All construction activity, and associated noise and dust that may be generated during construction will be in accordance with the Stafford County requirements. The proposed development will not generate noise beyond the level that is customary for commercial uses and will meet the Stafford County noise requirements. After construction, it is not anticipated that the development will generate dust or smoke emissions.

There are minimal wetland impacts expected with the Project design but a wetland delineation will be necessary to confirm the extent of the impacts. The Project design will accommodate any existing wetlands and mitigate any impact as needed. Any environmental impacts associated with construction will be mitigated with an approved Erosion and Sediment Control Plan prepared along with the Site Plan approved by the County. Stormwater Management for both water quality and quantity will be designed and implemented in accordance with applicable State and County requirements. Any noise emissions shall comply with the applicable provisions of Chapter 15 of the Stafford County Code of Ordinances. Similarly, any dust and smoke emissions shall comply with the applicable State and Federal standards in final buildout, and to the Virginia Erosion and Sediment Control Handbook (VESCH) during construction. The fuel tanks associated with this plan will be designed and installed based on the latest County and State guidelines, and the site will contain items such as oil and water separators as required to protect downstream storm inlets. As such, there will be no environmental impact based on the new development.

Design Standards

The Project Site is not located within the Highway Corridor Overlay District (HCOD), therefore conformance with the Neighborhood Development Standards (NDS) Plan is encouraged but not required. Nevertheless, the proposed building design will conform with many of the architectural guidelines of the NDS Plan, including:

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- The use of varied rooflines with parapet walls
- The use of stone and brick with subtle earth tone colors
- Limiting bright colors to accents areas
- The use of awnings and projecting features on the façade
- A well-defined customer entrance facing the primary road